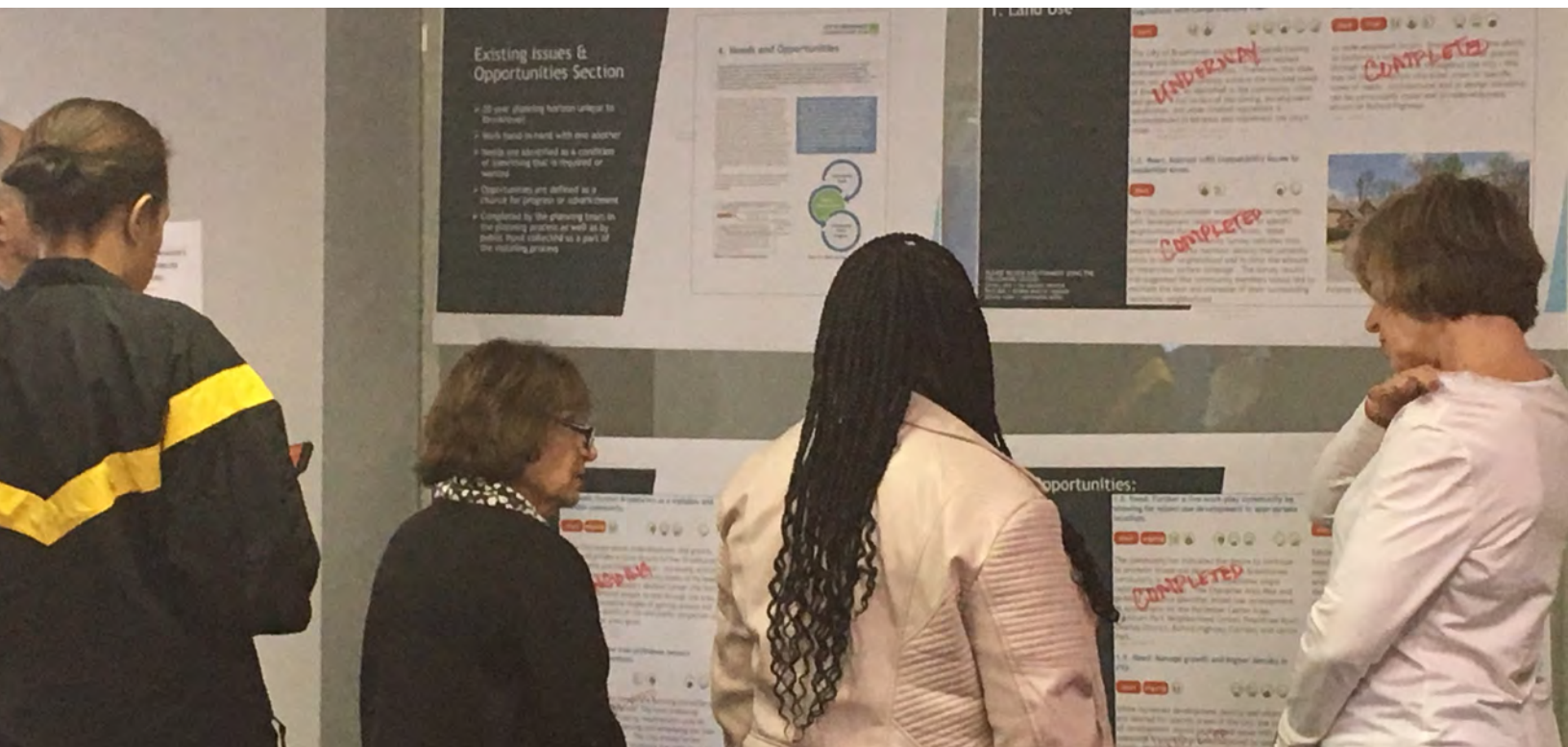


Brookhaven GEORGIA

2034 COMPREHENSIVE PLAN 5-YEAR UPDATE



STATE OF GEORGIA
COUNTY OF DEKALB
CITY OF BROOKHAVEN

RESOLUTION RES 2019-09-02

**RESOLUTION TO ADOPT
CITY OF BROOKHAVEN COMPREHENSIVE PLAN 2034
5-YEAR UPDATE**

WHEREAS, the Mayor and City Council of the City of Brookhaven, Georgia have completed the five-year update of the City of Brookhaven's Comprehensive Plan 2034; and

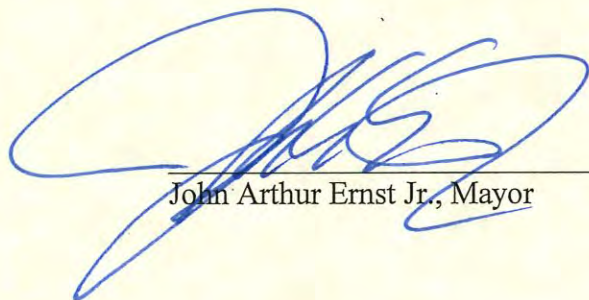
WHEREAS, the five-year update document was prepared according to the Minimum Standards and Procedures for Local Comprehensive Planning effective October 1, 2018 and established by the Georgia Planning Act of 1989, and required public hearing was held on September 24, 2019; and

NOW THEREFORE BE IT RESOLVED, that the Mayor and City Council of the City of Brookhaven, Georgia certify that the minimum public participation and other procedural requirements, as identified in the Minimum Standards and Procedures for Local Comprehensive Planning, have been met or exceeded in preparing the five-year update to Brookhaven's Comprehensive Plan 2034.

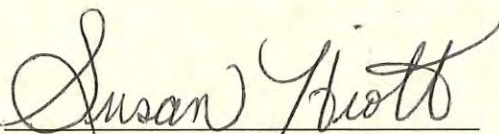
BE IT FURTHER RESOLVED that the Mayor and City Council of the City of Brookhaven, Georgia hereby do adopt the five-year update to Brookhaven's Comprehensive Plan 2034.

APPROVED by the Mayor and City Council of the City of Brookhaven, Georgia this 24th day of September 2019.

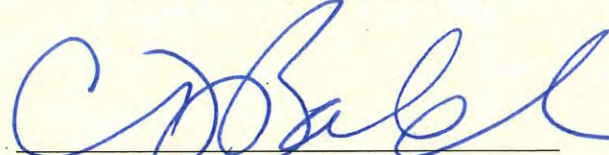



John Arthur Ernst Jr., Mayor

ATTEST:


Susan Hiott, City Clerk

APPROVED AS TO FORM:


Christopher Balch, City Attorney

SEAL



Atlanta Regional Commission

August 23, 2019

Mayor John Ernst
City of Brookhaven
4362 Peachtree Road
Brookhaven, Georgia 30319

RE: 2019 Comprehensive Plan

Dear Mayor Ernst,

ARC has completed the regional review of the 2019 Comprehensive Plan for the City of Brookhaven. We are pleased to inform you that the Georgia Department of Community Affairs (DCA) has determined that the submittal is in compliance with the Minimum Standards and Procedures for Local Comprehensive Planning.

Obtaining Qualified Local Government (QLG) status is contingent upon the City's official adoption of the new plan. The plan may be adopted at any time. Enclosed are advisory comments from DCA and comments from ARC that should be considered prior to adoption. Once adopted, please send ARC digital copies of the adoption resolution and the final, adopted plan document, so that we may forward those materials to DCA. Upon receiving notification that the plan has been adopted, DCA will award QLG status to the City.

I commend you and the City of Brookhaven for your commitment to the comprehensive planning process. Please contact Andrew Smith at (404) 463-3100 or asmith@atlantaregional.com if you have any questions or if we can provide further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Samyukth Shenbaga', is written over a horizontal line.

Samyukth Shenbaga
Manager, Community Development Group

Enclosures

C: Patrice Ruffin, Manager of Community Development

atlantaregional.org

International Tower
229 Peachtree St, NE | Suite 100
Atlanta, Georgia 30303

Andrew Smith

From: Jon West <Jon.West@dca.ga.gov>
Sent: Wednesday, August 21, 2019 5:39 PM
To: Andrew Smith
Cc: Jared Lombard; PEMD OPQG Administration
Subject: Brookhaven Revised Plan Update Approval w Advisory

Andrew,

Our staff has reviewed the revised comprehensive plan update for the City of Brookhaven and determined that it adequately addresses the Minimum Standards for Local Comprehensive Planning. However, we have provided advisory comments that we believe could assist the local government in making its plan more useful. Please review these comments with the local government before they adopt the plan update. If you have any questions about our comments, please contact us at 404-679-5279. As soon as your office provides written notice that the plan has been adopted and provides DCA with a digital copy of the final adopted version of this document, we will award Qualified Local Government status to the local government(s).

Advisory Comments to the Community

Please consider addressing these items before moving forward with adoption of the plan update. We believe they will improve the usability of the document and help maximize its potential benefits.

Community Work Program & Report of Accomplishments

- Revising a few of the activities listed in the new Community Work Program to make it clear exactly what is to be done to implement the activity will make the work program more usable for the community, and provide clarity for future leaders and staff who will be implementing this plan. For each activity, we recommend considering whether the current description of the activity would answer “how?” or “by doing what, specifically?” for an uninformed reader. In some cases it may make sense to break the activity out into a few specific implementation steps. In other cases, the listed activity may actually be intended as guidance for future decision-making, which means it is a *policy statement* probably best moved to the section of the plan for policies.

Thanks,



Learn more about our commitment to [fair housing](#).



Jon A. West, AICP

Principal Planner/Community & Regional Planning
Georgia Department of Community Affairs
60 Executive Park South, NE
Atlanta, Georgia 30329

Direct 404-327-6872

Fax 770-302-9703

Jon.West@dca.ga.gov

Andrew Smith

From: Jim Santo
Sent: Tuesday, July 2, 2019 10:23 AM
To: Andrew Smith
Subject: RE: ARC Plan Review Notice: 2019 City of Brookhaven Comprehensive Plan Update

Andrew,

Natural Resources has two comments on the 2019 City of Brookhaven Comprehensive Plan Update:

1.) On Page 25 of 137 of the Document, in the Community Work Program 2020-2024, under Community Facilities and Resources, Section 2.2 Stormwater Management, Item 2.2.2 reads as follows:

“Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District Watershed Management Plan”

The District Plan was updated in 2017, with the separate plans (Water Supply, Wastewater and Watershed Management) combined into one document. The Metropolitan North Georgia Water Planning District 2017 Water Resources Management Plan is the document that should be used in updating City stormwater management ordinances and regulations.

2.) On Page 133 of 137 of the Document, in Appendix G Report of Accomplishments – Community Work Program 2014-2019, under Community Facilities and Resources, Section 2.2 Stormwater Management, Item 2.2.2 reads as follows:

“Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan. Consider incorporation of rain gardens and bio-detention ponds as a stormwater management component and other BMPs.”

Because this work has continued through 2019 and the status is shown as “Ongoing”, the Item should also cite the most recent version of the District Plan, the 2017 Water Resource Management Plan, which is the current plan and in the future should be used in lieu of the 2009 document.

Jim Santo
Principal Planner
Natural Resources

Atlanta Regional Commission
regional impact + local relevance
International Tower
229 Peachtree Street NE, Suite 100
Atlanta, Georgia 30303-2538
P | 470.378.1550
jsanto@atlantaregional.org
atlantaregional.org



June 25, 2019

Atlanta Regional Commission
229 Peachtree Street
Suite 100
Atlanta, Georgia 30303
ATTN: Jared Lombard, AICP

RE: Comprehensive Plan Update Submittal

To Whom It May Concern:

The City of Brookhaven has completed an update of its comprehensive plan and is submitting it with this letter for review by the Atlanta Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Patrice Ruffin, Director of Community Development, at 404-637-0500 or patrice.ruffin@brookhavenga.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "John Ernst", written over a large, stylized, light-colored scribble or watermark.

John Arthur Ernst, Jr.
Mayor

ACKNOWLEDGMENTS

This plan document is the result of a collaborative effort of the Brookhaven community, including: community members, City of Brookhaven elected officials, the Planning Commission/Steering Committee, and City of Brookhaven staff.

A special thank you is given to community members that shared input, ideas, and feedback throughout the planning process to help define the vision and priorities for the City of Brookhaven contained within.

The following individuals played a lead role in the **plan's** development:

CITY OF BROOKHAVEN MAYOR + CITY COUNCIL

- John Ernst, Mayor
- Linley Jones, District 1
- John Park, District 2
- Bates Mattison, District 3
- Joe Gebbia, District 4

CITY OF BROOKHAVEN PLANNING COMMISSION/STEERING COMMITTEE

- Stan Segal, Chairman
- John Funny, Vice Chairman
- Shannon Cameron
- Michael Diaz
- Bert Levy
- Conor Sen
- Madeleine Simmons

CITY STAFF

- Christian Sigman, City Manager
- Steve Chapman, Assistant City Manager
- Patrice Ruffin, Director of Community Development
- Linda Abaray, Deputy Director of Community Development
- Aronda Smith, Senior Planner
- Drew Murray, Planner II
- Dominique Lockhart, Planner I

Executive Summary

Overview of the Comprehensive Plan

Planning is the process of setting the future growth pattern of a city, usually in the form of a land use plan. A land use plan (also known as a comprehensive plan, future land use plan, or master plan) provides general guidance for future land uses as well as goals and policy statements to help direct development and infrastructure improvements for the public good.

These plans address land use issues and define how land should be used in the future (typically over a 20-year period). A future land use/character area map, which accompanies the plan document, designates the intended use and recommended development pattern/density for a particular area.

The future land use recommendations adopted as part of a land use plan and shown on a future land use map are policy, not regulatory; however, the recommendations guide the regulations ultimately adopted as part of city code.

Municipalities in Georgia are required to update their comprehensive plan every five years as required by the Minimum Standards of Local Comprehensive Planning.

The development of a comprehensive plan helps a community to:

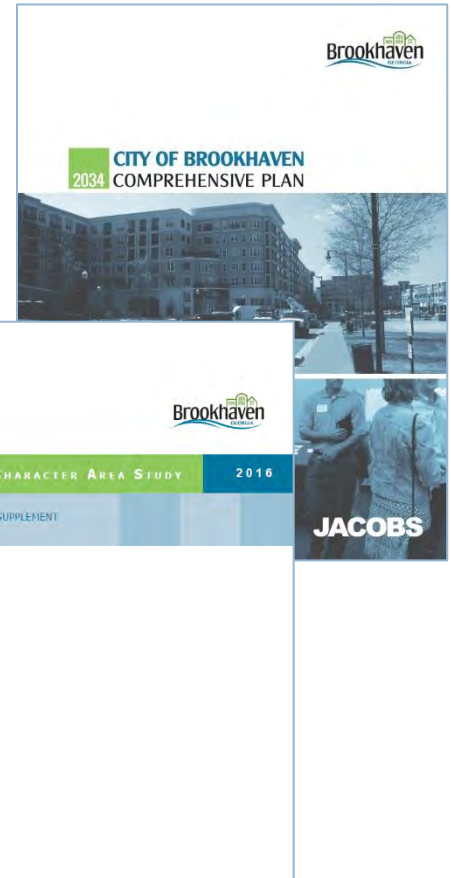
- Develop a vision for what it wants;
- Establish priorities;
- Encourage dialogue and actions;
- Guide decision making; and,
- Determine how to best allocate limited resources.

In a nutshell, the Comprehensive Plan is a roadmap for the City of Brookhaven's **future**.

5-Year Update Process

Brookhaven's first land use plan, **Comprehensive Plan 2034**, was adopted in November 2014. In addition, the city undertook a Character Area Study, which was approved in January 2017, to further refine the adopted roadmap.

Because the city's planning efforts are so recent, the city has chosen to complete a limited scope update which will include readoption of the existing documents with updates to the existing Needs & Opportunities and Land Use sections of the plan. Additionally, the update will include new Community Work Program for years 2020-2024.



This document is an update to Brookhaven's plan and affirms the big picture vision set out in the Comprehensive Plan and Character Area Study. This document also provides a list of tasks for city leaders, staff, and citizens to complete in order to implement this vision.

The Brookhaven Planning Commission was identified to serve as the Steering Committee for this update and the schedule for the project was set as follows:

- October 9, 2018 - First Required Public Hearing (City Council)
- October 24, 2018 - Steering Committee Meeting (Planning Commission, Retreat)
- February 6, 2019 - Steering Committee Meeting (Planning Commission, Regular)
- March 28, 2019 and April 25, 2019 - Community Involvement Meeting(s)
- May 28, 2019 - Second Public Hearing (City Council)
- June 2019 - Submittal for Review
- July/August 2019 - Report of Findings and Recommendations
- September 24, 2019 - Adoption & notification (legal) by City
- October 31, 2019 - Final Due Date

Public Participation

Community Involvement Meetings were held on March 28, 2019 and April 25, 2019 at the Brookhaven City Hall. At the first meeting, the public participated in an open house and was asked to review the sections of the plan identified for updates at various stations around the room. Specifically, citizens were asked to note whether updates were needed or were unnecessary and to provide any specific recommendations in detail. The results were reported at the second meeting and additional comments were taken at that time as well. The public involvement documentation for this project can be found in Appendix F.

CONTENTS

This document contains updates to the following sections of the original Comprehensive Plan 2034:

- Chapter 2: Plan Elements
 - 2.1 Land Use
- Chapter 4: Needs + Opportunities
 - 4.1 Land Use
 - 4.2 Community Facilities & Resources
 - 4.3 Economic Development
 - 4.4 Population (Community Building)
 - 4.5 Housing
- Appendices:
 - B Community Work Program
 - B.1 Community Work Program for Comprehensive Plan 2034
 - F 5-Year Comprehensive Plan Update (2019) Public Involvement Documentation
 - G Report of Accomplishments (2014-2019)

This document also contains the addition of the following section:

- Chapter 2: Plan Elements
 - 2.7 Broadband Services

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1	INTRODUCTION	
1.1	What's Inside	Readopted
1.2	Comprehensive Plan 101	Readopted
1.3	State Planning Standards	Readopted
1.4	Our Planning Process	Readopted
1.5	Relationship to Other Planning Initiatives	Readopted
2	PLAN ELEMENTS	
2.1	Land Use	Modified
2.2	Community Facilities and Resources	Readopted
2.3	Economic Development	Readopted
2.4	Demographics	Readopted
2.5	Housing	Readopted
2.6	Transportation	Readopted
2.7	Broadband Services	New
3	COMMUNITY GOALS	
3.1	Public Involvement Summary	Readopted
3.2	Overall Vision Statement	Readopted
3.3	Community Goals	Readopted
3.4	Community Policies	Readopted
3.5	Character Areas and Defining Narrative	Modified
4	NEEDS & OPPORTUNITIES	
4.1	Land Use	Modified
4.2	Community Facilities & Resources	Modified
4.3	Economic Development	Modified
4.4	Population (Community Building)	Modified
4.5	Housing	Modified
5	NEEDS & OPPORTUNITIES	
5.1	Community Work Program Overview	Readopted
5.2	Key Implementation Strategies	Readopted
5.3	Responsible Parties and Partners	Readopted
5.4	Funding Mechanisms	Readopted
	APPENDICES	
A	Comprehensive Plan	
A.1	Public Involvement Documentation	Readopted
A.2	Supporting Technical Analysis	Readopted
A.3	Map Enlargements	Readopted
A.4	Implementation Strategy Details	Readopted
B	Community Work Program	
B.1	Community Work Program for Comprehensive Plan 2034 (2020-2024)	Modified
B.2	Community Work Program for Transportation Plan*	Readopted
B.3	Community Work Program for Parks and Recreation Master Plan*	Readopted
B.4	Community Work Program for Buford Highway Improvement Plan & Economic Development Strategy*	Readopted
C	Comprehensive Transportation Plan*	Readopted
D	Parks and Recreation Master Plan*	Readopted
E	Buford Highway Improvement Plan*	Readopted
F	5-Year Comprehensive Plan Update (2019) Public Involvement Documentation	New
G	Report of Accomplishments (2014-2019)	New

*These are independent planning initiatives that were carried out concurrently with Comprehensive Plan 2034 by the City of Brookhaven.

1. Introduction

The City of Brookhaven’s Comprehensive Plan 2034 marks an important milestone in the city’s history. For the first time as an incorporated municipality, the members of the Brookhaven community and its leadership have collaboratively worked together to define where the City is headed in the future and what its overarching vision for that future is. This plan documents the overarching community goals for the City of Brookhaven over the long term while placing particular attention on the priorities and action items for the short term. The plan should serve as guide for City staff and elected officials on a regular basis and also be utilized in helping make annual budgeting, capital funding, and grant application decisions.

Comprehensive Plan 2034 places emphasis on the City’s overall vision and Future Land Use Plan while considering the important role that transportation and infrastructure, parks and recreation, economic development, housing, and population trends will play in the City’s future.

This plan is a testament to where the City is going and the desires of the Brookhaven community in the year 2034. It is visionary in nature yet grounded in the realities of what can feasibly be accomplished over the next five years. It should serve as a guide to long-time and new community members as well as public and private investors that Brookhaven has made no little plans – it is a model city on the move!

1.1. WHAT’S INSIDE

This plan document is designed to be user friendly and easy to follow. The five chapters in the main document highlight the key aspects of the plan.

MAIN DOCUMENT CHAPTERS

Chapter 1: Provides an overview of the planning process and related planning efforts.

Look in this section if... you want to better understand the role of the Plan in the City’s day-to-day operations and the basis for completing it.

Chapter 2: Features key elements of the plan, including a summary of baseline conditions analysis and why each element is a critical building block to shaping Brookhaven’s future.

Look in this section if... you want to better understand where Brookhaven is today—like what are our trends, demographics, services, and economic base?

Chapter 3: Provides the overall community vision and goals, including the Future Land Use Plan, which will guide future zoning and land use decisions in the City.

Look in this section if... you want to learn about the community’s overall vision for the future and how different areas will evolve over time.

Chapter 4: Identifies needs and opportunities for the City’s future and how they relate to overarching community goals.

Look in this section if... you want to better understand the City’s priorities for moving forward.

Chapter 5: Provides an overview of the five year implementation program and strategic steps and resources to see it through. (The full five year work program is included in Appendix B.)

Look in this section if... you want to understand major implementation recommendations, responsible parties, key partners, and potential funding sources.

APPENDICES

Appendix A: Includes all supplemental content to the Comprehensive Plan, including Public Involvement Documentation, Supporting Technical Analysis, Map Enlargements, and Implementation Strategy Details.

Appendix B: Includes the five-year Community Work Program for achieving Comprehensive Plan 2034 as well as work programs from the other three concurrent planning efforts

Appendices C, D, E: Includes copies of corresponding planning efforts including the full Comprehensive Transportation Plan, the Parks and Recreation Master Plan, and the Buford Highway Improvement Plan and Economic Development Strategy. *These appendices will be added upon their adoption by City Council.*

1.2. COMPREHENSIVE PLAN 101

WHY HAVE A COMPREHENSIVE PLAN?

The exercise of planning has led to many great things in both personal and institutional lives. Consider the layout of monuments in Washington DC, the great squares of Savannah, or the successful long-term growth of the United States. These were all the result of well thought-out plans. The same is true for business - one would not dare to set forth a business—without considering its goals, parameters, scope of services, and how it will churn a profit.

This Comprehensive Plan is the de facto business plan for the city with a focus on its overall defining characteristics, growth and redevelopment rather than the business operations. The Comprehensive Plan is the over arching policy statement about the City’s future and reference point for changes to the community’s character over time. It lays the groundwork for City actions and investment decisions and provides a guide for members of the public and the private sector when making decisions about investing in Brookhaven.

The Plan is also a requirement of the State of Georgia pursuant the Georgia Planning Act of 1989 (O.C.G.A. 45-12-200). The State has recognized that comprehensive planning in Georgia’s cities and counties is critical to preserving and furthering the state’s overall health, well-being, and economic success.

WHY 2034?

The Comprehensive Plan looks 20 years ahead to the year 2034. Many changes happen over a 20 year time frame. The cities that look far into the future and consider what they want things to be long-term are much more likely to achieve their goals in a fiscally responsible manner.

What will happen to our current retail buildings in 20 years? Will we have protected our creeks and tree canopy? Will I, as a community member, still want to live here, and what type of housing or services will my family and I need in 20 years? It is important to consider long-term changes in the economy, changes in technology, and preservation of the resources we have.

Comprehensive Plan 2034 keeps an eye on the long-term economic, social, and environmental sustainability of Brookhaven while focusing on the first five years of the planning horizon (2015-2019). All local comprehensive plans in Georgia are required to be updated every five years, and many communities choose to update them more regularly, should major changes occur in the community such as an annexation of land, a major land development decision, or the completion of another study that impacts the plan.

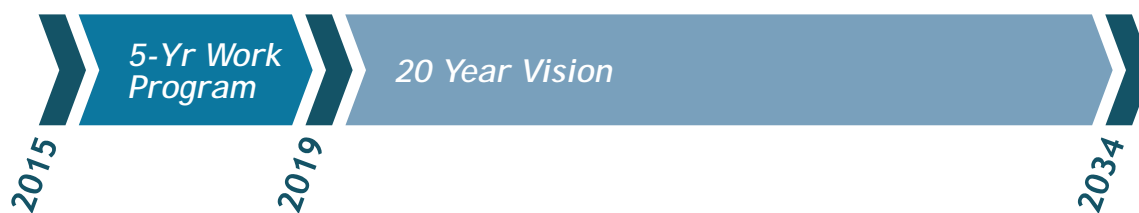
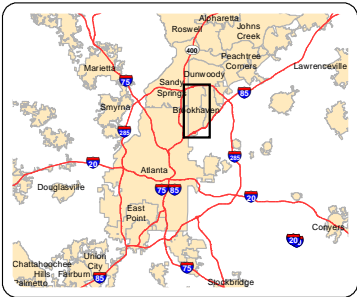


Figure 1-1: Planning Horizon

BROOKHAVEN SNAPSHOT

The City of Brookhaven was incorporated in December 2012 and has a population of approximately 50,000 people. It is bound by I-285 and the City of Dunwoody to the north, the Cities of Atlanta and Sandy Springs to the west and City of Chamblee to the east. Brookhaven’s southern edge is just south of I-85 with a recent annexation expanding the city along N Druid Hills Rd south to Briarcliff Rd NE. The city occupies a strategic location in the Atlanta Region, providing a variety of housing options and a well-connected location in close proximity to major employment centers with direct access to major limited access highways including I-85 and I-285—the region’s major northeast corridor and regional perimeter road.

As the inner core of the Atlanta Region continues to experience increasing demand for infill development and redevelopment, the new City of Brookhaven is one such community that has been working overtime to ensure that it is well positioned to further smart growth and desirable development. During 2014, Brookhaven initiated several concurrent planning initiatives to provide detailed and strategic guidance to priority initiatives of the city, including future land use, the parks and recreation system, transportation network, and improvement and reinvestment in the Buford Highway corridor.



- Local Road
- Brookhaven-Peachtree Overlay District
- Buford Highway
- Planning Area

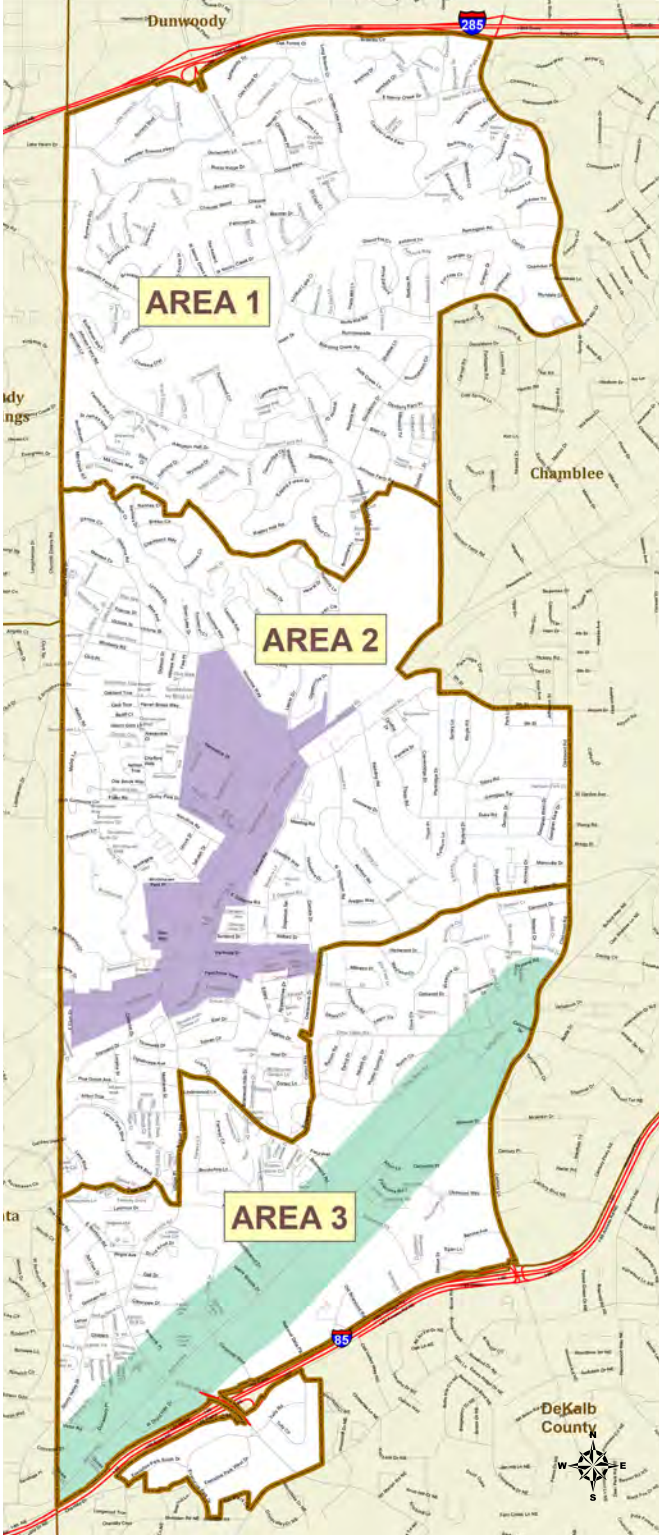


Figure 1-2: Planning Areas and Regional Location Map

HOW IS THE COMPREHENSIVE PLAN FRAMED?

There are six substantive elements and three components that tie the overall vision and action plan together.

The plan is framed around three key components, depicted below. The **Community Goals** set the long-term vision and overall Future Land Use Plan for the community; the **Needs and Opportunities** establish the community priorities for the next five years; and the **Community Work Program** defines the implementation program for the plan.



Figure 1-3: Plan Framework

The substantive elements of the Plan reflect the key building blocks of the community. They include land use, community facilities (and resources), economic development, demographics (population characteristics), housing, and transportation. Transportation is considered throughout the plan; however, full analysis and recommendations are included in a separate document, “the City of Brookhaven Comprehensive Transportation Plan.” The Community Facilities element only briefly touches upon parks, recognizing the City’s Parks and Recreation Master Plan as the controlling reference on this subject.

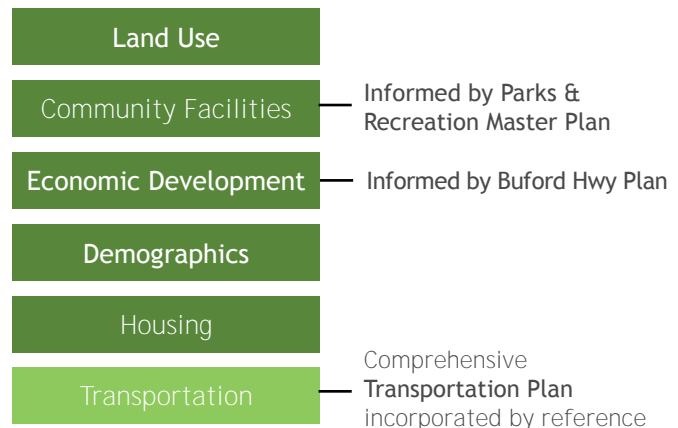


Figure 1-4: Substantive Elements

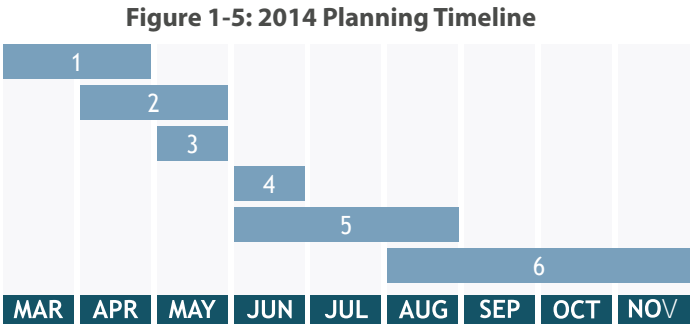
I.3. STATE PLANNING STANDARDS

The State of Georgia requires all localities in the state to develop and regularly update a comprehensive plan. Comprehensive Plan 2034 was prepared following the Rules of the Georgia Department of Community Affairs (DCA), Chapter 110-12-1, Minimum Standards and Procedures for Local Comprehensive Planning, which underwent a major revision made effective January 1, 2013 and further amended in March 2014. The state requires a community engagement process that includes consideration of community goals and priority needs and opportunities, including development of a Character Area Map. The plan includes standalone land use and housing elements, consistent with planning requirements. In place of a separate transportation element, the Brookhaven Comprehensive Transportation Plan is substituted, as described in detail in Chapter 2, along with other details about each substantive element of the plan. In addition, the Plan considers the City’s ordinances and policies for consistency with the Regional Water Plans and Environmental Planning Criteria. The plan also identifies implementation measures to enhance important natural resources throughout Brookhaven.

1.4. OUR PLANNING PROCESS

PLAN DEVELOPMENT PHASES

Brookhaven’s Comprehensive Plan 2034 was developed over a multi-month process beginning in March 2014 and ending in November 2014 with City Council adoption. The plan was amended in early 2015 to incorporate newly annexed land south of I-85 and to make a few additional targeted changes. The plan was developed over a series of six phases, shown to the right and described in further detail below. Public and stakeholder engagement played an important role in each of these steps.



Phase 1: Project Initiation

Activities: Steering Committee Kick-off; Public Hearing #1 (Council)

Goals: Establish project schedule and public involvement plan, collect baseline data, initiate planning process with public

Phase 2: Baseline Conditions Analysis

Activities: Stakeholder interviews; data analysis; coordination with other planning efforts

Goals: Establish existing conditions and coordinate with other planning efforts

Phase 3: Community Goal Setting

Activities: Steering Committee Meeting; Visioning Workshop

Goals: Develop draft Vision Statement, Community Goals, and Character Area Map

Phase 4: Needs, Opportunities, + Strategies Identification

Activities: Steering Committee Meeting; Needs + Opportunities Workshop

Goals: Establish priority needs + opportunities, and coordinate with other planning efforts

Phase 5: Community Work Program Development

Activities: Steering Committee Meeting; Open House; Public Hearings #2 + #3 (Planning Commission + Council)

Goals: Establish Community Work Program and Compile Draft Plan document

Phase 6: Plan Transmittal + Adoption

Activities: Public Hearings #4 + #5 (Planning Commission + Council); Prepare Final Draft Plan; Regional/ State Review

Goals: Transmit Plan for regional and state review and finalize plan for Adoption by Council

PLAN LEADERSHIP

Elected officials, City staff, residents, civic associations, business owners, property owners, and social service agencies are among the many integral entities to take part in the Comprehensive Plan 2034 process. While a number of key stakeholders were engaged throughout the planning process, this effort was led by four teams:

- **Planning Team:** including City staff and the Consultant Team
- **Consultant Team:** including Jacobs (project management, planning), Market Street Services (economic development, demographic analysis) and Sycamore Consulting (public engagement)
- **Comprehensive Plan 2034 Steering Committee:** including Brookhaven citizens
- **General Public:** including residents, business/property owners, places of worship, agencies, institutions and others with an interest in the future of Brookhaven

PUBLIC INVOLVEMENT APPROACH

Effective outreach provides ample opportunity for citizens to be involved in the plan development process. It educates citizens about the purpose of the planning effort and the important role they play in developing the plan. As a part of the Comprehensive Plan 2034, community stakeholders were engaged in several different ways throughout the planning process and were encouraged to actively voice their opinions about Brookhaven's future.

PUBLIC INVOLVEMENT OPPORTUNITIES

Stakeholders were engaged through a variety of means including the establishment of a Steering Committee; one-on-one interviews with key stakeholders; a community-wide survey; and a series of public workshops and meetings.

Steering Committee

The Steering Committee played an integral role in relaying community needs to the Planning Team and communicating details of the planning efforts to the general public. The Steering Committee was also instrumental in providing insight on how to best engage the public throughout the process. The committee held four meetings for the Comprehensive Plan 2034 process, identified below. All meetings were open to the general public.

- Meeting 1: Project kick off (March 27, 2014)
- Meeting 2: Visioning and goal setting (May 6, 2014)
- Meeting 3: Needs, opportunities and strategies identification (May 29, 2014)
- Meeting 4: Community work program review (June 26, 2014)

Key Stakeholder Interviews

At the onset of the comprehensive planning process, the consultant team conducted interviews with key community stakeholders, including elected officials, City staff, and other key partner organizations, including MARTA, Oglethorpe University, the Latin American Association and area economic development agencies. Interviews were held to help support the baseline conditions analysis; begin to identify key community initiatives, needs, and priorities; and to help inform key discussion points for public involvement activities.

Community Survey

A community survey was designed to gather input regarding the vision for the City of Brookhaven. The survey included sets of questions highlighting the following topics: daily needs and uses, connectivity and community identity, redevelopment and infill development, environmental concerns, priorities for next five years, and long term vision. A series of demographic questions were also asked. The survey was available online in both English and Spanish from May 15 to June 12, 2014.

Meetings with the General Public

Obtaining input from the general public was a key component of this planning process. The following meetings were held with the general public:

- Public Hearing #1 Kick Off with Council (April 22, 2014)
- Community Visioning Workshop (May 15, 2014)
- Needs & Strategies Workshop (June 9, 2014)
- Open House (July 21, 2014)
- Public Hearing # 2 with the Planning Commission (July 23, 2014)
- Public Hearing # 3 with Council (August 12, 2014)
- Public Hearing # 4 with the Planning Commission (Sept. 3, 2014)
- Public Hearing # 5 with Council (Sept. 9, 2014)

Full summaries of each public engagement opportunity can be found in Appendix A.1.

Website Portal

The City maintained an information gateway for the plan on its website throughout the planning process, providing easy access to plan documents, public meeting details, and other information.



Small group break-out session during the Community Visioning Workshop

1.5. RELATIONSHIP TO OTHER PLANNING INITIATIVES

The Brookhaven Comprehensive Plan 2034 takes into account various planning efforts already in existence at the time the plan was initiated. It is also carefully coordinated with concurrent planning efforts undertaken at the same time as the Comprehensive Plan and intended to seamlessly integrate with the other planning initiatives as a an overall guiding approach to the City’s future. Below are descriptions of each of the plans and the subject they cover. Key recommendations from each of these plans are included in Chapter 5, particularly how they relate to Comprehensive Plan 2034 implementation.

CONCURRENT PLANNING EFFORTS

Comprehensive Plan 2034 is one of four major planning efforts concurrently undertaken by the City of Brookhaven in 2014. These planning initiatives followed a similar time frame and collaborated throughout the planning process to ensure the plans are compatible and fluid forming a joint implementation program for the city. Each of these plans, while completed by separate planning teams, are incorporated as appendices to this Comprehensive Plan 2034 to indicate the interrelatedness of the efforts and the role each plays in prioritizing the annual city budgeting process.

Comprehensive Transportation Plan (Appendix C)

The Comprehensive Transportation Plan (CTP) takes a comprehensive look at the city’s multi-modal transportation network and needed improvements to further the City’s transportation plan. The CTP takes into account the long-term land use plan for Brookhaven and the community’s mobility priorities. An overview of the Comprehensive Transportation Plan existing conditions is provided in Chapter 2.0.

Parks and Recreation Master Plan (Appendix D)

The Parks and Recreation Master Plan takes a comprehensive look at the parks system in the city of Brookhaven. The plan identifies priorities for existing park improvements, new park needs, expansion of the city’s trail network, and programmatic needs of the parks. The City was in the process of purchasing all city parks and taking over their management while this planning process was underway. Key recommendations include:

- Need to locate additional park space in Planning Areas 2 and 3
- Improvements to zoning provisions and incentives to encourage greenspace dedication
- Acquisition and assemblage of parcels to develop new park space
- Need for easements for greenways/trails
- Conversion of Federal Emergency Management Agency (FEMA) properties into potential stormwater/park amenities in neighborhood areas
- Expansion of multi-use trail and greenway network, with a priority focus on greenway development along North Fork Peachtree Creek

Buford Highway Improvement Plan and Economic Development Strategy (Appendix E)

The Buford Highway Improvement Plan and Economic Development Strategy is an independent study that identifies targeted greenspace, parks, and streetscape improvements along the Buford Highway Corridor. It also includes a complete market analysis of the corridor and priority redevelopment parcels. The recommendations of the plan have been taken into account in the development of land use recommendations for the Buford Highway area as well as other related recommendations, such as those for economic development.

EXISTING PLANS

Atlanta Regional Commission PLAN 2040 Regional Development Guide and Regional Resource Plan

Plan 2040 provides an overall plan and implementation strategy for the Atlanta 10-County Region's long-term growth. The Plan was reviewed to identify overall goals and local implementation policies relevant to Brookhaven, with particular attention given to regionally important resources and the plan's local implementation program. Plan 2040 is referenced throughout this plan.

DeKalb County Comprehensive Plan

A review of DeKalb County's most recent comprehensive plan (amended in December 2011) was conducted to identify any potential policy guidance for the city. This plan represents the last documented public vision for the entire city prior to incorporation and was consulted to assist in the development of preliminary character areas within this plan. The plan includes a Future Development Map, which delineates 11 character areas in Brookhaven. These areas are detailed in the Land Use section in Appendix A.2 and considered as revised character areas were developed for the city through public input.

2014-2018 DeKalb County Consolidated Plan

As an Entitlement Community (county of over 50,000 people), DeKalb County is responsible for maintaining and regularly updating a consolidated plan to be eligible for funding through the U.S. Department of Housing and Urban Development (HUD) Community Planning and Development formula grant programs. The DeKalb County Consolidated Plan addresses special needs housing for the entire county, including Brookhaven and other municipalities, and coordinates HUD grant funds to address identified needs. The Consolidated Plan was led by the DeKalb County Human and Community Development Department

Brookhaven-Peachtree Livable Centers Initiative

The Brookhaven-Peachtree Livable Centers Initiative (LCI) study was conducted in 2005-2006. It established an important vision for the Peachtree Road corridor as a central location for mixed-use and quality development in the community. The Brookhaven-Peachtree Overlay District is based upon the urban design and development guidelines developed as part of the LCI study. The purpose of the overlay is to promote a dynamic, mixed-use district surrounding the Brookhaven MARTA station. In summer 2013, a MARTA-based charrette was led by the Atlanta Regional Commission and various partners to help demonstrate how the MARTA station could appropriately redevelop.

Perimeter at the Center Future Focus (PCID Livable Centers Initiative 10-Year Update)

The original Perimeter CID Livable Centers Initiative study was completed in 2001 and set the foundation for the urban transitioning from a suburban regional center to mixed use community. Many projects of this plan were aggressively implemented by the Perimeter Community Improvement District (CID). The 10-year update focuses on three areas: sustainable growth management, livability enhancements, and connectivity. The study area overlaps with the northwest corner of Brookhaven in the area along Perimeter Summit.

Buford Highway Multimodal Corridor Study

The Buford Highway Multimodal Study was completed in 2007 by the Atlanta Regional Commission. The study area includes the 18.4 mile section of Buford Highway extending from Sidney Marcus Boulevard to SR 120 in Duluth. While the study is primarily transportation focused in nature, the plan identifies land use strategies that recommend regional and neighborhood activity centers along the corridor that have been considered in Comprehensive Plan 2034. It was also an important consideration in the development of the Buford Highway Improvement Plan and Economic Development Strategy.

DeKalb County Master Active Living Plans - Ashford Dunwoody + Buford Highway

Completed in 2013, The Master Active Living Plan is a compilation of eight small area plans around DeKalb County that are geared towards integrating physical activity into the daily routines of DeKalb County residents. The concept of active living recognizes the importance of the built environment in relation to the physical health of the community. It seeks ways to make physical activity viable and convenient by providing options for people who want to walk, bike, and become more active. Each small area plan held a separate public meeting to gather input from the local community.

Two of the eight study areas are within the city limits of Brookhaven: Buford Highway and Ashford Dunwoody. The Buford Highway Study Area is centered around Buford Highway between North Druid Hills Road and Clairmont Road and the Ashford Dunwoody Study Area is centered around the intersection of Ashford Dunwoody Road and Johnson Ferry Road. To become more attractive to new development, and boost the concept of active living, both areas' pedestrian and bike networks need improvement. The key recommendations for each plan are highlighted below.

Buford Highway

- Build a new multi-use trail corridor along North Fork Peachtree Creek.
- Improve pedestrian crossings along Buford Highway.
- Position commercial areas for eventual redevelopment by adjusting existing driveways and parking lots to provide pedestrian connections between the buildings and the corridor.

Ashford Dunwoody

- Create safe, strong pedestrian crossings on Ashford Dunwoody Road.
- Develop outparcels on a portion of the Cambridge Square Shopping Center.
- Rebuild the double intersection of Ashford Dunwoody Road and Johnson Ferry Road as roundabouts.

ADJACENT COMMUNITY PLANS

The adjacent communities along Brookhaven’s city limits include Atlanta, Sandy Springs, Dunwoody, and Chamblee. While each community is moving in a slightly different direction based on its own conditions, all four communities have adjacent character areas fitting one of three types: activity centers, transit corridors, and traditional neighborhoods. It is essential that the City of Brookhaven coordinate with these adjacent communities as new growth and redevelopment occurs to mitigate potential impacts to Brookhaven and leverage potential benefits.

Atlanta

- The North Buckhead neighborhood is located along Peachtree Dunwoody Road NE north of Peachtree Boulevard. It is an established neighborhood striving to maintain its existing character while providing a diversity of housing types and increasing its street connectivity.
- The Buckhead Commercial District, located half a mile down Peachtree Boulevard from Brookhaven, is a high-density Regional Activity Center that provides mostly financial and commercial services to the greater area in a pedestrian-friendly urban form.
- The Peachtree Boulevard Corridor is a major thoroughfare with high volumes of fast-moving traffic striving to provide more dense pedestrian-oriented developments at major intersections.

Sandy Springs

- Protected neighborhoods extend along Peachtree Dunwoody Road south of Glenridge Connector. These single family neighborhoods of primarily detached homes are intended to be kept between the established 1 to 3 dwelling units per acre (du/a).
- The Medical Center, located at the southeast corner of the I-285 and GA-400 intersection, will continue to develop as a regional transit oriented activity center with mid-to high-rise office and institutional uses with supporting mixed-use. At its core, the district is recommending densities over 25,000 square feet per acre and 20 du/a.

Dunwoody

- The Perimeter Center, located north of I-285 along Ashford Dunwoody Road NE, will continue its growth as a high-density regional center with Class A office space and high-end restaurants and retail, but move towards becoming a more pedestrian and bicycle-oriented environment.
- Georgetown-Shallowford Road Character Area, located north of I-285 along Chamblee Dunwoody Road, is developing as a medium-density village with potential for 5 to 8 story high buildings at its core and 12 to 18 dwelling units per acre. The character area is intending to become a lifelong community providing residents with the option to age in place.

Chamblee

- The existing residential neighborhoods along Chamblee Dunwoody Road should retain their existing sound housing stock and improve the conventional residential development pattern by advocating well designed neighborhoods with an emphasis on livability and providing a variety of life styles, cycles, incomes and ages.
- The Peachtree Industrial Boulevard Corridor is undergoing a transformation from a manufacturing and industrial activity center to an inviting commercial and mixed-use district focusing on interstate trade and small business opportunities.
- The newly annexed portion of Chamblee, from the DeKalb Peachtree Airport south to I-85, is currently being incorporated into their comprehensive plan.

2 Plan Elements

There are seven substantive elements of the Comprehensive Plan, shown here graphically. As part of the Comprehensive Plan 2034 planning process, the first six elements were explored in detail in both the stakeholder interviews and as a part of the technical analysis completed by the planning team to gain a well-rounded understanding of existing conditions and trends of the community. Highlights from this baseline conditions analysis are provided in this section.

The seventh element is being included in this update as a result of legislation passed by the state in 2018 - the ACE Act (Achieving Connectivity Everywhere) - related to broadband availability within communities.

- Land Use
- Community Facilities
- Economic Development
- Demographics
- Housing
- Transportation
- Broadband Services

Land Use

The Land Use element is the primary element of the comprehensive plan, identifying the long-term use of land and development vision of the community.

Community Facilities and Resources

This is an optional element of the state planning requirements and is **largely supplemented by the City's Parks and Recreation Master Plan.**

Economic Development

This is also an optional extension to the state planning requirements and is included because economic development is viewed as an important component of attracting and maintaining businesses and jobs.

Demographics

The demographics element considers the characteristics of population and how they may shape the types of jobs, services, and other needs of the city.

Housing

The housing element of the plan also incorporates the recommendations of the DeKalb County Consolidated Plan, which is spoken to in detail in Appendix A.2.5 of the Comprehensive Plan 2034 document.

Transportation replaced with the CTP

In place of completing a transportation element as a part of the Comprehensive Plan, the City concurrently completed a Comprehensive Transportation Plan (CTP). The CTP considers regional and county transportation planning efforts. Comprehensive Plan 2034 was closely coordinated with the CTP, which is incorporated by reference.

Broadband Services

The broadband services element of the plan makes an objective determination of whether the community is served by broadband service and provides steps, if necessary, to improve service.



Brookhaven offers a mix office, housing and civic uses

2.1 Land Use

WHY IT MATTERS

Land use is a central component of the comprehensive planning process. Within comprehensive plans, land use plans and policies help establish and clarify the **community's** vision for future development. These plans and policies serve as a framework to guide future development decisions made by elected officials. The key product of the land use planning process is the Character Areas Map, provided in Chapter 3 of the Comprehensive Plan 2034 document. The map has been adopted by the City and is consulted when making rezoning decisions. Before future land use plans and policies can be developed, a thorough review of existing land uses and development characteristics must take place. This section provides an overview and key findings from the analysis.

EXISTING LAND USE ANALYSIS

Figure 2-1 shows the acreages and percentages of land uses in the City of Brookhaven by type. The results show that Brookhaven is virtually built-out with no sizable undeveloped parcels available for development. The primary avenue of land use change within the 2034 planning horizon is anticipated to result from the redevelopment of existing commercial and residential land uses.

Single-Family Residential

Single-Family Residential is the most common land use category in the city, representing 58.4 percent of the land area. Brookhaven is truly a city of neighborhoods with over 120 named single-family neighborhoods. The character of these neighborhoods is diverse and varies significantly in regard to architectural style, home size, lot size, block size and street network. The city features historic neighborhoods dating back prior to the 1940s, numerous mid-century neighborhoods established between 1940-1960, and many subdivisions built in recent decades.

Multifamily Residential

Multifamily Residential is the second most common land use category within the city comprising 10.0 percent of the city. This category includes apartments, condominiums, and townhome communities. Brookhaven contains over 60 apartment complexes, with the majority of these being found adjacent to Buford Highway. Other clusters of apartments can also be found in the Lenox Park area, Peachtree Road corridor, and the Blackburn Park area. Apartment ages range from recently constructed units in Town Brookhaven and along the Dresden Road corridor to complexes that are many decades old in the Buford Highway corridor.

Commercial/Office

Commercial/office land uses are the third most common land use category within the city comprising 13.3 percent of the total land area. This category includes large shopping centers, office development, and strip retail. The majority of **the city's retail uses** can be found along the Buford Highway corridor, Peachtree Road corridor, and around Blackburn Park.

Figure 2-1 Existing Land Use Composition 2019

Land Use Type*	Acre	Percentage	Acre	Percentage
Single-Family Residential	4,306.67	59.3%	3,790.42	58.4%
Multifamily Residential	914.34	12.6%	651.80	10.0%
Commercial/Office	717.96	9.9%	864.25	13.3%
Park-Recreation-Conservation	566.37	7.8%	592.90	9.1%
Public-Institutional	306.17	4.2%	330.70	5.1%
Forest-Undeveloped	194.13	2.7%	0.00	0.0%
Under Construction	175.85	2.4%	12.84	0.2%
Transportation-Communication-Utilities	84.32	1.2%	243.89	3.8%
TOTAL	7,265.81	100.0%	6,486.80	100.0%

Source: ARC LandPro 2010

Source: City of Brookhaven IT/GIS Department 2019

*2010 and 2019 differ based on available information and current City data on land use types; roadways excluded in 2019 data

Large-scale office development can be found within **Executive Park, the Children’s Healthcare of Atlanta** campus, Lenox Park, Corporate Square, and the Perimeter Summit area adjacent to I-285.

DEVELOPMENT TRENDS

Two major trends are evident within the city including a move towards mixed-use pedestrian-friendly development and residential infill redevelopment within older neighborhoods. Redevelopment of aging commercial/office uses is also on the horizon.

Mixed-Use Development

The most notable mixed-use development within the city is Town Brookhaven. It has a zoning designation of PR-1 (Peachtree Road Districts) which is a category used to promote the redevelopment of existing commercial or light industrial uses into mixed-use developments of medium intensity. The development also falls within the boundaries of the Peachtree Road Overlay District, which seeks to implement the vision of the Brookhaven-Peachtree Livable Centers Initiative study, calling for mixed-use Transit Oriented Development in areas near the Brookhaven MARTA station. Town Brookhaven has been successful in achieving a portion of this vision. The development is a 48 acre pedestrian-friendly urban village, which includes 460,000 sq. ft. of retail, 950 residential units, 20,000 sq. ft. of office, and a number of restaurants.

Another notable mixed-use area developing within the city is the Dresden Drive corridor, known as Brookhaven Village. Like Town Brookhaven, this area is also included within the Peachtree Road Overlay District. The corridor is currently transforming into an urban boulevard with multi-family residential above street-lined retail. This development form provides retail, services, restaurants, and offices within walking distance of surrounding neighborhoods and transit.

Perimeter Summit at I-285 and Ashford Dunwoody is another mixed-use node in the community with office developments, Fortune 500 companies, and multifamily housing.

Infill Housing

Within the past decade significant residential infill development has occurred in older neighborhoods throughout Brookhaven. Infill development typically includes the purchase of an older home, demolishing it, and building a new dwelling. This is particularly evident in Ashford Park, Drew Valley, Lynwood Park, Brittany, Brookhaven Heights, and Brookhaven Fields. This

development type can present numerous issues relating to neighborhood cohesiveness, historic character, privacy, light, construction impacts, and increased density.

Given **Brookhaven’s high quality of life, desirability,** and proximity to major employment centers within the region this infill trend is expected to continue. The Comprehensive Plan examines the issue and adequately addresses it through appropriate policies and strategies to minimize any negative impacts that may occur from future residential infill.



Town Brookhaven

KEY FINDINGS

Important key findings from the Baseline Assessment of the Comprehensive Plan 2034 document are as follows:

- Brookhaven is virtually 100 percent developed and does not feature significant amounts of vacant land available for development. As a result, land use changes within the planning horizon are expected to result largely from the redevelopment of commercial/office and residential land uses.
- Significant redevelopment potential is evident along the Buford Highway corridor, Peachtree Road corridor, and within the Blackburn Park commercial center.
- The city has innovative zoning districts to promote mixed-use and pedestrian-friendly development. These include the Peachtree Road (PR) Districts, the Master Planned Development (MPD) District, and a series of mixed-use classifications, which **were all adopted as part of the city’s Zoning Ordinance Rewrite project in 2018.**
- Residential infill development is common within many neighborhoods in the city and is addressed

within the comprehensive plan to minimize potential negative impacts.

- Mixed-use development is a recent trend in the community with widespread public acceptance.

The comprehensive plan focuses on identifying appropriate locations and tools to facilitate mixed-use development and to ensure land use regulations are conducive to mixed-use development.

2.2. COMMUNITY FACILITIES AND RESOURCES

WHY IT MATTERS

The resources local governments provide and the facilities they maintain contribute greatly to the quality of life and economic prosperity of a community. This baseline information provides an inventory of conditions to date. Answering the question of whether these services and facilities will remain adequate as the local development landscape and demographics change over time is a critical component of comprehensive planning. The recommendations of the plan identify opportunities for changes in community facilities and resources.

PARKS AND RECREATION

In September 2013, the Parks and Recreation Department assumed operations of the city's 14 parks. The department manages all maintenance, upgrades, and activities within the city parks. A separate Parks and Recreation Plan is currently being conducted to document a complete assessment of existing conditions and future needs of the parks system. The Parks and Recreation Plan can be found in Appendix D.

POLICE

The Brookhaven Police Department believes in a community-based policing philosophy and works with the community to build relationships with residents, businesses, community organizations, schools, and other groups.

The department started operations in summer 2013 **and currently has 60 full time officers. It consists of three divisions: Uniform Patrol, Support Services, and Criminal Investigations.**

CITY DEPARTMENTS

The City of Brookhaven provides a variety of essential community services through its departments:

- City Management
- **Office of the Clerk**
- Communications
- Community Development
- Finance
- Human Resources
- Information Technology
- Courts
- Tourism
- Parks and Recreation
- Police
- Public Works
- Stormwater



New City Hall

FESTIVALS AND EVENTS

The Office of Tourism works with local businesses to promote the city by encouraging visitors to stay in Brookhaven hotels and to frequent Brookhaven's businesses and seasonal events. Brookhaven is home to multiple annual events.

COUNTY SERVICES

The City relies on many of DeKalb County's services including: Fire and Rescue, Schools, Library, Water and Wastewater, and Waste Disposal.

HISTORIC RESOURCES

There are two sites recognized in Brookhaven by the National Register of Historic Places: Oglethorpe University's campus and Historic Brookhaven. The National Register of Historic Places only gives recognition of the historical value of the place; it does not provide protection from demolition or new uncharacteristic development within the site boundaries. The Goodwin House, the oldest building in DeKalb County, is also located in Brookhaven at 3931 Peachtree Road. It dates back to 1831 when the original log cabin was built. The cabin was expanded into the present home from 1839-1842 and became known for hospitality to travelers heading to Atlanta.

NATURAL RESOURCES

Natural resources provide a variety of environmental benefits such as:

- Supporting wildlife
- Improving the quality of air and water
- Providing places for people to interact with nature
- **Minimizing flood damage**
- Increasing property values

Ensuring these resources are being properly protected and maintained is beneficial to both the community and the local ecosystem. The Comprehensive Plan will consider opportunities to further protect and enhance Brookhaven’s natural resources within the community.

Regulations

The City of Brookhaven’s development regulations and zoning code include a series of provisions that maintain consistency with regional water plans and Georgia Department of Natural Resources’ (DNR) environmental planning criteria.

- The Metropolitan North Georgia Water Planning District develops regional and watershed specific plans across the 15-county metro Atlanta area.
- The DNR developed Part V of the Georgia Planning Act provides standards for development within water supply watersheds, groundwater recharge areas, wetlands, river corridors, and mountains.

Watersheds

Brookhaven is located in the Upper Chattahoochee Watershed. The City’s recently adopted Stream Buffer Protection Ordinance promotes water quality and environmental protection.

Floodplains

Brookhaven’s terrain is defined by ridges and valleys. While most of the city is safe from flooding, some areas along Nancy Creek and North Fork Peachtree Creek, in the northern and southern portions of the city are within the 100 year floodplain. Within these floodplains, most development is restricted, although the land can still be utilized for parks and public open space.

Urban Forest

Although not formally documented, the city’s dense tree cover, particularly is another important natural resource in the community providing for cleaner air and lowering the temperature of the microclimate in the summer.



Fernwood Park utilizes stream buffers and setbacks as usable park space



The Nancy Creek stream corridor



Soccer Fields utilizing Nancy Creek’s 100 year floodplain that is otherwise unsuitable for development

2.3. ECONOMIC DEVELOPMENT

WHY IT MATTERS

Holistic economic development is about more than a single event or an individual prospect. It is about more than having good retail options and requires more than just developing a strategy to recruit new companies. Economic development is about people, the places that make the community special, and building long-term prosperity for all residents. Successful economic development requires measuring progress across all these areas, not just tracking jobs and investment numbers. Economic development is about protecting investments with predictable and sustainable goals.

ECONOMIC BASE INVENTORY

Greater Brookhaven, like most communities, was hit hard by the Great Recession. The 4-ZIP code area lost 9.8 percent of its jobs between 2007 and 2010. Since then, the area has regained approximately half of those lost jobs. Most companies in Greater Brookhaven have ample talent to choose from within the city—the only sector that has to pull from outside of the city, from an employee standpoint, is Information.

The business sectors in Greater Brookhaven that have lost jobs over the past ten years are generally high-paying sectors. However, Brookhaven’s most concentrated sectors provide higher than average wages. These sectors are knowledge-driven and depend on jobs requiring college degrees—a good match with city residents.

LOCAL LABOR FORCE CHARACTERISTICS

Residents are employed in a wide range of sectors, with half of all residents employed in one of five business sectors:

1. Professional, scientific, and technical services (15.6 percent)
2. Accommodation and food services (11.1 percent)
3. Health care and social assistance (8.1 percent)

Figure 2-3: Employment Data by Business Sector, Greater Brookhaven, 2013

NAICS Code	Description	Employment	10-Year Change	Average Annual Wage
Total		76,079	-2.6%	\$51,591
21	Mining, Quarrying, and Oil and Gas Extraction	42	133.3%	\$354,109
90	Government (except Education and Health Care)	11,285	-3.1%	\$52,752
44	Retail Trade	7,674	-6.3%	\$32,825
62	Health Care and Social Assistance	7,091	6.1%	\$38,998
54	Professional, Scientific, and Technical Services	6,402	8.8%	\$69,633
51	Information	6,393	-10.5%	\$91,319
72	Accommodation and Food Services	6,350	18.4%	\$19,538
56	Admin/Support & Waste Mgmt/Remediation Svcs	5,596	-3.7%	\$36,128
52	Finance and Insurance	3,896	-8.2%	\$77,611
81	Other Services (except Public Administration)	3,833	-1.2%	\$28,224
61	Educational Services	3,687	13.4%	\$57,229

Figure 2-4: Occupational Data, Greater Brookhaven, 2013

SOC Code	Description	Employment	10-Year Change	Average Annual Wage
Total		76,079	-2.6%	\$46,883
43	Office and Administrative Support Occupations	12,652	-9.5%	\$34,986
41	Sales and Related Occupations	8,692	-7.9%	\$40,061
35	Food Preparation and Serving Related Occupations	6,225	19.9%	\$20,821
13	Business and Financial Operations Occupations	5,777	-3.0%	\$69,867
11	Management Occupations	5,109	-1.3%	\$105,165
49	Installation, Maintenance, and Repair Occupations	3,854	-11.8%	\$43,680
53	Transportation and Material Moving Occupations	3,309	-7.5%	\$33,093
15	Computer and Mathematical Occupations	3,292	7.0%	\$75,962
37	Building & Grounds Cleaning & Maintenance Occupations	3,216	-11.2%	\$24,586
33	Protective Service Occupations	3,161	9.8%	\$38,584

Source: EMSI

4. Educational services (8.0 percent)
5. Retail trade (7.7 percent)

The residential labor pool is highly educated, particularly compared to the Metro Atlanta region and the state.

Residents with at least a bachelor’s degree (over the age of 25):

- Brookhaven - 58 percent
- Metro Atlanta Region - 34.9 percent
- Georgia - 27.8 percent

OCCUPATIONAL INFORMATION

Occupation data reveals that workers at all skill levels have access to opportunities in Greater Brookhaven. Within the occupational groups with the largest volume of workers, there are high-paying, knowledge-driven occupations requiring college and graduate **degrees such as business and financial operations and management**; mid-range occupations that require **some training such as office and administrative support and sales and related**; technical occupations **that require hands-on training and certification** such as installation, maintenance, and retail and transportation and material moving; and lower-wage employment such as food preparation and serving related occupations.

NEEDS AND OPPORTUNITIES

- Information
 - Develop a database of the city’s available and developable real estate portfolio
 - Integrate best practices and peer city benchmarking into City data analysis
- Develop an Economic Development Strategy and competitive incentive program
- Acknowledgment and optimization of efforts and resources at county and regional level: Ensure that opportunities to work with and leverage efforts by DeKalb partners and the Atlanta Regional Commission are recognized and pursued
- Replication of local models: Use the Buford Highway Economic Development Strategic Plan to drive development of citywide incentive policy



Office buildings near I-85 are an important location for professional jobs within Brookhaven

ECONOMIC DEVELOPMENT PARTNERS AND RESOURCES

Economic development is a “team sport” and requires partnerships, collaboration, and ongoing communication to ensure success.

Local Partners

- City of Brookhaven
 - Brookhaven Development Authority
 - Community Development
 - **Office of Tourism**
- Brookhaven Chamber of Commerce and local businesses
- Friends of Brookhaven Foundation
- Public schools, private schools, Cross Keys Foundation
- Latin American Association, Atlanta Outreach Center
- Oglethorpe University
- Georgia Piedmont Technical College
- **Perimeter Community Improvement District(s)**

County-Level Partners

- DeKalb County Development Authority
- DeKalb Chamber of Commerce
- DeKalb Workforce Development

Region and State-Level Partners

- Georgia Power
- Atlanta Regional Commission
- **Metropolitan Atlanta Rapid Transit Authority (MARTA)**
- Georgia Department of Economic Development
- Georgia Department of Community Affairs
- Technology Association of Georgia
- Georgia Economic Developers Association
- Southern Economic Development Council

METHODOLOGY

Because economic data is not available at the city level and because economic development is affected by factors beyond the local environment, this analysis focuses on a geography larger than the City of Brookhaven. “Greater Brookhaven,” for the purposes of this analysis consists of the four ZIP codes the city lies in: 30319, 30324, 30329, and 30341.

The data was obtained from Economic Modeling Specialists International (EMSI), an industry-leading provider of proprietary data.

2.4. DEMOGRAPHICS

WHY IT MATTERS

Demographic data was analyzed in conjunction with gathering feedback from leaders and stakeholders in Brookhaven to identify population, household, and commute trends in the city. The resulting findings will influence recommendations and be integrated into various components of the Brookhaven Comprehensive Plan. Demographic data was obtained from the U.S. Census Bureau, including counts from the 2000 and 2010 Censuses as well as the 2008-2012 American Community Survey, the most recent estimates available. The Census geographies utilized include all Census tracts that fall partially or fully within the City of Brookhaven.

EXISTING POPULATION

In 2000, Brookhaven’s population based on Census tract counts was 49,797. In 2010, the population had declined by 2.1 percent and was 48,753. For this analysis, the 2012 population, a five-year estimate, was taken into account, and it was slightly lower than the 2010 count at 48,583.

HOUSEHOLD SIZE

Brookhaven is a city with a high proportion of young singles and young families without children. Brookhaven’s average household size is 2.3, compared to the metro Atlanta average household size of 2.74 and state average of 2.7. Just under a quarter (23.1 percent) of Brookhaven households include children under 18, compared to 33.9 percent of metro households and 32 percent of Georgia households.

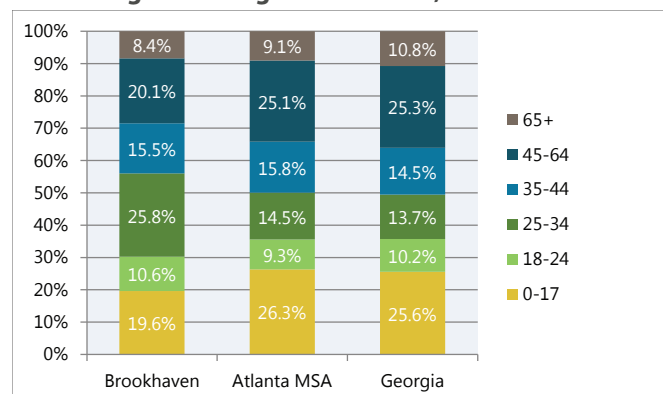
AGE DISTRIBUTION

In many communities nationwide, “young professionals,” residents between the ages of 25 and 34 are a coveted group. Brookhaven’s supply of young professionals (25.8 percent) is competitive when compared to the Atlanta metropolitan area (14.5 percent) and the state (13.7 percent). The percentage of population in the young professionals group exceeds the percentage of Brookhaven residents between 55 and 64 (14.5 percent), who are nearing retirement, meaning there are enough younger workers to eventually replace seasoned workers. Brookhaven must keep an eye on trends. Between 2000 and 2012, Brookhaven lost population in three key age groups: 18-24, 25-34, and 35-44.

RACIAL/ETHNIC COMPOSITION

Brookhaven is less diverse than the metro area and the state—57.6 percent of residents are non-Hispanic, White, compared to 50.8 percent metro-wide, and 55.8 percent statewide. Looking at race alone (not considering Hispanic ethnicity), 70.3 percent of residents are White, compared to 56.4 percent metro-wide and 60.8 percent statewide. Approximately 11.5 percent of the Brookhaven population is Black, while an estimated 30.6 percent of the state and 32.4 percent of the metro area is Black. Another 5 percent of the Brookhaven population is Asian, which is slightly higher than the state at 3.3 percent yet comparable to the metro area at 4.9 percent. A higher percentage of Brookhaven’s population is Hispanic (24.5 percent) when compared to its counterparts, with the Atlanta metro area is 10.3 percent Hispanic and Georgia at only 8.8 percent Hispanic.

Figure 2-5: Age Distribution, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

Population projections based on regional population forecasts and the City’s Character Area Map/Future Land Use Plan were developed at the end of the planning projections. Three possible growth scenarios are provided: Scenario 1 projects 15% population growth, Scenario 2 projects 21% population growth, and Scenario 3 projects 26% population growth between 2014 and 2034. Projections and methodology are available in Appendix A.2.4.

EDUCATIONAL ATTAINMENT

Education and income are undeniably linked. Brookhaven is competitive in terms of educational attainment—58 percent of Brookhaven adults over the age of 25 hold at least a bachelor’s degree, compared to 34.9 percent of adults in Atlanta metro, and 27.8 percent statewide. Over time, Brookhaven has attracted many newcomers with college education from 2000 to 2012, the proportion of total population with only a bachelor’s degree increased by 5.3 percentage points and the proportion with a graduate degree increased by 5.6 points.

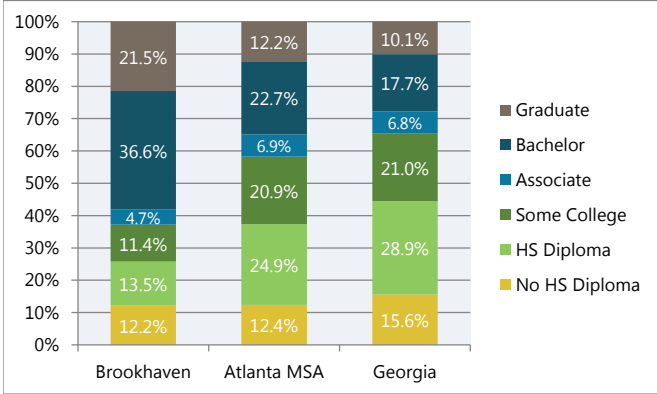
HOUSEHOLD INCOME

Communities with high levels of educational attainment generally also have high income levels. Brookhaven’s household income distribution reveals that many of its residents are doing well. Between 2008 and 2012, over a third of all households in Brookhaven (34.5 percent) had incomes of \$100,000 and greater, compared to one quarter of metro Atlanta households and 20 percent of Georgia households. This proportion has grown since 2000—over the time period, the percentage of households with incomes greater than \$200,000 increased by 6.4 percentage points and the percentage of those bringing in \$100,000 to \$199,999 increased by 4.9 points; however, the proportion of households in the lowest income bracket have increased as well. In 2000, 18.5 percent of Brookhaven households had incomes less than \$25,000. The most recent data illustrates that the proportion is 20.2 percent, with 405 additional households in this bracket. This proportion is on par with the metro average of 20.3 percent.

COMMUTE PROFILE

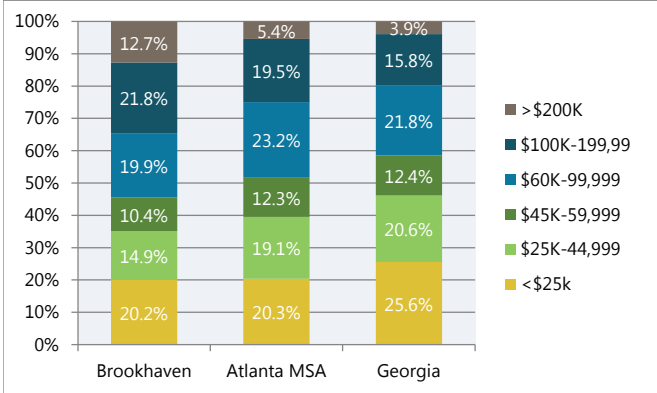
Brookhaven residents enjoy more time off the highways than the average metro or Georgia resident—only 37.6 percent of working residents spend more than 30 minutes traveling to work, compared to 48.3 percent of metro Atlanta workers and 39.4 percent of all Georgia workers. Brookhaven’s MARTA access is an asset, as evidenced by the significantly larger percent of working residents (10.9 percent) who use public transportation to get to work, compared to the metro average of 3.2 percent and the state average of 2.2 percent.

Figure 2-6: Educational Attainment, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

Figure 2-7: Household Income, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

METHODOLOGY

Sources: Data was obtained from the U.S. Census Bureau. For 2000 data, the 2000 Decennial Census was utilized. For the most recent data available, the 2008-2012 American Community Survey (ACS) was used. Due to the size of the geography, ACS estimates are five-year averages.

Geographies: An aggregation of Census tracts were used as a proxy for the City of Brookhaven. In 2000, these tracts were: 211, 212.02, 212.09, 214.01, 214.03, 214.05, and 214.06. In 2010, some of these tracts were divided, and this geography is now composed of 12 tracts: 211.01, 211.02, 212.02, 212.09, 214.05, 214.11, 214.12, 214.13, 214.14, 214.15, 214.16, and 214.17.

The Atlanta metro refers to the Atlanta-Sandy Springs-Marietta, Georgia Metropolitan Statistical Area, as defined by the December 2009 Office of Management and Budget Bulletin.

2.5. HOUSING

WHY IT MATTERS

The mix of types as well as age, condition, and cost of housing within a community play a dominant role in the people who live in and comprise a community. A well-maintained single family housing supply can create stability and be an incentive for locating businesses, attracting families, and growing good schools. Having an appropriate mix of rental and multi-family units can help ensure diversity in the community and help attract young professionals and new-comers to the area while also helping attract and support a greater diversity of businesses and commercial developments, including live/work/play activity centers. As the millennial population grows along with the diversity of our population, having a balanced mix of housing types and price points is critical. The Comprehensive Plan considers ways to encourage the desirable mix and ensure safe, accessible housing units within the city over the long-term.

OVERALL CHARACTERISTICS

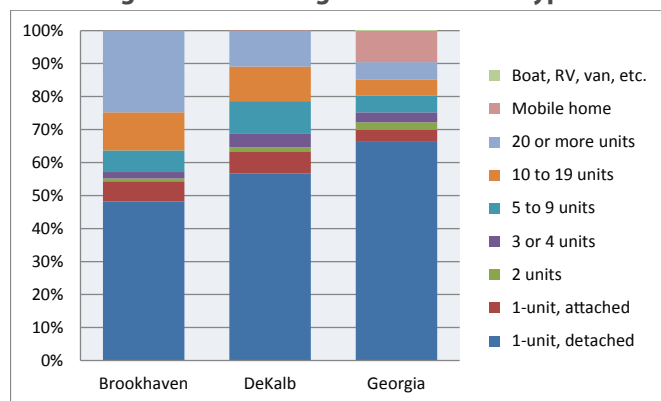
The City of Brookhaven is dominated by residential uses. In fact, residential uses make up an estimated 72 percent of the city's overall land uses. The number of housing units in the city was estimated at 22,154 units (2010 Decennial Census, block counts).

Brookhaven has a variety of single family and multi-family units. Single family homes are pervasive throughout the community, particularly in areas north of the Buford Highway corridor. Brookhaven has an estimated 126 single family residential neighborhoods and 66 apartment complexes. Compared to DeKalb County and the State of Georgia, Brookhaven has a notably higher percentage of multi-family units: roughly 45 percent of the residential housing stock, compared to 35 percent in DeKalb and 18 percent in Georgia. Multi-family residences predominate along major corridors, including Buford Highway and increasingly along Peachtree Road, Dresden Road, and Johnson Ferry Road, increasingly in the form of mixed use development. The City is currently completing an analysis of its apartment stock to ensure safe living environment that meet the Life Safety Code (completion expected late 2014).

OCCUPANCY

The city has a low housing vacancy rate (7.6 percent) compared to the County 10.9 percent) and the Georgia (12.3 percent), per the 2010 Census. The low vacancy rate is likely, in part, a reflection of Brookhaven's strategic location in the metro area, in close proximity to many jobs and major employment centers in Sandy

Figure 2-8: Housing Units Structure Type



Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

Springs (Medical Center), Dunwoody (Perimeter Center), and Atlanta (Buckhead and nearby Midtown). An estimated 49 percent of Brookhaven's occupied housing units are owner-occupied, compared to a 56.9 percent owner occupancy rate in DeKalb County and 65.7 percent occupancy rate in the State of Georgia.

AGE

Most of the single family housing stock in Brookhaven was built in the 1960s or later; however, the City has a sizable supply of housing units that could be considered **historic (50 years or older, with no substantial changes)**. Most notable among these historic units is the Historic Brookhaven neighborhood, located just north of Peachtree Street, south of the Brookhaven MARTA station; it is listed as a historic district on the National Register of Historic Places. Infill housing, the building

of new housing within established neighborhoods, is a **dominant trend in Brookhaven**. **Infill housing plays a notable role in the neighborhoods in around Peachtree Road in particular, as is documented in the Year Housing Built map, see Appendix A.2.**

COST OF HOUSING

The cost of single family housing in Brookhaven is relatively high: Over 70 percent of owner occupied **housing units in Brookhaven are valued at \$300,000 or more**; this is noticeably higher than average costs in DeKalb County and the State of Georgia. An estimated 40 percent of renters in Brookhaven are paying more than 30 percent of household income on housing which is approximately 10 percent higher than is recommended by the U.S. Housing and Urban Development Department.

SPECIAL NEEDS HOUSING

Special needs housing considers whether there are options that can accommodate elderly, disabled, and cost burdened households. The DeKalb County Consolidated Plan addresses special needs housing for the entire county, including Brookhaven, and helps **coordinate federal funds to further identified needs.**

KEY FINDINGS

- Brookhaven has a large diversity in its housing types, although this is not balanced throughout the community.
- The city's strategic location will likely continue to place high demand on the city's housing supply.
- **Infill single family housing will continue to have an impact on the character of neighborhoods and may require additional attention, particularly as it relates to the City's zoning and development policies to ensure compatibility.**
- Multi-family housing can continue to play an important role in creating lively, activity nodes like Town Brookhaven, development along Dresden Drive, and Perimeter Summit at I-285 and Ashford Dunwoody Road.
- Ensuring a safe supply of accessible and affordable housing should be considered in the City's long term plan.
- The City should continue to communicate with DeKalb County to address special housing needs in the community.



Multi-family housing along Buford Highway



Established single family housing



Residential units above commercial uses along Dresden Drive

2.6. TRANSPORTATION

NOTE: This subsection was written and developed by Gresham, Smith and Partners to highlight the key findings and outcomes of the concurrent City of Brookhaven Comprehensive Transportation Plan.

The City of Brookhaven launched the development of its first city-wide multimodal transportation plan in early 2014. This section will describe the roadway, transit, bicycle, pedestrian, railroad, trucking, port, and airport systems serving the City. It will also highlight the major mobility issues, such as congestion, connectivity, and other challenges being addressed by the Comprehensive Transportation Plan (CTP). Finally, the City’s focus on coordinated transportation and land use development is also described in this section.

ROAD NETWORK

Roads are classified by the federal government (US Department of Transportation) and State Departments of Transportation (DOTs) according to the transportation function they provide to the community. The City of Brookhaven has a total of approximately 149 miles of roadways grouped into four distinct roadway classifications: local roadways, collector roads, minor arterials, and major arterials. These are shown in Figure 2-9.

The majority of roads in the City (about 122 miles), or 82 percent of all roads, are local roads. Local roads are designed to provide access to homes, schools, and other community facilities with little to no through-traffic. In Brookhaven, local roads are primarily located in residential areas.

Collector roads are designed to connect households and neighborhoods to arterial roads, typically at higher speed than local roads. In Brookhaven, there are about 8.6 miles of collector roads. These roads link residential communities to land use activities such as schools, parks, churches, and limited office and retail areas. In Brookhaven, collector roads include portions of Briarwood Road; Donaldson Drive; Evergreen Drive; Harts Mill Road; Lake Hearn Drive; Lenox Park Boulevard; Mill Creek Road; Osborne Road; Perimeter Summit Boulevard; and Windsor Parkway.

Arterials are usually multi-laned roadways designed to transport vehicles at greater speeds for longer, uninterrupted distances. In Brookhaven, arterials make up just 12.2 percent of total roadway mileage (total of 18.2 miles) but serve significant traffic volume, both for trips that originate in Brookhaven and those that cross through the region. Brookhaven’s arterials transport people along primary office,

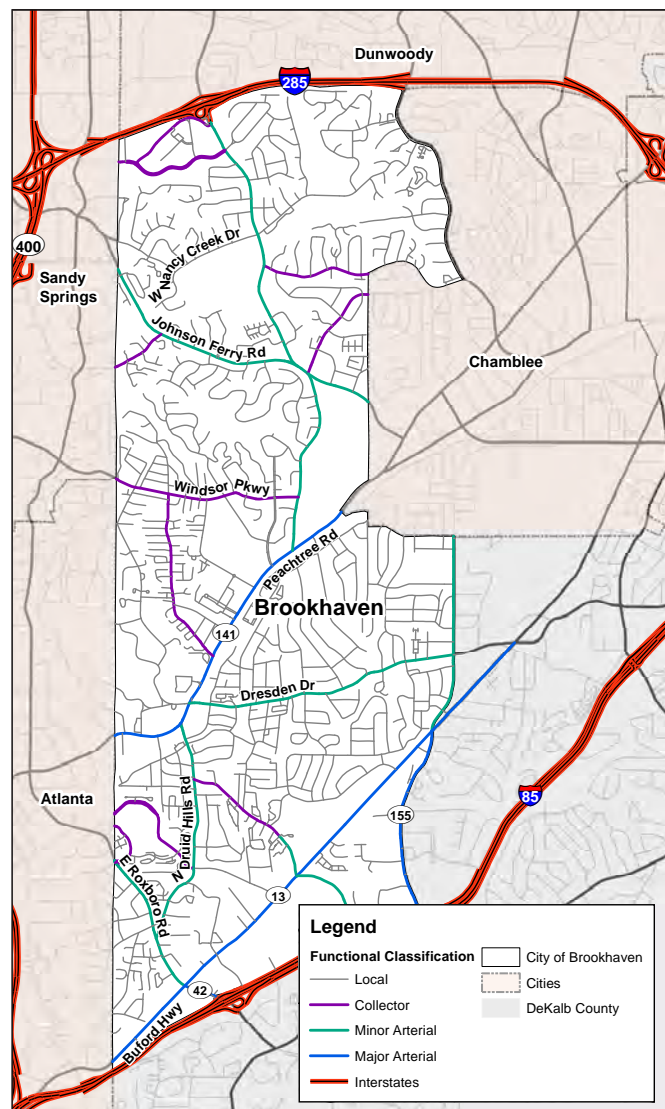


Figure 2-9: Functional Classification
Source: Gresham, Smith, and Partners

commercial, and mixed use corridors. Some arterials also traverse or serve as boundaries for residential areas, serving as links between homes and more intense land uses.

Minor arterials serve through-traffic but limited direct access to adjacent land uses. Posted speed limits along minor arterials are typically greater than those along collector roads. There are approximately 11.5 miles of minor arterials in Brookhaven. These include Ashford Dunwoody Road; portions of Briarwood Road; portions of Clairmont Road; Dresden Drive; E. Roxboro Road; Johnson Ferry Road; portions of N. Druid Hills Road; and S. Johnson Ferry Road.

In Brookhaven, there are approximately 6.7 miles of major arterials. These include Buford Highway, portions of Clairmont Road, portions of N. Druid Hills Road, and Peachtree Road. Posted speed limits along major arterials are typically greater than those along minor arterials. Conventionally, major arterials provide very limited access to adjacent land uses. In urban areas, however, major arterials provide access to more land uses than in urban areas. This is the case along portions of each major arterial in Brookhaven.

Major and minor arterials are designed to serve trips **within Brookhaven as well as cross-regional traffic.** In the north, Ashford Dunwoody Road connects to I-285 at an interchange along the city’s northern boundary. This artery connects Brookhaven to a major regional activity center, the Perimeter Center, the second largest employment center in Metro Atlanta. Similarly, in the south, North Druid Hills Road and **Clairmont Road receive traffic from and distribute traffic to I-85 (the City’s southern boundary) via two interchanges.** Arterials such as Johnson Ferry Road, Windsor Parkway, Dresden Drive, and Buford Highway connect Brookhaven to the Cities of Atlanta, Sandy Springs, Chamblee, and unincorporated DeKalb County.

TRAFFIC CONGESTION

Brookhaven is located in the heart of metropolitan Atlanta. The majority of land uses are comprised of residential uses (including single-family homes, **condominiums, and apartments) that serve as the origin of many trips within the city.** Brookhaven

residents travel both within the City and to adjacent areas for school, work, shopping, and other destinations. Brookhaven is also a major destination for people who live outside the city. Commercial and **office uses line major arterials, such as Peachtree Road, Clairmont Road, North Druid Hills Road, and Buford Highway.** Students from across North Georgia commute to Oglethorpe University located on Peachtree Road in the center of the city. Brookhaven **sees a substantial amount of cross-regional traffic** along these arterials as well. The intensity of land uses and attraction of those uses to people within **and outside of the city has contributed to traffic congestion** along Brookhaven’s roads.

Traffic congestion is measured according to “levels of service” (LOS). LOS A and B indicate free-flow traffic. At LOS C, traffic flow is stable with a level of comfort and convenience. At LOS D, speed and freedom to maneuver in traffic become more restrictive. LOS E indicates that a road is nearing traffic capacity; traffic flow is unstable, and comfort and convenience are poor. LOS F is assigned to roads with severe traffic congestion. Traffic is “stop and go” with long travel times. For an urban area, which will likely rarely see LOS A or B on major roadways, LOS D is considered an acceptable level of service.

At the present time, four corridors in Brookhaven **have unacceptable LOS (E or F). These are W. Nancy Creek Drive between Ashford Dunwoody Road and the eastern city limit (LOS F); Ashford Dunwoody Road between I-285 and W. Nancy Creek Drive (LOS F); N. Druid Hills Road between Peachtree Road and E. Roxboro Road (LOS F); and E. Roxboro Road between N. Druid Hills Road and the western city limit (LOS F).** **Traffic projections indicate that congestion is predicted to worsen by the planning horizon year, 2040.** The currently congested corridors will remain at LOS F. The remainder of Ashford-Dunwoody Road, from W. Nancy Creek Drive to Peachtree Road, will worsen to LOS F. Other arterials, including Peachtree Road, Perimeter Summit Boulevard, Johnson Ferry Road, and W. Nancy Creek Drive (west of Ashford **Dunwoody Road) will see more traffic as well (LOS D).** This is shown in Figures 2-10 and 2-11.

Traffic congestion at both signalized and non-signalized intersections is also an issue in Brookhaven.

This problem is primarily attributed to excess volume on the roadways. Input from the public indicates that poor signal timing may also be a culprit. Intersections become congested particularly in the morning rush hour (“AM peak hour”) and afternoon rush hour (“PM peak hour”). Currently, in the AM peak hour, just one intersection, Ashford Dunwoody Road at Perimeter Summit Parkway, operates at unacceptable LOS (LOS F). By 2040, several more intersections are expected to experience substantial traffic congestion. Perimeter Summit Parkway at Parkside Place will worsen from LOS D to LOS F. Johnson Ferry Road at Ashford Dunwoody Road will worsen from LOS C to LOS E. Buford Highway at Briarwood Road will worsen

from LOS C to LOS F, and Buford Highway at N. Druid Hills Road will worsen from LOS D to LOS F.

In the PM peak hour, three intersections currently operate at unacceptable levels of service: Ashford Dunwoody Road at Perimeter Summit Parkway (LOS F), Buford Highway at Briarwood Road (LOS F), and Buford Highway at Corporate Boulevard (LOS E). By 2040, these intersections will remain congested, and several more will reach unacceptable levels of service. These include Ashford Dunwoody Road at Ashford Green (LOS C to LOS E), Perimeter Summit Parkway at Parkside Place (LOS C to LOS E), and N. Druid Hills Road at Buford Highway (LOS D to LOS E). This is shown in Figures 2-12 through 2-19.

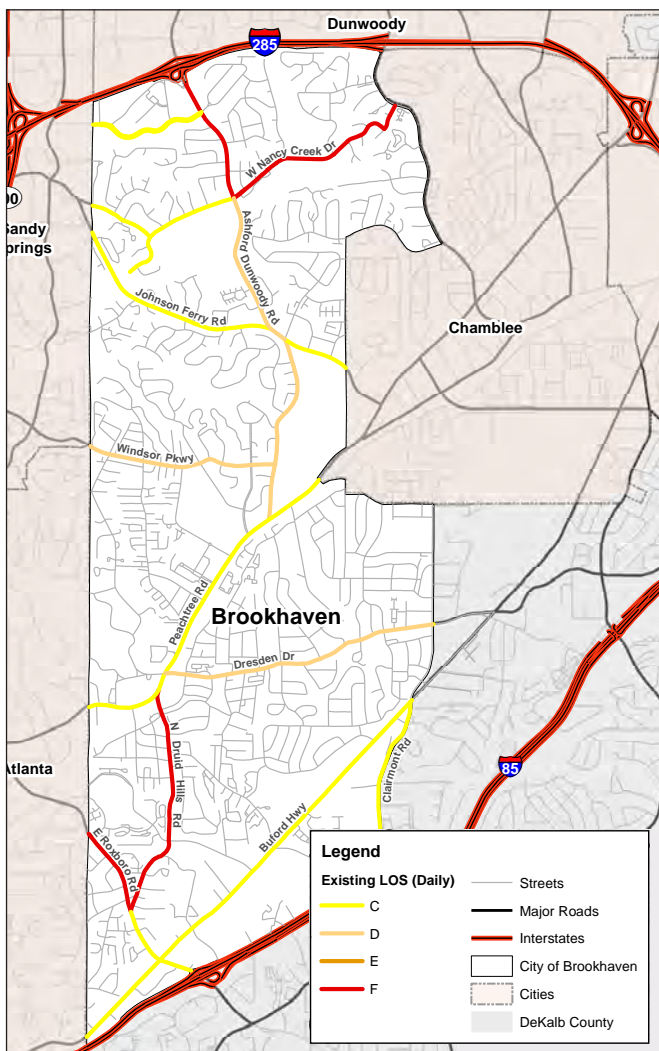


Figure 2-10: Existing Roadway LOS Map
 Source: Gresham, Smith, and Partners

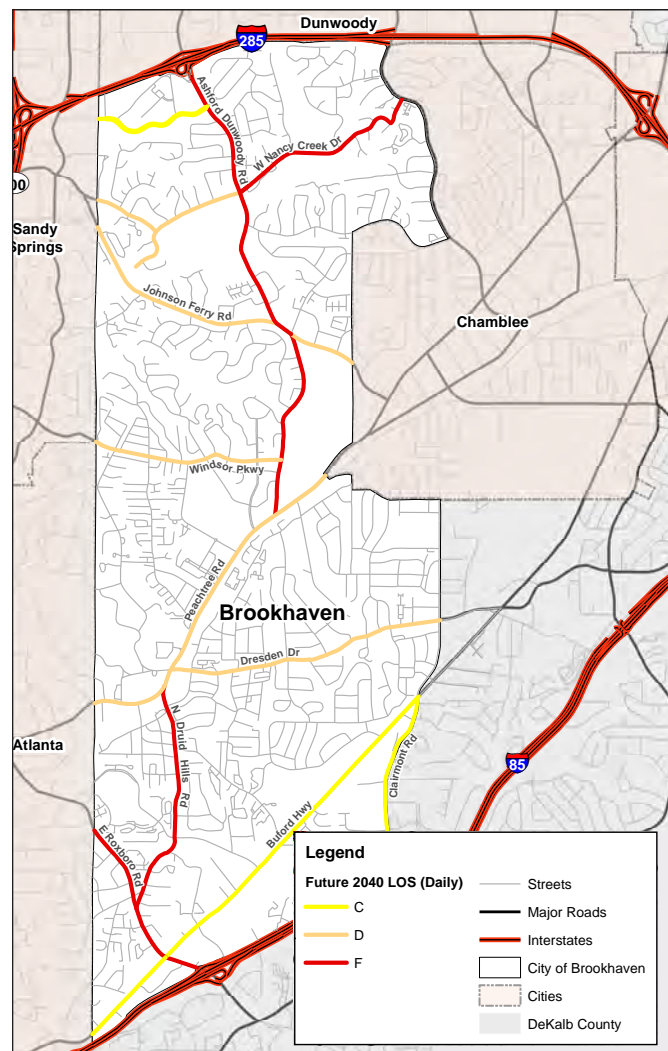


Figure 2-11: Future Roadway LOS Map
 Source: Gresham, Smith, and Partners

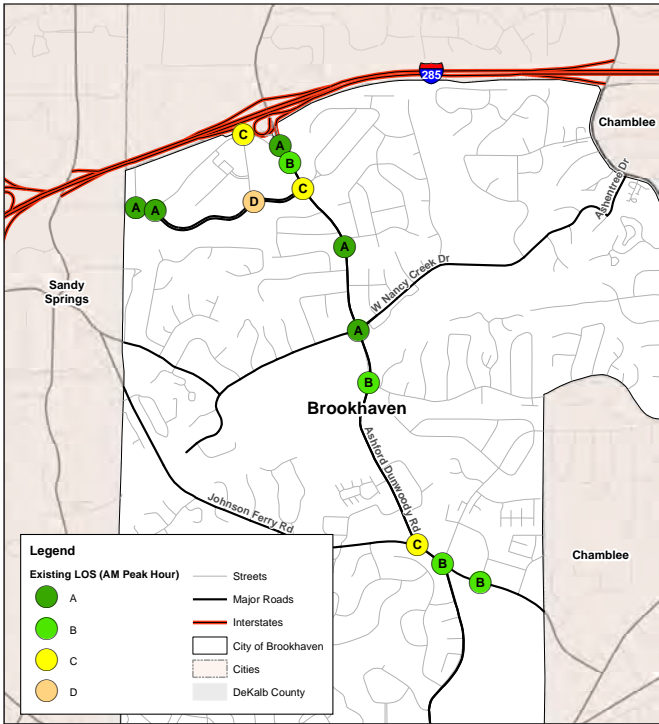


Figure 2-12: Existing AM LOS Map (Northern Brookhaven)
 Source: Gresham, Smith, and Partners

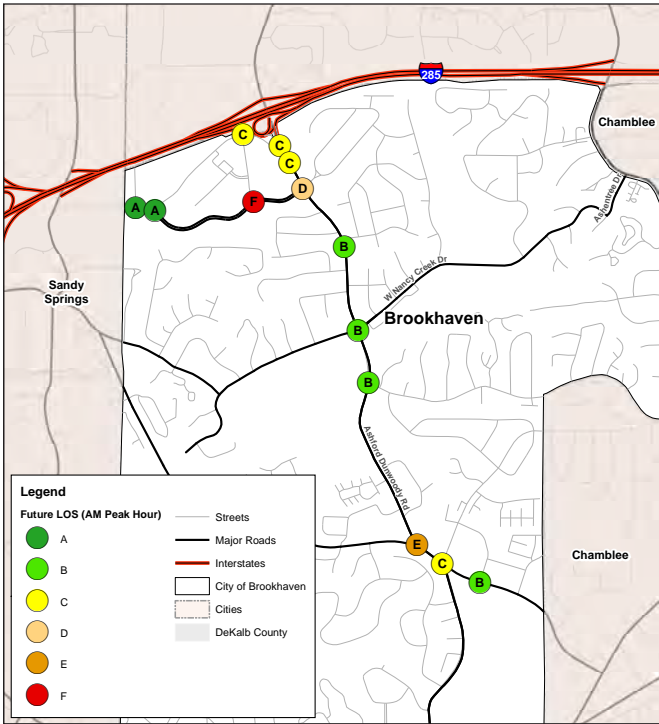


Figure 2-14: Future AM LOS Map (Northern Brookhaven)
 Source: Gresham, Smith, and Partners

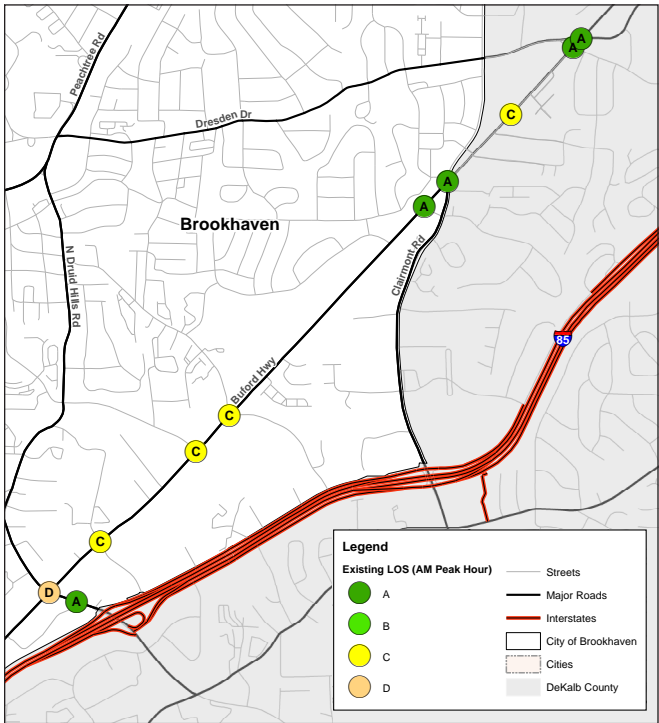


Figure 2-13: Existing AM LOS Map (Southern Brookhaven)
 Source: Gresham, Smith, and Partners

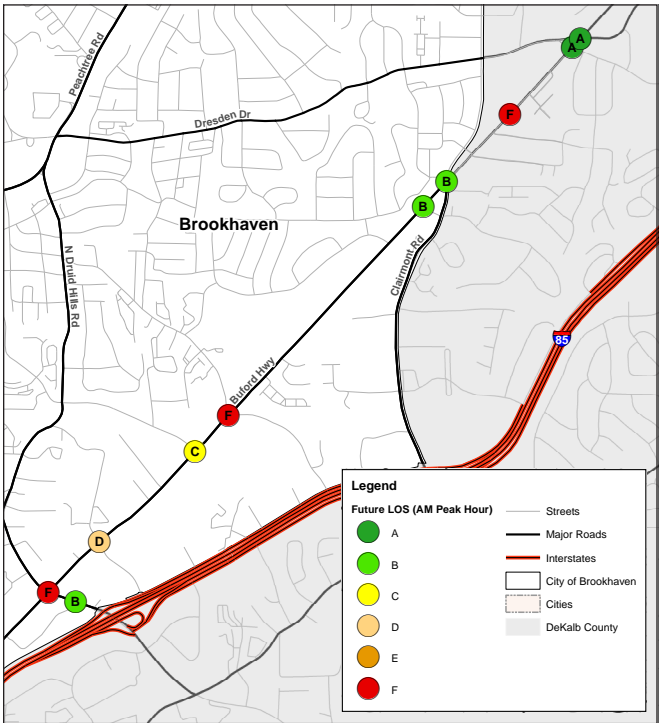


Figure 2-15: Future AM LOS Map (Southern Brookhaven)
 Source: Gresham, Smith, and Partners

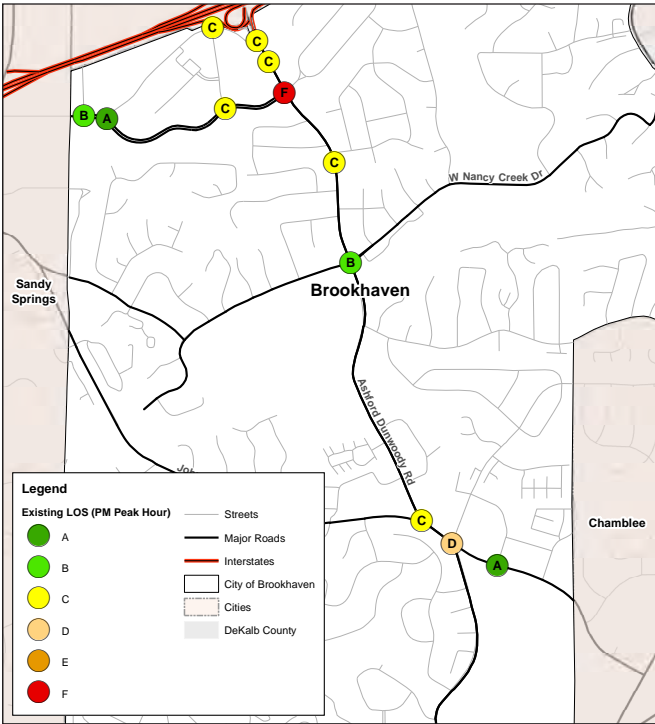


Figure 2-16: Existing PM LOS Map (Northern Brookhaven)
Source: Gresham, Smith, and Partners

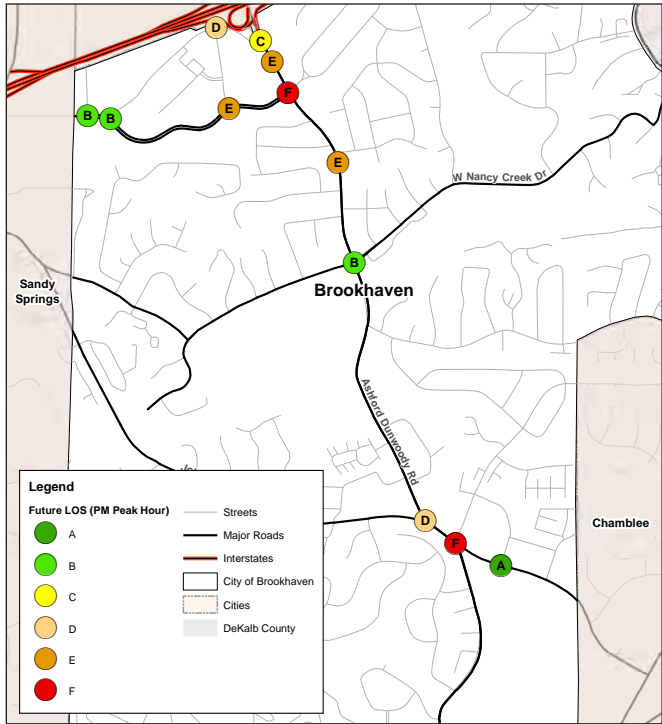


Figure 2-18: Future PM LOS Map (Northern Brookhaven)
Source: Gresham, Smith, and Partners

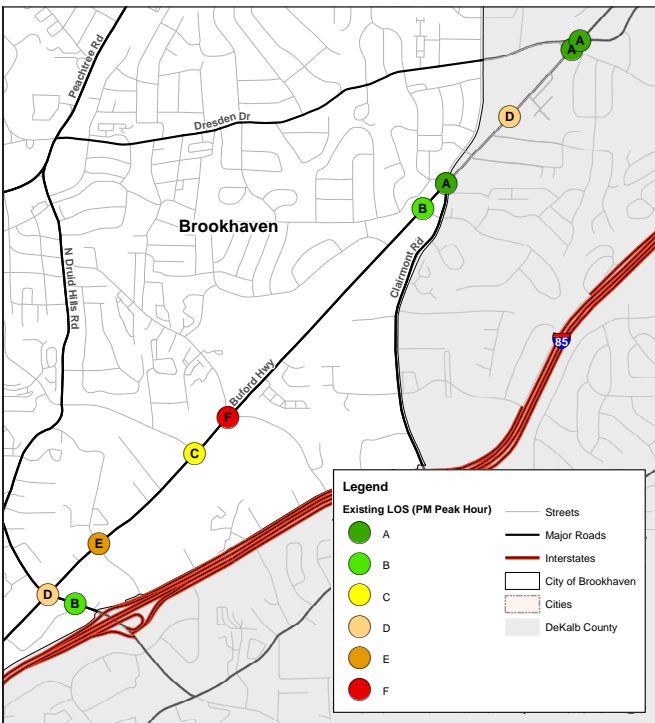


Figure 2-17: Existing PM LOS Map (Southern Brookhaven)
Source: Gresham, Smith, and Partners

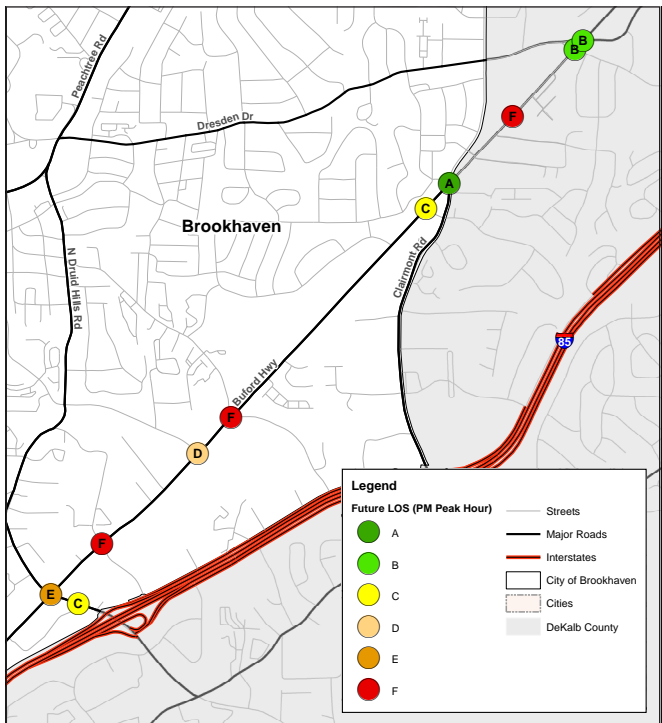


Figure 2-19: Future PM LOS Map (Southern Brookhaven)
Source: Gresham, Smith, and Partners

Traffic congestion also occurs when roads are being used outside of the scope of their functional classification. In Brookhaven, many local roads have seen increased cut-through traffic over the past several years, due to the City's proximity to Perimeter Center and nearby communities, such as Dunwoody and Sandy Springs. W. Nancy Creek Drive, for instance, is classified as a local road. It crosses through residential areas and provides a connection to the popular Murphey Candler Park. The road is also used by many people to cross between Sandy Springs and I-285, particular during the morning and afternoon commute times. The cut-through traffic has contributed to worsening traffic congestion and also poses a safety concern for those who are walking or biking along the road. In recent years, the increase in infill development within the City and in adjacent jurisdictions is causing traffic volumes to rise as new households and commercial uses come on line.

ALTERNATIVE MODES OF TRANSPORTATION

Brookhaven has public transit available for those who do not have personal vehicles or do not wish to travel in a personal vehicle. The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates rail and bus service in the city. Five bus routes, routes 8, 19, 25, 39, and 47, travel through Brookhaven, with 171 bus stops within the City. Brookhaven also has a MARTA rail station, the Brookhaven Station, located at the intersection of Peachtree Road and Dresden Drive. The station is located along MARTA's Gold Line and connects Brookhaven to Buckhead, Midtown and Downtown Atlanta, and the airport to the south, and to Chamblee and Doraville to the north. Rail and bus transfers allow travelers to reach other areas of DeKalb and Fulton Counties as well as regional activity centers, including the Perimeter area and Downtown Decatur.

In addition to MARTA, the BUC Shuttle, operated by the Buckhead Community Improvement District (CID), has bus service within Brookhaven. The BUC's Red Line serves Lenox Park, including three stops in the AT&T complex. The Georgia Regional Transportation Authority (GRTA) also operates an Xpress Bus that travels along I-85 at the City's eastern border. The bus does not stop within Brookhaven, but brings commuters from outlying communities in DeKalb and Gwinnett Counties to job centers in the Lindbergh Station, Midtown, and Downtown Atlanta areas. Public transit service in Brookhaven is shown in Figure 2-20.

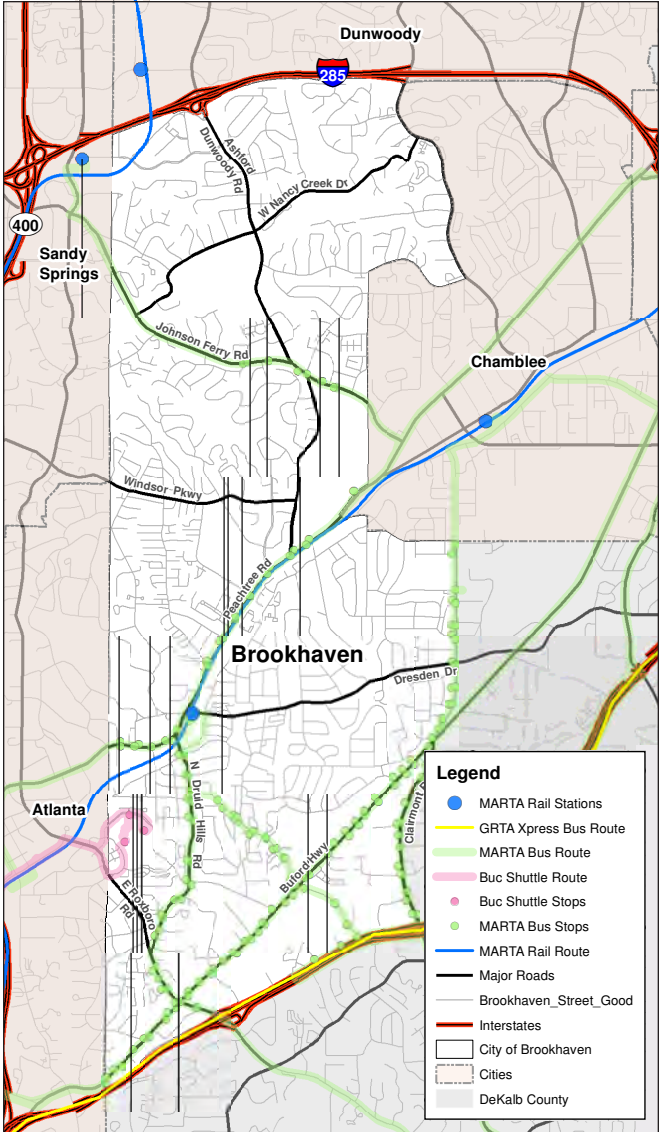


Figure 2-20: Public Transit in Brookhaven Map
 Source: Gresham, Smith, and Partners

There is a gap in bus service for thousands of Brookhaven residents who live along Ashford-Dunwoody Road, Windsor Parkway, Dresden Drive, and other main thoroughfares near residential areas. The Ashford- Dunwoody Road corridor, in particular, is just a few miles away from the Perimeter Center area where there is a substantial concentration of jobs and an increasing number of housing units, restaurants, shopping, and other uses. Brookhaven residents would benefit from expanded bus coverage that could transport people to the Perimeter Center area, as well as to the Perimeter and Brookhaven MARTA rail stations.

There are few transportation alternatives available for recreational users. The City has limited facilities suitable for bicyclists, especially families. The main biking facility is Nancy Creek Trail in northern Brookhaven, which connects Murphey Candler Park to Blackburn Park and Johnson Ferry Estates. The trail begins at the southern end of Murphey Candler Lake and ends at Ashton Woods Retirement Center on Durden Drive. Destinations along the trail include the Marist School, Dunwoody YMCA, and the tennis center and soccer fields at Blackburn Park.

Sidewalk coverage within the City is more extensive than trail coverage. However, there is a notable lack of sidewalks in many residential areas. The exceptions are the Cambridge Park neighborhood off of Johnson Ferry Road; Ashford Park near Ashford Park Elementary School; around the Capital City Country Club; and scattered in residential areas near Briarwood Road, Dresden Drive, and E. Roxboro Road. Each of the major and minor arterials in Brookhaven have sidewalks on at least one side of the road. Peachtree Road has the widest sidewalk in the City, ranging from seven (7) to nine (9) feet in width. Buford Highway, which runs diagonally through the southern part of the City has become a pedestrian safety concern due to the large number of lower-income and minority families living in housing located along the roadway. The separation of housing units from key land uses, such as a grocery store, ethnic restaurants, family businesses, medical facilities, and other important sites forces the crossing of Buford Highway which is seven lanes wide in some locations. **The Georgia Department of Transportation (GDOT), DeKalb County, and the City of Brookhaven are partnering in making some pedestrian safety-related improvements along Buford Highway, such as refuge islands in the roadway median and future crosswalks. It is anticipated that future pedestrian- and transit-related improvements will be needed in the future in this important corridor. Sidewalks in Brookhaven are shown in Figure 2-21.**

There are no major ports, airports, or parking facilities located in the City of Brookhaven, although the Peachtree-DeKalb Airport is located nearby and roadway access to this facility is important and will be addressed in the City's final CTP. The complete CTP document was adopted by the City Council on September 9, 2014.

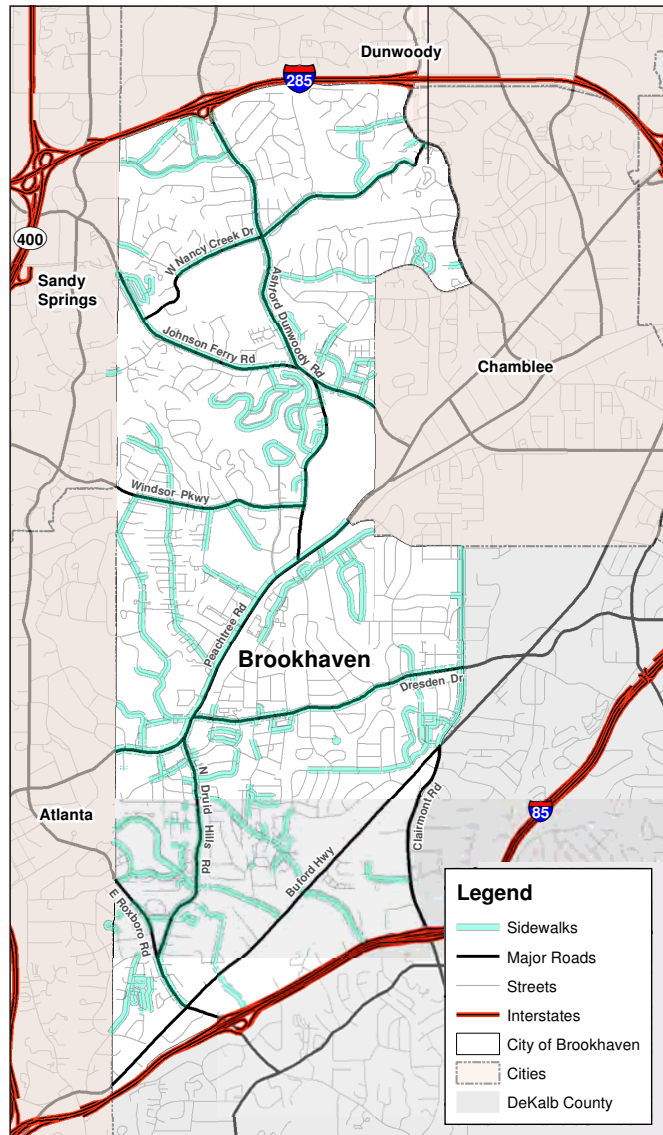


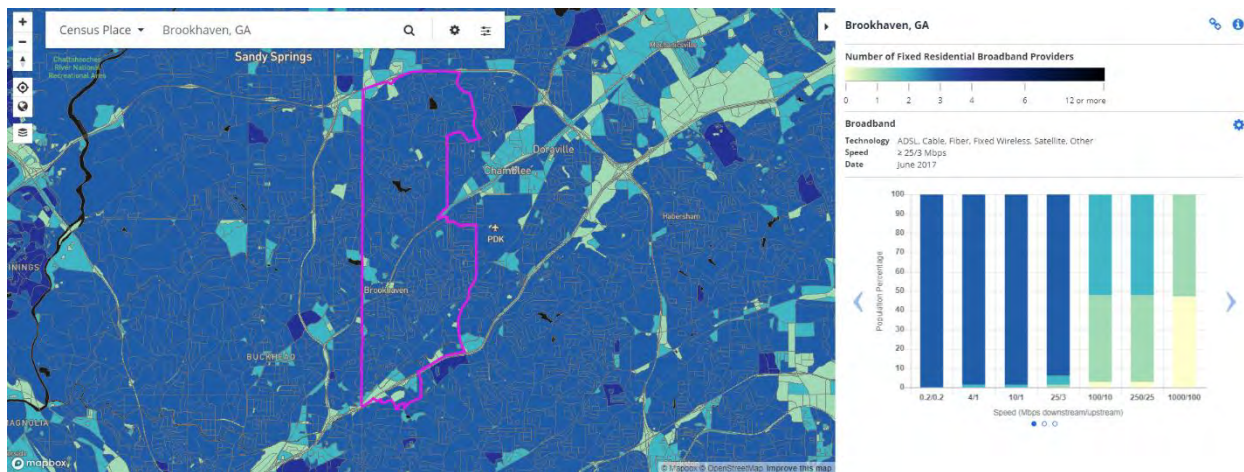
Figure 2-21: Sidewalks in Brookhaven Map

Source: Gresham, Smith, and Partners

2.7 Broadband Services

Senate Bill 402, known as the ACE Act (Achieving Connectivity Everywhere), directs local communities to address broadband availability in local comprehensive plans. The local government must make an objective determination of whether it is served by broadband service. Appropriate follow-up steps must be identified based on the community's determination of whether it is served by broadband.

The following map identifies broadband services in the City of Brookhaven:



Area Summary Map and Fixed Residential Broadband Providers
Source: Federal Communications Commission

As used in this section: “Broadband services” means a wired or wireless terrestrial service that consists of the capability to transmit at a rate of not less than 25 megabits per second in the downstream direction and at least 3 megabits per second in the upstream direction to end users and in combination with such service provides:

- Access to the Internet; or
- Computer processing, information storage, or protocol conversion.

And “Broadband services provider” means any provider of broadband services or a public utility or any other person or entity that builds or owns a broadband network project.

Metro Atlanta, DeKalb County, and the City of Brookhaven, generally enjoy widespread access to broadband technology from at least one or two service providers. As the market for broadband technology continues to expand and improve throughout the region and the State, Brookhaven seems positioned to ensure that access to the technology will be available in their market.

3. Community Goals

The Community Goals outlined in this section provide the following elements:

- General Vision Statement
- List of Community Goals
- Community Policies
- **Character Areas and Defining Narrative**

The Community Goals are the foundation of the Comprehensive Plan and a requirement of the state’s planning statutes. The Plan will build upon the Community Goals by establishing a list of needs and opportunities the community intends to address and including action items to address these needs and opportunities in the Community Work Program.

3.1. PUBLIC INVOLVEMENT SUMMARY

As a part of Comprehensive Plan 2034, community members were engaged in a variety of ways throughout the planning process and encouraged to actively voice their opinions about the future of Brookhaven. The input collected ultimately **shaped the overall community goals identified** in this chapter as well as the priority needs and opportunities outlined in Chapter 4. Below is a high level summary of public involvement activities carried out throughout the planning process, along with key highlights of input collected. A full summary and documentation of the public involvement process is provided in Appendix A.1.

INFORMING COMMUNITY MEMBERS

This process used a variety of tools and techniques to inform community members of the Comprehensive Plan 2034 process including establishment of a portal for plan documents and information regarding public meetings at the City’s website, the use of online resources and social media outlets, and the establishment of a Steering Committee to help spread the word to different segments of the population. Close coordination with the City of Brookhaven was at the core of public involvement. This process utilized the City’s established channels of communication to alert the public about the Comprehensive Plan and opportunities to become involved.



Figure 3-1: Community Goals

ENGAGEMENT OPPORTUNITIES

Stakeholders were engaged through a variety of means including the establishment of a Steering Committee to guide the process, one-on-one interviews with key stakeholders, a community-wide survey, and a series of public workshops and meetings.

STEERING COMMITTEE

The Steering Committee played an integral role in relaying community needs to the Planning Team and communicating details of the planning efforts to the public. The committee gave direction at four meetings, each of which furthered the plan process:

Meeting 1: Project kick off (March 27, 2014)

Brainstorming on community needs and opportunities **identified the need to make Brookhaven more walkable, with active streets and a true town center.**

Meeting 2: Visioning and goal setting (May 6, 2014)

Discussion on preliminary character areas identified a neighborhood center land use plan with key activity nodes. The long term vision is to be a model city.

Meeting 3: **Needs, opportunities and strategies identification (May 29, 2014)**

Needs and opportunities were prioritized, and the character area visions were clarified in preparation for the second public workshop.

Meeting 4: Community work program review (June 26, 2014)

A review of the draft work program resulted in **refinement of five year action items for the City and clarification of the City’s desired roles.**

In addition to these four meetings, two joint steering committee meetings were held (April 24 and June 12 2014) to allow for coordination with the steering committees of parallel planning efforts.



Steering Committee members brainstorm on the City’s long term vision at the May 6 meeting.

KEY STAKEHOLDER INTERVIEWS

At the onset of the comprehensive planning process, the consultant team conducted interviews with key community stakeholders. Interviews were held to help support the baseline conditions analysis, begin to identify key community initiatives, needs, and priorities, and to help inform key discussion points for public involvement activities.

Common Themes

Key Strengths: location, access to MARTA, existing neighborhoods and variety of housing stock, abundance of parks

Major Drivers of Change for Future Development: becoming more urbanized, Buford Highway redevelopment, increasing access to other modes of travel, MARTA Transit Oriented Development, establishing an identity, creating a town center

Priority Needs + Opportunities: improve infrastructure to accommodate growth, community involvement, creating a town center, smart growth, enhancement of growth

Desirable Plan Outcomes: an implementable plan with realistic short term work program

COMMUNITY SURVEY

A community survey was administered to gather input regarding Brookhaven’s vision. The survey included questions highlighting the following topics: daily needs and uses, connectivity and community identity, **redevelopment and infill development, environmental concerns, priorities for next five years, and long term vision.** A total of 237 surveys were completed.

Key Takeaways: The majority of participants would like Brookhaven to be a residential community with neighborhood commercial hubs and higher density **office/commercial on main roads.**

Priorities for Next Five Years (based on ranking): (1) **Addressing traffic congestion;** (2) **Improving our parks and recreation spaces;** (3) **Increasing ways to travel around on foot or bike;** (4) **Pursuing redevelopment in strategic parts of the city;** (5) **Establishing an identity for our city with signage, strategic streetscaping, events, or other activities;** (6) **Developing a City Center;** and (7) **Maintaining status quo.**

MEETINGS WITH THE GENERAL PUBLIC

Obtaining input from the general public was a key component of the planning process. Meetings took different formats depending on the information that needed to be shared and collected at a given stage in the process.

Public Hearing #1 Kick Off with Council (April 22, 2014)

This hearing served as an opportunity to formally kick-off the Comprehensive Plan 2034 process with the Brookhaven City Council.

Community Visioning Workshop (May 15, 2014)

The purpose of this workshop was to work closely with community members to set the pace for Comprehensive Plan 2034. Community members **identified strengths, weaknesses, opportunities and threats** of Brookhaven and shared what they want Brookhaven to be known for in 20 years. A question and answer session followed prior to moving on to small group character area discussions.

What We Heard

- Strengths include Brookhaven’s neighborhoods, location, MARTA station, and the its trees.
- Weaknesses include the lack of an arts and culture scene, parks in need of care, and a desire for more government transparency.
- Opportunities include the chance to provide more **bike/pedestrian friendly areas, to promote local merchants and the Brookhaven MARTA station.**
- Threats include over-building which results in excessive lot coverage, the need to protect **natural resources and traffic.**
- Buford Highway has the potential for redevelopment while maintaining its cultural diversity.
- **The City can be better defined and identified** through a series of strategically placed gateways.
- **Neighborhood scaled, mixed use development is** appropriate for many of the character areas.

Needs & Strategies Workshop (June 9, 2014)

This workshop was designed to gather public input to help set the priority needs and opportunities for Brookhaven and help inform the City’s action plan for the next five years. **Feedback from the public**

was used to make sure the right priorities were emphasized in Comprehensive Plan 2034. The open house was followed by a formal presentation and then by the needs and strategies workshop activities.

What We Heard

- Diversity must include not only ethnic and cultural diversity but also economic diversity.
- The majority of input indicated overall support for the character area visions and corresponding implementation strategies.
- **Further Brookhaven as a walkable and bikeable community.**
- **Encourage redevelopment of underutilized parcels along Peachtree Road, Buford Highway, Clairmont Road, and Johnson Ferry Road.**

Joint Open House (July 21, 2014)

The Open House afforded an opportunity for the public to review and provide feedback on highlights from the Comprehensive Plan 2034 document as well as recommendations from the Comprehensive Transportation Plan.

What We Heard

- Character areas are consistent with the community vision, although small adjustments could be made to some wording.
- Community Work Program actions are generally supported, although minor tweaks could be made.
- Transportation issues and opportunities continue to be a top concern.

Public Hearing #2 with the Planning Commission (July 23, 2014)

Public Hearing #3 with Council (August 12, 2014)

Public Hearing #4 with the Planning Commission (September 3, 2014)

Public Hearing #5 with Council (September 9, 2014)

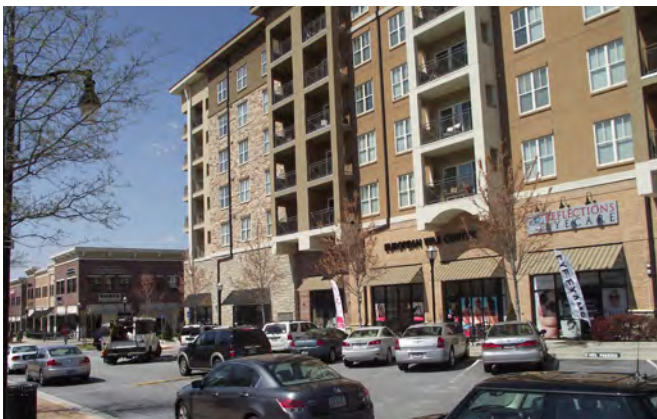
At each of the public hearings, a summary presentation of the Comprehensive Plan 2034 process and document was provided. The public was invited to provide comments.

3.2. OVERALL VISION STATEMENT

The City’s vision statement provides a general statement and picture of what Brookhaven desires to become in the future, including a complete description of desired development patterns in the city. The vision statement is a product of public input collected during the planning process.

VISION STATEMENT

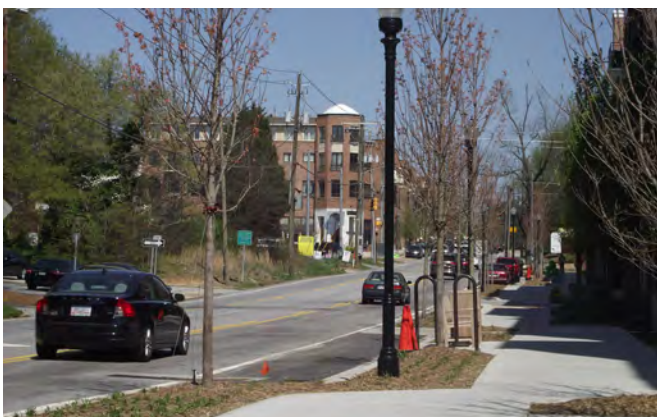
Brookhaven will be a national model for a walkable, urban community that preserves its unique character and history of neighborhoods, parks, and natural assets while welcoming higher density activity nodes that support transit use, biking, community hubs, sense of place, and diversity of residents and businesses.



Higher density activity hubs



Neighborhoods



Walkable, urban community



Parks and natural assets

3.3. COMMUNITY GOALS

As a part of the overall community goals, the City identified specific goals it seeks to achieve in the future. The following are strategic goals identified for Brookhaven’s future based on stakeholder and public input. At a later time, the City may desire to assign a point system to each of these goals to help prioritize action items for City pursuit in the future. In Chapter 4, the each of the needs and opportunities are linked back to these goals. *See Chapter 4 for additional description of this linkage.*

	<p>LAND USE + TRANSPORTATION COORDINATION</p> <p>Achieve greater walkability, bikeability, and overall mobility for day-to-day activities through transportation and land use coordination.</p>		<p>TRANSIT ORIENTED DESIGN</p> <p>Pursue Transit Oriented Development (TOD) as a key strategy to shaping the city’s future.</p>
	<p>DIVERSITY</p> <p>Preserve the economic and cultural diversity of the Brookhaven community.</p>		<p>NEIGHBORHOODS</p> <p>Preserve the city’s unique neighborhoods and communities.</p>
	<p>UNIQUE BROOKHAVEN</p> <p>Establish an identity and brand for the City of Brookhaven.</p>		<p>SUSTAINABILITY</p> <p>Develop reputation as a forward thinking and sustainable city.</p>
	<p>A CITY OF PARKS</p> <p>Enhance the City’s parks and recreation system.</p>		<p>ECONOMIC PROSPERITY</p> <p>Ensure a balanced economic environment.</p>
	<p>BUFORD HIGHWAY GATEWAY</p> <p>Promote Buford Highway to enhance this strategic location in the city.</p>		

3.4. COMMUNITY POLICIES

Community policies are those that City staff and elected officials will use to guide day-to-day decisions that are consistent with achieving the overall Community Goals. These policies are general in nature and do not require a specific action or funding stream but should provide general guidance to help with local decisions. The City of Brookhaven may wish to add to these overarching policies as it continues to define itself as a model city.

LAND USE

- We will promote the development of small commercial nodes at appropriate locations in the city, as identified by the Character Area Map.
- Our community will work with regional partners to further multi-use trail development along creek corridors and other strategic routes within the city.
- We will encourage good health and an active community by promoting urban design that provides connectivity among uses.
- We will collaborate with adjacent Cities of Sandy Springs, Dunwoody, Chamblee and Atlanta as well as DeKalb County to ensure coordinated growth.
- We will ensure sidewalks are included as a part of public improvements associated with new development activity.
- We will further the development of small public spaces such as squares and passive parks throughout our community.
- We will preserve the look and feel of Brookhaven as a green community through zoning and development decisions.



The Virginia Highland neighborhood in Atlanta is a good model for neighborhood commercial (Photo credit: vahi.org)



A small pocket space can be included in private development to contribute to the City's public spaces

COMMUNITY FACILITIES AND RESOURCES

- We will 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.
- We will work with DeKalb County Public Schools to ensure City’s planning efforts are being considered in programming and planning for schools.
- Our community will continue to promote community policing program to help maintain a safe Brookhaven.
- We will promote a united character among our City’s parks and facilities by using similar signage and other aesthetic treatments such as stone walls and similar vegetation.
- We will continue to provide a variety of methods for information sharing regarding city activities, including website, regular newsletters, and other mechanisms.
- We will preserve the tree cover of city as new development occurs.
- We will protect natural drainage ways in the city.
- **We will support ecological/best management practices for landscaping and stormwater management.**
- We will implement the goals and strategies of the Parks and Recreation Master Plan.



Unique signage can help distinguish Brookhaven’s parks and greenspaces (photo credit: historicinmanpark.blogspot.com)



Encouraging bioswales and other ecological design solutions can help promote positive stormwater management

ECONOMIC DEVELOPMENT

- Our community will work with economic development partners, including Brookhaven and DeKalb County Development Authorities, Perimeter Community Improvement District, and the Brookhaven and DeKalb County Chambers of Commerce to further city goals.
- We will continue to promote a business friendly environment through streamlined business **licensing and development/zoning processes.**
- We will work with economic development partners and City businesses to promote transit use of area workers.
- We will actively pursue establishment of **destinations within Brookhaven through the Office of Tourism and Community Development** arm of city.
- We will support the local business community in its regular activities.
- Our community will encourage the modernization **and development of quality office space for incubator space and for small firms.**



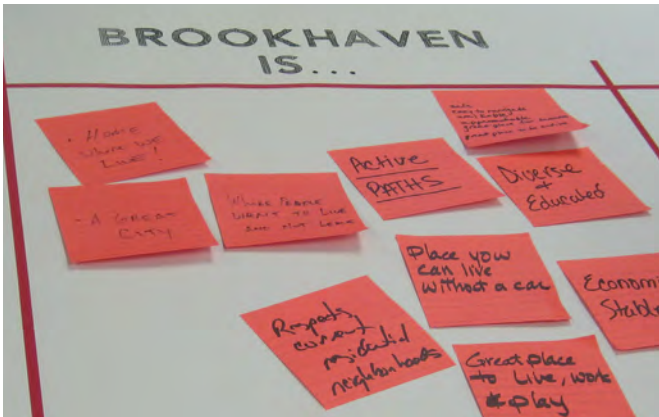
Transit access and amenities can help attract businesses and promote fewer cars on the road



Modern office options, as a part of mixed use development can be appealing to small firms

POPULATION

- We will promote policies and programs that maintain the diversity of ages and ethnicities in Brookhaven.
- We will provide a supportive environment for community events and activities.
- We will continue to provide translation services that ensure all community members are well connected in our city.
- We will provide opportunities for the public to regularly engage in our City's planning and programs.



Community engagement is an important tool for maintaining an open city and involved community

HOUSING

- We will continue code enforcement activities to ensure safe and healthy living environments.
- We will promote Lifelong Communities principles.
- We will 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.
- We will work with DeKalb County to implement the Consolidated Plan in the city.



The mix of housing options at the Brookleigh development on Johnson Ferry Road is a good model for future housing in Brookhaven

3.5. CHARACTER AREAS AND DEFINING NARRATIVE

The Character Area Map, along with the character area narratives that follow, lay out a vision, specific goals, appropriate land uses, and implementation strategies for Brookhaven’s unique sub-areas, districts, and neighborhoods. The character areas are based on two primary sets of factors: 1) areas of similar character, **development time period, development types, and/or unique traits, and 2) areas that the community envisions developing in a coordinated fashion.** There are 13 character areas in total: 8 are primarily residential in nature, and 5 are community activity centers of varying intensities. Existing residential densities are provided for each of the eight residentially-focused areas. Recommended residential densities and building heights are provided for each of the five community activity centers. These parameters are intended to help support implementation of the community’s vision as further explained below.

RECOMMENDED RESIDENTIAL DENSITIES + BUILDING HEIGHTS

Five character areas have recommended residential densities and building heights designated within their character area narratives. These include **Perimeter Center, Blackburn Park Neighborhood Center, Peachtree Center Overlay District, Lenox Park, and the Buford Highway Corridor.** These areas are envisioned as appropriate for change and suitable for mixed-use development at varying degrees of intensity. The Buford Highway Corridor has three designated intensity areas, given the wide diversity in development types seen as appropriate within this area.

These recommendations have been developed to provide guidance in making development decisions within these areas and have been crafted through a combination of Steering Committee input and guidance from previous local and regional plans.

EXISTING RESIDENTIAL DENSITIES

Eight character areas include existing residential density calculations. These have been developed for 1) character areas which are predominantly comprised of single-family residential neighborhoods, including the Lakes District, Lynwood Park, Osborne, Historic Brookhaven, Ashford Park-Drew Valley, Brookhaven Fields-Brookhaven Heights, and Roxboro,

and 2) the Briarwood Park character area, largely comprised of townhomes and condominiums. The vision for these areas includes the preservation of the existing residential character, including maintaining the existing residential densities unique to each character area. This calculation could be used to provide guidance on future development decisions by helping identify if proposed residential developments maintain the existing residential densities of the surrounding character area.

Existing residential densities were developed using 2013 tax parcel data; this data set identifies the year built for all residential parcels including detached and attached single family homes and condominiums but excluding apartments. The total number of residential parcels for each Character Area was calculated by selecting and tallying all parcels with a “year built” attribute not equal to zero/null. The residential acreage total of each Character Area (excluding apartments) was calculated by 1) selecting and tallying all parcels with a “residential year built” attribute not equal to zero/null and 2) visually identifying and selecting all parcels that appear to be common areas surrounding townhome and/or condo parcels. These two numbers were combined to get total acreage, and then this total was divided into the total number of residential parcels to calculate the residential density of each of the eight character areas.



The overall Future Land Use Vision is supported by unique features and characteristics that should help further guide Brookhaven’s future land use decisions and public investment decisions. Each of these unique features and characteristics is highlighted on the following six pages, preceding the character area narratives. They include:

- Gateway Features
- Neighborhood Commercial Target Areas
- Areas Requiring Special Attention
- Healthy, Active Living Resources
- Priority Redevelopment Parcels

Increasing walkability, bikeability, and overall mobility in all of Brookhaven’s character areas is viewed as important. This should be considered an inherent component of the vision for each of the 13 character areas and the overall long-term vision of Brookhaven. The City’s Comprehensive Transportation Plan provides detailed implementation strategies for furthering walkability, bikeability, and overall mobility within the city.

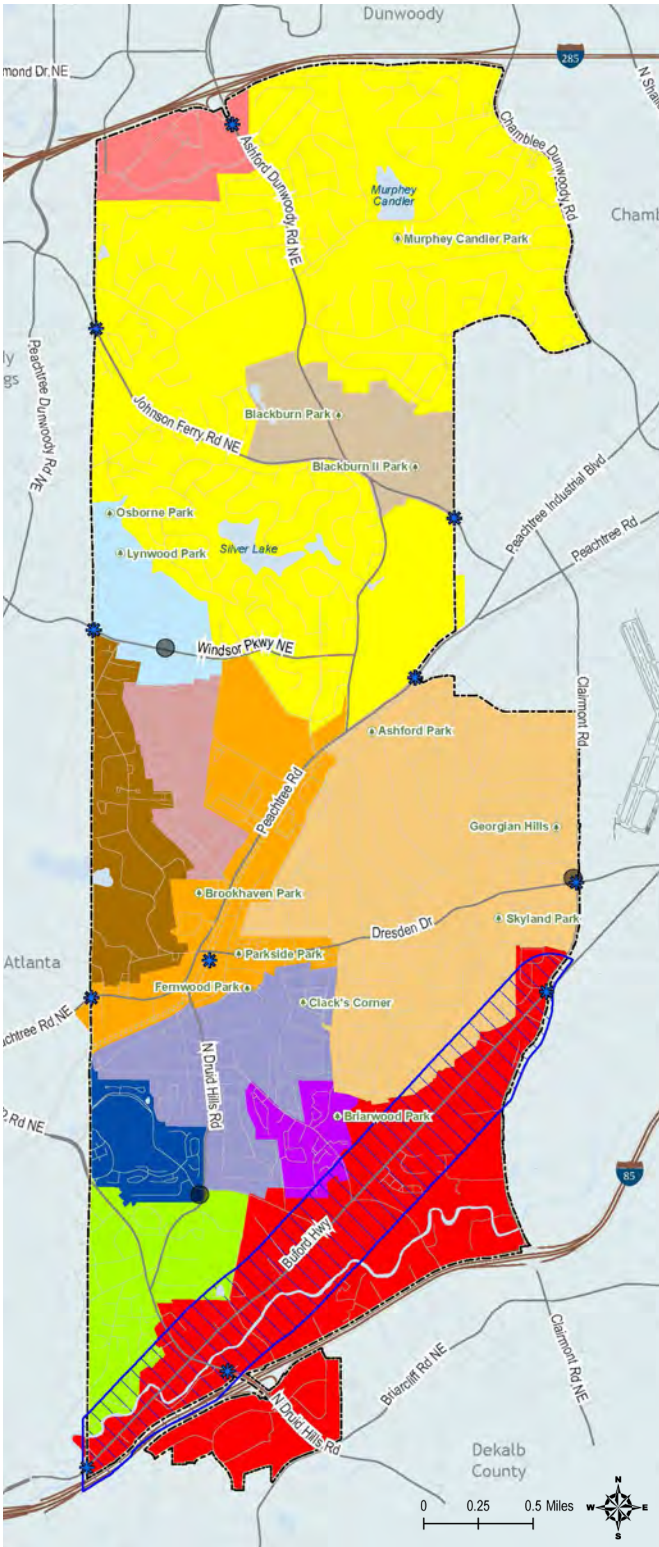


Figure 3-2: Character Area Map (See larger map in Appendix A.3)

GATEWAY FEATURES

In addition to the 13 character area designations, the Character Area Map also identifies areas appropriate for Gateway Features. A Gateway Feature designation has been applied to areas where entry markers are needed to signify entrance into the City of Brookhaven. These features may include signage, architecture, public art, fountains and landscaping. Gateway features provide the City with the opportunity to build a unique image and identity. These are distinctive areas that have the ability to shape the public’s perception of the city upon arrival.

The city currently lacks entry markers at its most prominent entryways, including Peachtree Road, Buford Highway, Ashford Dunwoody Road, Johnson Ferry Road, Druid Hills Road, and the Brookhaven MARTA station. These heavily traveled corridors represent the most logical location for public investment in gateway features, since the majority of visitors enter the city through these roadways. The Character Area Map identifies 11 areas where gateway features are needed. These locations were identified through public input gathered at the visioning workshop. They have been prioritized for public investment based upon the most heavily traveled roadways within the city.

To have the biggest impact on establishing a community identity, gateway features should be consistent in design. The scale of these gateways may vary based upon roadway size. Defining ‘major’ and ‘minor’ gateways may be necessary wayfinding initiatives are further pursued by the City. Peachtree Road has been identified as an appropriate location to feature grander gateways, given its perception as Brookhaven’s ‘Main Street.’



A limited number of standard signs mark entrance into Brookhaven (top). Additional gateway features can help build a unique image for Brookhaven as has been accomplished in other communities using a combination of murals (Austin, middle), landmark signs (City of Canby, bottom left), and pedestrian markers (Charlotte, bottom right).

NEIGHBORHOOD COMMERCIAL TARGET AREAS

The Character Area Map designates Neighborhood Commercial Target Areas. Neighborhood commercial is defined as small-scale retail development that serves the needs of the surrounding residential neighborhood. Typical uses include restaurants, pharmacies, convenience stores, dry cleaners, and salons. Target areas are a special policy overlay placed upon residential character areas to identify locations where neighborhood commercial is desirable.

These target areas are not identified in character areas that are planned to contain neighborhood commercial uses throughout. These character areas include the Buford Highway Corridor, Peachtree Corridor Overlay District, Blackburn Park Neighborhood Center, and Perimeter Center. Neighborhood Commercial Target areas are strategically located to provide convenient retail and services within walking distance of surrounding neighborhoods. They are identified for areas currently underserved with neighborhood commercial uses. They have been prioritized to fill in the ‘gaps’ of residential areas that do not have retail uses in comfortable walking distance (1/4-1/2 mile).

A series of sites appropriate for neighborhood commercial were initially identified through a public visioning exercise. These have been refined and prioritized to reflect sites that exhibit the potential to support successful neighborhood commercial uses. Factors used to identify target areas include current zoning designations, existing land uses, visibility and accessibility from major thoroughfares and centralized locations that serve multiple neighborhoods.



Neighborhood commercial can help further a walkable and bikeable environment while providing desired amenities for adjacent neighborhoods as well as an active streetlife.

AREAS REQUIRING SPECIAL ATTENTION

There are several areas of Brookhaven that require special attention due to the unique value they play in the ecosystem and heritage of both the city and greater Atlanta Region. Each of the following areas require unique attention as development occurs:

- **Wetlands** - These resources include forested wetlands, lakes, ponds, and emergent wetlands. They play an important role in holding water, **preventing flooding, and serving as habitat for diverse animals.** The bulk of Brookhaven’s wetlands lie north of Peachtree Road near notable water bodies.
- **Creeks** - **The North Fork Peachtree Creek and Nancy Creek are widely recognized as important resources in the city.** These, along with the City’s **floodplains, should be given special attention** within development proposals.
- **Historic Districts on the National Register** - **Historic Brookhaven and Oglethorpe University help define the region’s heritage and should be preserved.** Additional local protection is needed to help achieve this.
- **Multi-use Trails** - Brookhaven has the beginnings of what is anticipated to be a well-connected trail network linking the city internally and to points outside of the city. While this resource is not yet considered of regional importance, the City’s Parks and Recreation Master Plan lays **out a detailed plan for enhancement.** Further development of these trails should be prioritized.

Brookhaven’s development regulations include a series of provisions that maintain consistency with the Metropolitan North Georgia Water Planning district plans and the Part 5 Environmental Planning Criteria of the Georgia Planning Act, administered by the Environmental Protection Division of the Georgia Department of Natural Resources. Appendix A.2.2. (Natural Resources section) documents this analysis. Chapters 4 and 5 identify additional strategies to further protect the City’s watershed and natural resources.

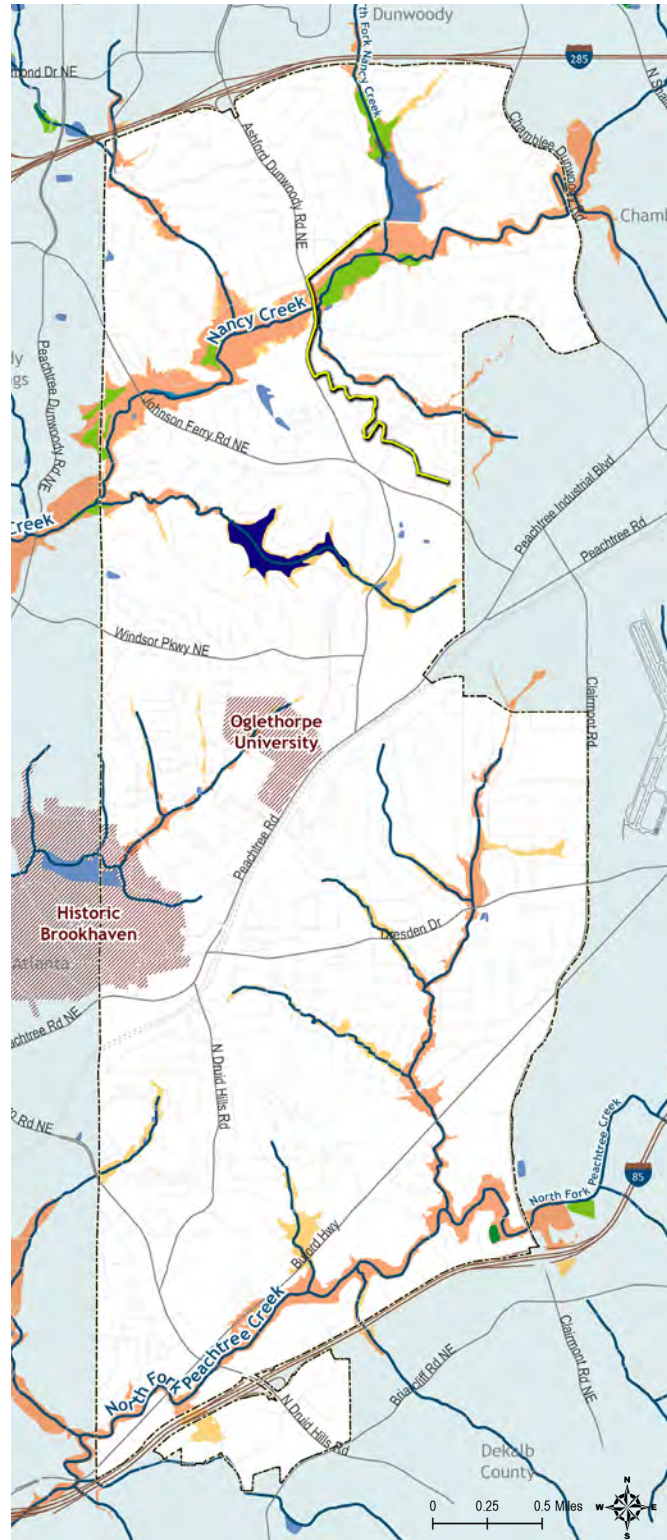


Figure 3-3: Areas Requiring Special Attention Map
 (See larger map in Appendix A.3)

HEALTHY/ACTIVE LIVING RESOURCES

Healthy and active living infrastructure is an important priority for Brookhaven’s future. Through the visioning process, the desire to create a more active environment where individuals, families, and friends can walk and bike through the city while easily accessing transit, parks, and important community resources was identified. Figure 3-4 identifies the multitude of such resources in the city. Providing connections and furthering synergies among these resources will help further Brookhaven’s quality of life. Important resources to be leveraged include:

- Wellness District at Medical Center - There is a major wellness district within arms reach of Brookhaven - a major asset to the city’s residents to be leveraged.
- Master Active Living Plans - These plans lay out a good road map to further active living in two of the city’s most important activity areas: Buford Highway Corridor and Blackburn Park Neighborhood Center. A recommendation of this plan is to formally adopt these sub area plans.
- Senior Housing and Resources - A vision has been set for Brookhaven to continue as a lifelong community. While there are some senior resources currently in the city, there is room for improvement. The City should support opportunities for residents to age in place.

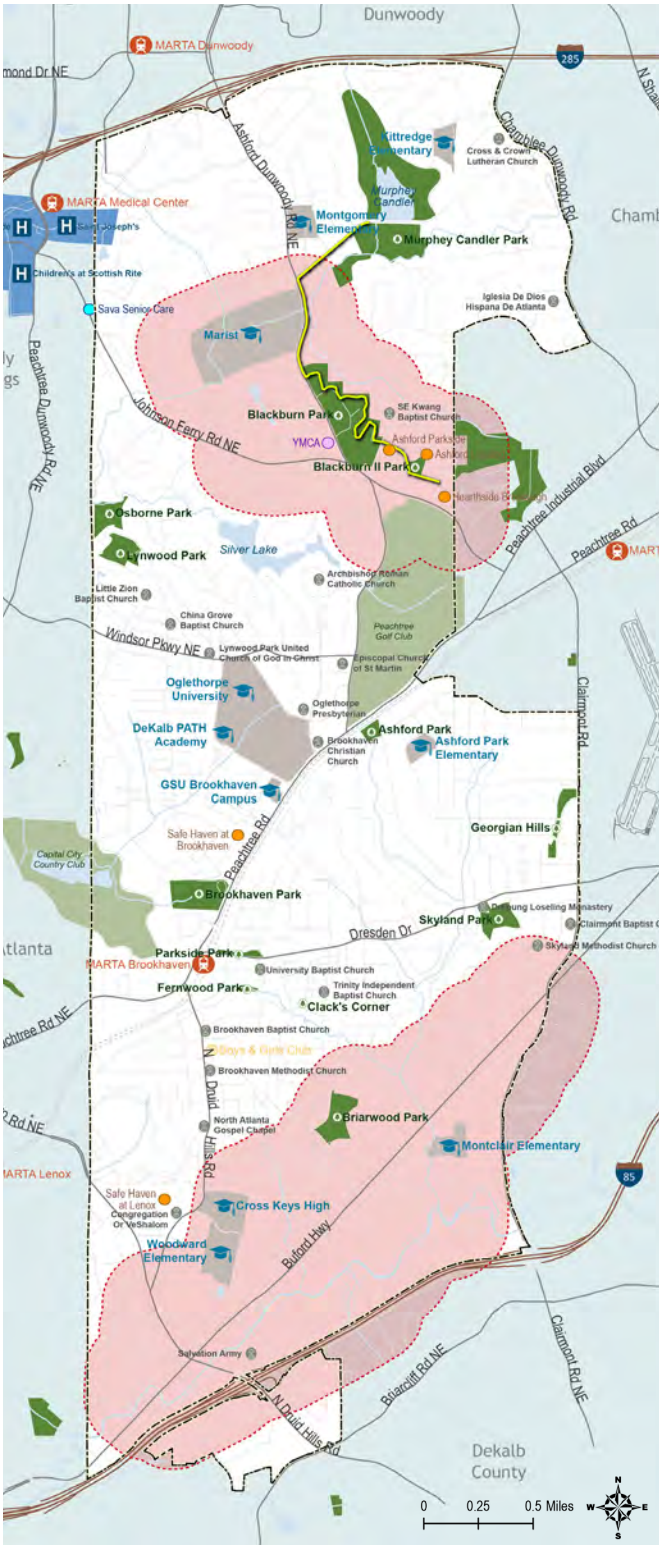
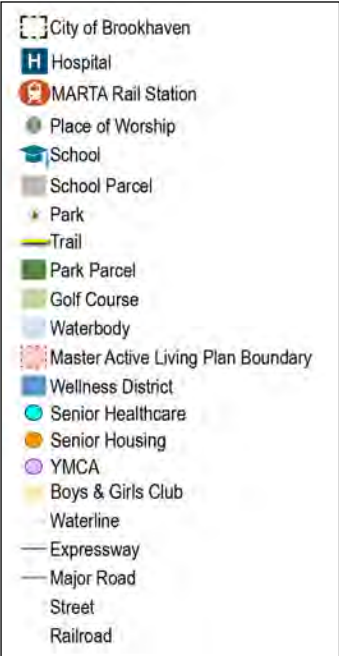


Figure 3-4: Healthy/Active Living Resources Map (See larger map in Appendix A.3)

PRIORITY REDEVELOPMENT PARCELS

As a part of the baseline conditions analysis, a preliminary inventory of vacant and underdeveloped parcels was identified. Through the planning process and coordination with the Buford Highway Improvement Plan and Economic Development Strategy a series of priority redevelopment parcels were identified, as indicated in Figure 3-5 to the right.

Priority redevelopment sites are primarily located in the Buford Highway Corridor as it is seen as having the highest potential and need for redevelopment in upcoming years. Other parcels were identified in the public involvement process and further supported by their identification in other plans that these areas should serve a higher use in the community to better achieve the community vision.

Priority Redevelopment Parcels include:

- **Parcels identified in the Buford Highway Plan, primarily focused around North Druid Hills and Briarwood Road as well as re-purposing tracts as pocket parks.**
- **The Brookhaven MARTA station parking lots, planned for redevelopment as a part of MARTA's Transit Oriented Development initiative.**
- **Former Harris Teeter along Peachtree Road and Hastings Nursery sites.**
- **Kroger Shopping Plaza at Johnson Ferry Road.**



Figure 3-5: Priority Redevelopment Parcels Map (See larger map in Appendix A.3)



Priority redevelopment areas shown above: (top left) Druid Hills Road at Buford Highway; (top right) A greenway is planned for along North Fork Peachtree Creek, to be coordinated with redevelopment; (bottom left) MARTA station parking lots are targeted for redevelopment in the next five years; (bottom right) The Kroger Shopping Plaza could be better utilized by developing out parcels to help create a more dense and walkable environment. This opportunity was identified in the DeKalb Master Active Living Plan.

A RESOLUTION FOR THE ADOPTION OF THE BROOKHAVEN CHARACTER AREA STUDY 2034 COMPREHENSIVE PLAN SUPPLEMENT

WHEREAS, the City of Brookhaven Mayor and City Council adopted the 2034 Comprehensive Plan on November 18, 2014; and

WHEREAS, the City is authorized to review and amend its comprehensive plan document as needed to reflect the desires of the community; and

WHEREAS, following the initiation of the Zoning Ordinance Rewrite project in January 2016, the Mayor and City Council determined that additional review and citizen input on the vision statements, policies, and recommendations related to the Character Areas identified in the 2034 Comprehensive Plan was necessary; and

WHEREAS, the Planning Commission has held a noticed public hearing on the proposed supplement to the Comprehensive Plan; and

WHEREAS, after conducting a noticed public hearing, the City of Brookhaven has determined that the supplement document further implements the policies of the 2034 Comprehensive Plan; and

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the City of Brookhaven that the City adopts the Brookhaven Character Area Study 2034 Comprehensive Plan Supplement.

BE IT FURTHER RESOLVED, that any and all resolutions, or any part thereof in conflict with this resolution are hereby repealed. This resolution shall be effective immediately upon its adoption.

APPROVED by the Mayor and City Council of the City of Brookhaven this ^{24th} ~~27~~ day of January, 2017.



Susan Hiott
Susan Hiott, City Clerk

John Arthur Ernst Jr.
John Arthur Ernst Jr., Mayor

APPROVED AS TO FORM:
Christopher Balch
Christopher Balch, City Attorney



BROOKHAVEN CHARACTER AREA STUDY

2016

COMPREHENSIVE PLAN SUPPLEMENT

Acknowledgements

This effort would not have been possible without the collaboration of key groups and individuals in the Brookhaven community including residents, business owners, elected officials and the Project Management Team which consisted of City staff and the consultant team. A special thank you is offered to the community at large for sharing their ideas and feedback throughout this process. The following individuals played a lead role in the Character Area Study development process:

City of Brookhaven Mayor and Council

John Ernst, Jr., Mayor

Linley Jones, District 1

John Park, District 2

Bates Mattison, District 3

Joe Gebbia, District 4

Character Area Representatives

Susan Breunig, Lakes District

Michael Diaz, Buford Highway Corridor; Lynwood Park

Michael Elliott, Historic Brookhaven

Sally Eppstein, Roxboro

Jen Heath, Brookhaven Heights-Brookhaven Fields

Rajib Khan, Buford Highway Corridor

Lauren Rock, Lenox Park

Marty Sik, Osborne

Ken Yates, Ashford Park-Drew Valley

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Introduction

In 2014, the City of Brookhaven with the help of its residents, finalized Comprehensive Plan 2034, a city wide plan that set the direction for the future of land use in Brookhaven. As a key component of the plan, it arranges the City into 13 Character Areas and identifies and provides descriptions, vision statements and general implementation strategies for each. Following adoption of the plan, the City found that additional review and policy development was necessary for 11 of the Character Areas to further define how to maintain, preserve and enhance the existing residential neighborhoods. To that end, the Character Area Planning Study was launched in June 2016.

The intended outcome of this six-month process was to bring more clarity and specificity to the Character Areas by expanding public input. Therefore, as a cornerstone of the study, a broad engagement process was designed and implemented in order to reach and hear from a wide variety of City stakeholders. In all, 19 outreach events were held including public meetings, charrettes, and a pop-up event. A comprehensive, interactive website complemented the events. Together, these efforts provided an extensive volume of input used to formulate additional narrative on the vision and future form of Brookhaven's residential areas.

How This Document will be Used

The Character Area Study serves as a supplement to Comprehensive Plan 2034, not as a replacement. It will be a reference to staff for analyzing new land use petitions and will help lay the foundation for the pending re-write of the City's zoning ordinance. Once the new zoning code is adopted, the Character Area Study will be used to identify and implement specific community desires and to inform future updates of the code. Other elements of Comprehensive Plan 2034 were not addressed within this planning process.

This document contains seven sections:

- Public Engagement: an overview of the tools and methodologies used to engage the public
- City Wide Outcomes: a summary of input received that applies to Brookhaven as a City, regardless of Character Area

- City Wide Special Topics: a summary of discussion points that are applicable to Brookhaven as a City, overall
- Character Area Outcomes: revised vision statements, updated implementation strategies, and appropriate land uses for each Character Area
- Big Ideas: an overview of and public reaction to three development concepts
- Other Concerns: a summary of concerns that arose during the study process that were outside of the scope of this process
- Appendix: a collection of supporting materials and documents



Public Engagement

People perform their best work when they are meaningfully engaged. The ultimate goal for this process was for the community to feel the connection of the Character Area strategies and the Comprehensive Plan to their everyday life.

What's Inside...

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City Wide Special Topics	12
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Big Ideas	28
Other Concerns	31
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19

engagement events

325

total attendees at meetings

>1,740

unique website visitors

Public involvement was at the foundation of the Brookhaven Character Area Study. Community stakeholders were engaged through a series of Kick-Off meetings, two rounds of Character Area Charrettes, and a pop-up event.

Outreach was implemented throughout the four distinct phases of the project:

- Phase I: Kick-Off
- Phase II: Character Area Charrette Series I & II
- Phase III: Charrette Follow Up
- Phase IV: Project Close Out

Online engagement was a key component of the outreach process, throughout all phases. Concurrent with the Kick-Off meetings in Phase I, the interactive website was launched to provide additional education and a feedback mechanism. Elements of the website include a project information page with background on the Comprehensive Plan and other project resources such as maps and Frequently Asked Questions; meeting materials such as flyers, presentations, boards, and handouts; and an online activities section where respondents could answer to surveys and comment on project outcomes. Additionally during the charrettes series, stakeholders could register to attend and submit feedback.

During the July through October 2016 timeframe, the outreach events attracted a total of 325 participants and a total of 1738 users or unique visitors were actively engaged in 2720 sessions on the website.

PHASE I: PROJECT KICK-OFF SERIES

The Kick-Off Meeting Series was held at the onset of the process to educate the community on the objectives of the Character Area study, the intent of this process and to introduce the Character Area Charrette Series. Attendees were also invited to sign up for the first round of charrettes. Both midday and evening meeting options were available for a total of four Kick-Off meetings on the following dates:

- July 14, 2016: St. Martin's Episcopal Church
- July 14, 2016: Brookhaven City Hall
- July 19, 2016: Briarwood Park Recreation Center
- July 19, 2016: Brookhaven City Hall

A total of 170 individuals signed into the meetings, 91 individuals on the July 14th meetings and 79 individuals on the July 19th meetings. Attendees included residents, property owners, and representatives from the Planning Commission, neighborhood associations, and local agencies such as the Latin American Association.

A great deal of effort was invested into getting stakeholders involved during the Kick-Off phase, as this was the primary opportunity to educate attendees about the intended focus

and outcomes of the process.

Outreach methods used to promote the Kick-Off sessions are summarized below:

- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City's social media sites.
- Large format signs were placed throughout the City of Brookhaven and strategic intersections.
- Hard copies of the flyer were distributed to businesses throughout Brookhaven
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library
- Information was made available to attendees at the July 6 and July 16 Food Truck Roundup Events.
- A project website was established (www.BrookhavenCharacterAreaStudy.com) to serve as a repository for information, documents, and project updates.

PHASE II: CHARACTER AREA CHARRETTE SERIES

Round I Charrette Series

The Round I Charrette Series consisted of interactive workshops that allowed the community to work together to further refine the Character Areas. For the purpose of this study, the Character Areas were combined into the following seven groupings:

- August 16, 2016: Historic Brookhaven
- August 22, 2016: Brookhaven Heights-Brookhaven Fields & Briarwood Park
- August 26, 2016: Ashford Park-Drew Valley
- August 29, 2016: Lynwood Park & Osborne
- August 30, 2016: Roxboro & Lenox Park

- August 31, 2016: Buford Highway Corridor
- September 1, 2016: The Lakes District & Blackburn Park

The Charrettes included stakeholders from each Character Area Group and allowed for discussions about strategies specific to that geographic area. Meetings began with a 15 minute open house where attendees were invited to provide input on the Vision statement as outlined in the Comprehensive Plan. Following the open house period was a brief overview of the process and purpose and facilitated discussion at tables. Attendees were asked to validate known issues and characteristics of their Character Area. Additionally, attendees were asked to complete and submit a series of visual preference surveys and questionnaires that captured their input. All attendees received a Character Area summary page from the current Comprehensive Plan, as well as a glossary of terms.

The visual preference surveys included a series of images depicting various development types for the categories of residential, commercial, bicycle and pedestrian facilities, and alternative developments. Respondents were provided choices under each development type, asking the location of where he or she felt the development type would be most appropriate given these options:

- Interior of Character Area
- Along Major Corridors
- Transition Areas along Edges
- Not Appropriate Anywhere
- Another Place

Under each category were several subcategories with varying specifics relating to height, scale, setbacks, intensity, mix of uses, design and functionality. The development types presented in the survey were representative of those typically seen in Brookhaven or the greater Atlanta-region, and those not seen now, but that may be an option for the area. The goals of the visual surveys were to solicit feedback on development preferences, introduce potential new development types for the city, and spark discussion and conversation among the charrette attendees. A total of 169 stakeholders attended the Round I Charrette Series and a total of 164 preference surveys were returned.

Pop-Up Idea Session Summary

At the conclusion of the Round I Charrettes, the project team decided to host an additional outreach event to ensure input from Brookhaven's Hispanic and Latino stakeholders. The Pop-Up Idea Session was held on Saturday, October 1st at Northeast Plaza and gave stakeholders the option of providing feedback via an abbreviated version of the preference survey. Project staff talked to 20 stakeholders over the two hour period and received critical input regarding the future of the Buford Highway Corridor.

Round II Charrette Series

Input from the Round I Charrette Series roundtable discussions and the preference survey results were used to better understand the desires of Brookhaven's stakeholders and to inform recommendations. The Round II Charrette Series was used to present these outcomes and to validate findings. Attendees were asked to provide feedback on the Character Area vision statement, draft implementation strategies and appropriate land uses. Additionally, the team used this time to get reactions to "Big Ideas" for Brookhaven, a few sketch concepts that the project team heard as a result of Round I Charrette feedback. As with Round I, the Character Areas were combined into the following seven groupings:

- September 14, 2016: Historic Brookhaven
- September 15, 2016: The Lakes District & Blackburn Park
- September 19, 2016: Brookhaven Heights-Brookhaven Fields & Briarwood Park
- September 20, 2016: Ashford Park-Drew Valley
- September 22, 2016: Lynwood Park & Osborne
- September 26, 2016: Roxboro & Lenox Park
- September 28, 2016: Buford Highway Corridor



A total of 80 stakeholders attended the Round II Charrette Series.

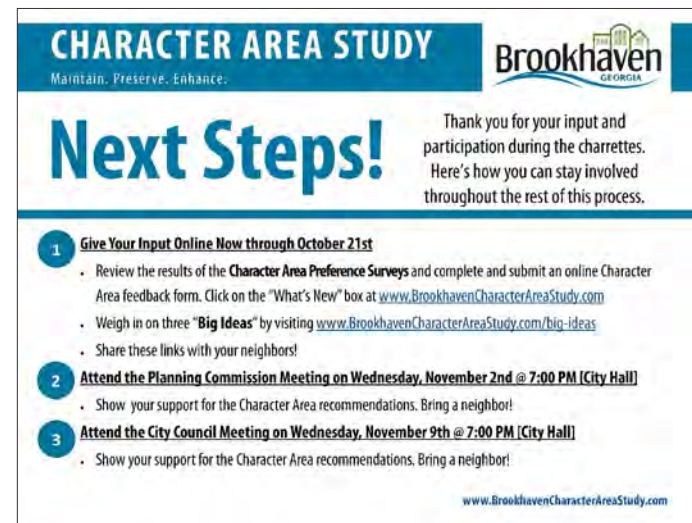
The Kick-Off meetings resulted in a database of interest for individual Charrettes, therefore outreach for the Round I and Round II series relied heavily upon email communication to this database, as well as additional outreach methods used to promote the Charrette series, summarized below:

- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City's social media sites.
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library.
- The project website was used to promote the charrettes

and to allow attendees to sign up.

PHASE III: CHARRETTE FOLLOW UP

Following the Round II Charrette Series, additional engagement was sought through the interactive project website to collect additional input and advertise “Next Steps” and the final stages of the project. Outreach methods used to promote “Next Steps” include a postcard email blast to the full study database as well as a reminder email. A total of 186 online feedback forms were collected. Eighteen (18) online comments were received on the “Big Ideas”.



Phase IV: Project Close-Out

Presentations were developed highlighting the process, input and approved recommendations for each of the Character Areas and delivered to the City Planning Commission and the City Council. Resident spokespersons from each Character Area volunteered to take part in this process as a way to show buy-in and to formally conclude the public engagement process. The project website will remain active until the end of January 2017 to allow residents the opportunity to view final study documents.

City Wide Outcomes

Results of preference surveys, questionnaires, charrette discussions and online feedback were evaluated to determine outcomes for the City of Brookhaven as a whole and by each individual Character Area. City wide outcomes are summarized broadly as the things that stakeholders value, the things that they envision for their community and the things that challenge them.

WHAT WE VALUE

Values are our priorities - the things that we feel are important. Input showed that Brookhaven’s stakeholders value its single-family neighborhoods and the natural environment among other things.

- The culture and feel of the Character Areas are important to residents. They want their neighborhoods to feel like home.
- A distinct and unique identity were viewed as important to many.
- Character Areas such as the Lakes District, Lenox Park, Historic Brookhaven, Roxboro, and Brookhaven Heights-Brookhaven Fields value a very traditional style of development.
- Maintaining inclusion - in income, family size, and age - was viewed as important.
- Thoughtful development that first considers the proportion of some existing land use types before allowing new development was desired.

WHAT WE ENVISION

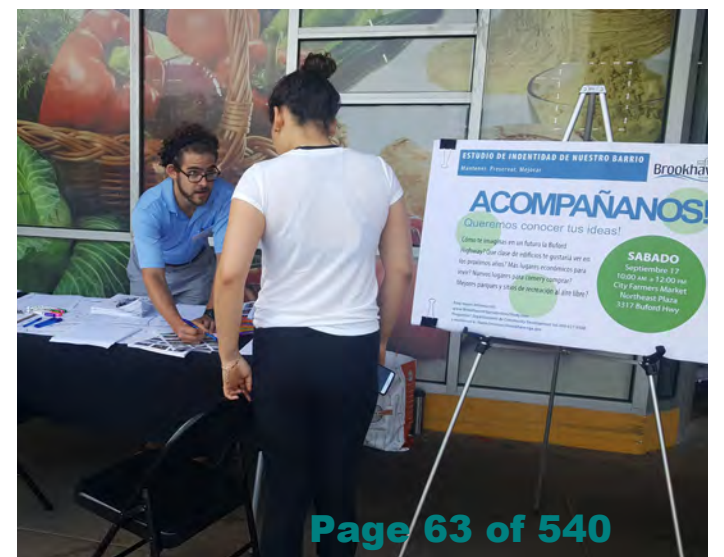
How does Brookhaven see itself in the future? What do stakeholders envision for their communities? Some ideas offered include:

- An opportunity for innovative development in Character Areas such as Lynwood, Osborne, the Buford Highway Corridor, Briarwood Park, Blackburn Park, and Ashford Park-Drew Valley.
- Stability and consistency in neighborhoods.
- Local, not regional, neighborhood-serving commercial uses.
- Bike lanes and sidewalks to connect people to destinations.
- Limited negative impacts of new developments on traffic, stormwater, trees, and schools.
- Adequate buffers between areas of varying uses, intensity and density.

WHAT CHALLENGES US

Challenges should be viewed as prime opportunities for growth. If we can identify potential obstacles to getting to what we envision for Brookhaven, then we can begin to develop solutions to address them.

- Sustainability: concerns that infrastructure cannot accommodate any more growth (people or vehicular) and will further stress stormwater, trees, congestion and schools.
- Affordability: maintaining and preserving an affordable stock of options, especially in the Buford Highway corridor is seen as a challenge.
- Compatibility: while there were split opinions on the compatibility of residential infill with existing homes, those who expressed it as a challenge stated that the top issues are the proximity of infill homes to the street and adjacent properties; infill homes are out of scale with existing homes; and infill homes sometimes cover too much of the lot.
- Encroachment: protecting the areas where single-family areas meet or abut other land uses.
- Density: how best to balance inevitable growth with a desire to maintain a high quality of life.



City Wide Special Topics

City wide outcomes helped to identify some city wide topics that are applicable to all Character Areas. These special topics are summarized below.

SINGLE-FAMILY INFILL

During the Round I Charrettes series a brief questionnaire was used to gauge stakeholder attitudes toward the compatibility of newly constructed residential properties with existing homes. When assessing the questionnaire results on a city wide basis, opinions were split with just slightly more (53%) of stakeholders believing that infill homes are compatible with surrounding homes. When presented with a list of potential solutions to address infill concerns, the following ideas rose to the top:

- Update the zoning code to reduce lot coverage maximums.
- Update the zoning code to reduce height maximums.
- Update the zoning code to increase front, rear and/or side setbacks.
- Reduce the frequency of variance approvals.

Another single-family infill solution that received support was for the development of single-family design guidelines to apply to all new construction. While the development of such guidelines is not recommended for the City as a whole at this time due to the variety of existing styles and lack of consensus city wide on compatibility, there is an opportunity to explore revisions to the Zoning Code for the specific Character Areas where infill concerns were expressed. Those Character Areas include:

- The Lakes District
- Blackburn Park Neighborhood Center
- Roxboro
- Ashford Park-Drew Valley

STRONGER DEFINITIONS

The Comprehensive Plan uses the terms of “preserve, maintain and enhance”, often in the vision statements for the individual Character Areas. One of the requested outcomes of the study by the public was to establish specific definitions for each of these terms and how they relate to Brookhaven.

Preserve

Preservation is important in all Character Areas. Stakeholders desire for the City to keep as much as possible to the

predominant patterns of development specific to their Character Areas. Doing so would provide stability and consistency. Stakeholders also want adequate buffers between areas of varying uses, intensity and density to ensure a gradual transition and in particular, no encroachment on single-family residential. Preservation of affordable housing is particularly important on Buford Highway, with concerns raised on how redevelopment pressure could negatively affect the current housing stock. Ultimately, Brookhaven’s stakeholders feel that each of their Character Areas have a unique culture and feel, and drastic changes could have adverse impacts.

Maintain

Throughout the charrettes, the preference for one-for-one replacement was heard. Some individuals expressed that the City should encourage replacing “kind with kind”, and not replace for example, a single-family home on a one-acre lot with four homes on four quarter-acre lots. Others felt that the subdivision of lots was agreeable as long as the lots were no smaller than the existent zoning allowed. At the very least, residents felt there should be no subdivision of single-family lots for the purpose of rezoning to higher density. Opinions on redevelopment expressed that new development does not need to “match” the existing, but should remain the same use.

Enhance

Stakeholders repeatedly expressed that the City should focus on development and infrastructure that first benefits the existing residents of Brookhaven. Residents desire more neighborhood scale and locally-serving commercial uses instead of large scale destination centers with regional draw. Bicycle lanes and sidewalks to connect to shopping, restaurants and recreation were also desired. Lastly, residents strongly urged that the City to take a more critical look at the impacts of new developments on stormwater, roads, trees and schools to limit the negative impacts of these new developments on existing residents.

Character Area Outcomes

Input was solicited throughout the study process in three major areas for each Character Area: Character Area vision, Implementation Strategies and Land Uses. The following pages provide a summary of the recommendations, as informed by public input, for each Character Area in these three areas. Some existing Comprehensive Plan language is also shown to provide context.

- **Community Vision:** displays the vision statement currently outlined in the Comprehensive Plan. Proposed edits to the vision statement are shown in bold and italic font.
- **Existing Implementation Strategies:** displays the implementation strategies currently outlined in the Comprehensive Plan.
- **Additional Implementation Strategies:** strategies developed as a result of the Character Area Study process.
- **Appropriate Land Uses:** the land uses currently outlined in the Comprehensive Plan.
- **Additional Development Recommendations:** specific land uses, amenities and development forms that were identified as a result of the preference surveys, bringing more definition and specificity to the general “Appropriate” land uses identified in the Comprehensive Plan.
- **Considerations Moving Forward:** identifies opportunities for further study or evaluation beyond this study.

Helpful Definitions

Each Character Area outcome summary includes an “Additional Development Recommendations” section which uses terminology that is consistent with land uses, amenities and development forms evaluated by the public during the Round I Charrette series. While not an exhaustive list of options, the examples were meant to spark conversation and inspire ideas. Some of the examples presented are defined below. The original preference survey documents can be found in the Appendix.

ATTACHED HOUSING

- Townhome: characterized by a row of attached single-family housing units, fronting the street with a shared rear alley for parking.
- Duplex: two attached residences with a separate entrance for each unit.
- Live/Work: a mixture of uses that typically combines commercial space on the first floor and residential units on the upper floors.

MULTIFAMILY UNITS

- Apartments: a single building or series of residential structures providing for-rent units.
- Mixed-Use: a combination of uses which may include commercial, retail or office on the first floor and apartments/condominiums on the upper floors.

COMMERCIAL DEVELOPMENT TYPES

- Suburban: a single or mixed-use development ranging from 2 to 6 stories and incorporating amenities such as greenspace, expansive parking lots and landscaping.
- Urban: a dense, street-fronting, walkable mixed-use development featuring a combination of residential/retail uses, residential/office uses or one combining retail/office without a residential component with hidden parking.
- Neighborhood Scale: a mixed-use or stand-alone retail development style that emphasizes the small, pedestrian friendly, human-scale.

PEDESTRIAN FACILITIES

- Wide Grassy Strip with Lighting: a wide grassy strip and pedestrian scale lighting that creates separation between pedestrians and the roadway often seen in commercial areas.
- Neighborhood Street with Sidewalk: most often more narrow than in commercial areas, 5 feet in width, with or without a grass strip for separation.

MULTI-USE TRAILS

- Multi-Use Urban Trail: a paved path that creates an active transportation corridor through a built environment. Urban trails provide mobility for active transportation and allow users new, viable everyday travel options while creating greenways through developed areas.
- Multi-Use Gravel Trail: an unpaved, permeable path that uses gravel as a surface option. Gravel trails are suitable for a wide range of trail activities.
- Multi-Use Concrete/Asphalt Trail: a paved path that uses asphalt or concrete as a surface option. This type of facility can be used for a variety of purposes including pedestrian activity, cycling and running.

ALTERNATIVE DEVELOPMENT TYPES

Alternative Developments provide opportunities to increase diversity by attracting residents of various ages, income levels, family size, and lifestyles. These development types capitalize on current trends and respond to changing demographics in a community.

- Adaptive Re-Use/Loft: often a more industrial feel, these promote the reuse of existing spaces such as warehouses, institutional or historical structures for residential use.
- Pocket Neighborhoods: small groups of neighboring houses tucked into pockets of existing neighborhoods and gathered around a shared open space (e.g., courtyard, garden, alley, pedestrian walkway). The open shared space is the focal point fostering a high level of interaction with neighbors.
- Accessory Dwelling Units: a complete, secondary house or apartment on a parcel containing an existing single-family detached home. Accessory dwelling units may provide multi-generational housing for young adult children and aging parents; increased affordability; options for small households; and small space market trends.

LAKES DISTRICT

Community 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.

Existing Implementation Strategies

- Ensure that the proper zoning is in place to maintain the character of the single-family residential neighborhoods with infill development.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.
- Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.
- Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.
- Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center Character Area.

Additional Implementation Strategies

- Limit the subdivision of lots that will result in increased density throughout neighborhoods.
- Maintain required setback and height requirements.
- Explore accessory dwelling units that are restricted for use by relatives (“in-law” suites).
- Consider semi-cluster homes on 1/3-acre lots.
- Establish comfortable walking connections to neighborhood commercial.
- Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.
- Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.
- Improve convenience and safety for bicycles and pedestrians.
- Enforce buffer between single-family areas adjacent to Perimeter Center Character Area and ensure transitional uses are contained wholly within the Perimeter Center area.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial*
- Parks and Recreation

**Only at existing node at Chamblee Dunwoody Road and I-285.*

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents’ desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Multi-use trails
- Neighborhood street with sidewalks and bike lanes
- Accessory dwelling units
- Pocket neighborhoods

Transition Areas along the edges of the Character Area

- Multi-use trails

Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- 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 trails

**At Chamblee-Dunwoody Road and I-285.*

Considerations Moving Forward

Opinions from residents were split on the use of gravel or asphalt/concrete multi-use trails. More discussion will be needed as the linear trail along Nancy Creek advances into implementation. There was also some opposition to pocket neighborhoods expressed during the Round II Charrettes, though they scored high on the Round I preference survey.

BLACKBURN PARK NEIGHBORHOOD CENTER

Community 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.

**No revisions were made to this vision statement*

Existing Implementation Strategies

- 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.

Additional Implementation Strategies

- 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.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Mixed-Use
- Multi-Family Residential
- Townhomes
- Single-Family Residential

- Institutional
- Neighborhood Commercial
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

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

Transition Areas along the edges of the Character Area

- Bike racks, street furniture
- Pocket neighborhoods
- Accessory dwelling units
- Mixed-income attached and detached housing options

Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- 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

LYNWOOD PARK

Community 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.

**No revisions were made to this vision statement*

Existing Implementation Strategies

- Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.
- Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Update the zoning code to provide for infill compatibility.

Additional Implementation Strategies

- Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations:
 - 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
- Allow subdivision of larger lots with minimum lot size of R-50.
- Explore options to improve mobility along Windsor Parkway such as traffic calming; flow improvement; sidewalks and/or bicycle lanes.
- 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.
- Explore potential of "Morrison Farms" property as active and passive recreation, townhomes, cluster homes or more affordable housing development.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Sidewalks along neighborhood streets
- Multi-use urban, gravel and asphalt/concrete trails
- Accessory dwelling units
- Pocket neighborhoods

Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family detached homes
- Neighborhood scale retail
- Sidewalks with paved strip and lighting
- Bike racks, street furniture
- Neighborhood streets with sidewalks and bike lanes
- Multi-use urban trails
- Pocket neighborhoods
- Mixed-income detached/attached housing options

Along Major Corridors such as Windsor Parkway and Osborne Road

- Neighborhood scale retail
- Single-family attached, live/work
- Protected bike lanes
- Bike racks and street furniture
- Neighborhood streets with sidewalks and bike lanes
- Sidewalks with wide grassy strip and lighting

HISTORIC BROOKHAVEN

Community 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.

**No revisions were made to this vision statement*

Existing Implementation Strategies

- 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 in the Character Area described above.
- 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.
- As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.
- Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.
- The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district.

Additional Implementation Strategies

- Improve convenience and safety for bicycles and pedestrians.
- Improve connectivity to Brookhaven Park.
- Improve pedestrian connectivity to Town Brookhaven.
- Establish comfortable walking connections to adjacent neighborhood commercial.
- Consider connecting discontinuous sidewalks.
- Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.
- Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Neighborhood streets with sidewalks and bike lanes
- Neighborhood streets with wide grassy strip, lighting
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Accessory dwelling units

Transition Areas along the edges of the Character Area

- Single-family detached homes
- Neighborhood scale mixed-use
- Neighborhood scale retail
- Pocket neighborhoods

Along Major Corridors such as Windsor Parkway

- Single-family attached
- Multi-family apartments

OSBORNE

Community 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 recreation land uses are seen as appropriate for this area.

Existing Implementation Strategies

- Ensure that the appropriate zoning is in place to maintain the character of the existing single-family residential neighborhood.
- Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.

Additional Implementation Strategies

- Allow subdivision of larger lots with minimum lot size of R-50.
- Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single-family neighborhoods to ensure appropriate and gradual height and density transitions.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Explore opportunities to protect Character Area residents against parking overflow from the Peachtree Corridor Overlay District.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Neighborhood streets with sidewalks and bike lanes
- Pocket neighborhoods

Transition Areas along the edges of the Character Area

- Neighborhood streets with sidewalks and bike lanes
- Multi-use urban trails

Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- Neighborhood sidewalks with grassy strip and lighting
- Neighborhood sidewalks with narrow paved strip and lighting
- Protected bike lanes
- Neighborhood street with sidewalks and bike lanes
- Bike racks, street furniture

ASHFORD PARK - DREW VALLEY

Community 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.

Existing Implementation Strategies

- 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, per the recommendations of the 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.

Additional Implementation Strategies

- Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single-family neighborhoods.
- 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 through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods in appropriate locations.
- 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.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Neighborhood street with sidewalks and bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

Transition Areas along the edges of the Character Area

- 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 such as Clairmont Road and Dresden Drive (from Peachtree Road to Camille Drive)

- 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

Considerations Moving Forward

Opinions were split on the addition of accessory dwelling units and pocket neighborhoods with slightly more in favor. It is recommended that they are included as land uses, but further discussion may be required in the Update of Zoning Code.

BROOKHAVEN HEIGHTS - BROOKHAVEN FIELDS

Community 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.

Existing Implementation Strategies

- Provide appropriate buffers between proposed Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.
- Conduct neighborhood specific surveys regarding infill development within Brookhaven Fields and Brookhaven Heights to assess if infill regulations need to be changed in these areas
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Implement improvements to Clack's Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.
- Update the zoning code to provide for infill compatibility.

Additional Implementation Strategies

- Buffers between the Peachtree Corridor Overlay District and single-family neighborhoods should provide appropriate and gradual height and density transitions.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Explore opportunities to protect Character Area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.
- Revisit and refine the Peachtree Corridor Overlay District.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Institutional
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Neighborhood street with sidewalks and bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached live/work units
- Suburban neighborhood commercial (3 stories with greenspace)
- Multi-use asphalt/concrete trails
- Retail/artist lofts
- Mixed-use residential with shared gardens
- Single-family detached (narrow structure on narrow lot)
- Mixed-income detached or attached housing options

Along Major Corridors such as North Druid Hills Road

- Sidewalks with wide grassy strip and lighting
- Sidewalks with narrow paved strip and lighting
- Multi-use urban trails
- Bike racks
- Protected bike lanes

LENOX PARK

Community 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.

**No revisions were made to this vision statement*

Existing Implementation Strategies

- 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.
- Develop a new more user friendly mixed-use zoning district to be applied in this area.
- Encourage neighborhood commercial and mixed-use development with a retail component within this area.

Additional Implementation Strategies

- Encourage neighborhood commercial that promotes walking, not driving.
- Maintain the central walking trail and passive open spaces.
- Improve pedestrian accessibility and crosswalks.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Single-family attached duplexes
- Neighborhood scale retail
- Neighborhood scale mixed-use residential/retail/office (3 stories)
- Sidewalks with wide grassy strip and lighting
- Sidewalks with paved strip and lighting
- Bike lanes, bike racks, street furniture
- Multi-use urban trails
- Multi-use gravel trails
- Multi-use asphalt/concrete trails

Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached live/work units
- Neighborhood street with sidewalks and bike lanes
- Co-working space

Along Major Corridors such as Windsor Parkway

- Single-family attached townhomes
- Neighborhood scale mixed-use residential/retail/office (4 stories)
- Neighborhood street with sidewalks and bike lanes
- Protected bike lanes
- Multi-use gravel trails

BRIARWOOD PARK

Community 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.

**No revisions were made to this vision statement*

Existing Implementation Strategies

- Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
- Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
- Ensure that new developments provide connectivity to Buford Highway activity center area.
- Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.

Additional Implementation Strategies

- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Preserve the residential character of the Character Area.
- Explore relocating utilities underground.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Parks and Recreation
- Institutional

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family detached homes
- Sidewalks on neighborhood streets with bike lanes
- Multi-use asphalt/concrete trails
- Single-family detached (narrow structure on narrow lot)
- Tiny houses
- Accessory dwelling units
- Pocket neighborhoods

Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached duplexes
- Single-family attached live/work units
- Mixed-use residential with shared garden
- Mixed-income with detached and attached housing

Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- Multi-Family Apartments
- Sidewalks with wide grassy strip and lighting
- Sidewalks with narrow paved strip and lighting
- Bike racks, street furniture
- Protected bike lanes
- Co-working space
- Retail/artist lofts

ROXBORO

Community 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.

Existing Implementation Strategies

- Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard.
- Update the zoning code to provide for infill compatibility.*
**Opposition was expressed at the charrettes for this Comprehensive Plan recommendation. Attendees asked for this strategy to be removed.*

Additional Implementation Strategies:

- Maintain single-family detached housing in interior of Character Area.
- Maintain current density allowed by district.
- Consider low-density townhouses along North Cliff Valley.
- Restrict high-density development.
- Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.
- Encourage neighborhood commercial that promotes walking, not driving.
- Pursue pocket parks instead of regional parks.
- Establish passive parks, without night lighting for active recreation.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- Single-family detached homes
- Neighborhood scale retail
- Neighborhood street with sidewalks and bike lanes
- Multi-use gravel trails

Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Sidewalks with grass strip with lighting
- Bike racks, street furniture
- Multi-use asphalt/concrete trails

Along Major Corridors such as Windsor Parkway

- Sidewalks with wide grassy strip and lighting
- Sidewalks with paved strip and lighting
- Bike racks, street furniture
- Protected bike lanes
- Multi-use urban trails

Considerations Moving Forward

Opinions from residents were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes. Surveys indicated support for these land use types, but attendees of Charrette II voiced strong opposition. It is recommended revisiting the opportunity for accessory dwelling units, pocket neighborhoods, compact homes and duplexes in the update of the Zoning Code as well as future Comprehensive Plan updates.

BUFORD HIGHWAY CORRIDOR

Community 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.

Existing Implementation Strategies

- Encourage the redevelopment of key parcels identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.
- Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
- Limit visual clutter in the corridor by implementing adequate sign regulations.
- Explore rebranding and marketing the corridor as an international culinary destination.
- As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.
- Encourage neighborhood commercial in transition areas.
- Encourage inter-parcel connectivity with new developments.
- Create buffer zones between commercial and residential areas.
- Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.
- Consider civic or cultural performing arts center to showcase local and regional talent and provide event space.
- Create more opportunities for children and youth through recreational and social programming.
- Incorporate crime prevention through environmental design (CPTED) principles to strategically address concerns with crime.

Additional Implementation Strategies:

- 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.
- Set affordable housing goals and create policies and incentives for developers to meet these goals.
- 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.
- Develop park space as both passive and active and look for opportunities to develop pocket parks.
- Encourage greenspace as part of new developments.
- Create neighborhood access points and connecting paths to the Peachtree Greenway.
- Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.

Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Commercial/Retail
- Institutional
- Industrial
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

Interior of Character Area

- 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 along the edges of the Character Area

- 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

Along Major Corridors such as Buford Highway, North Druid Hills Road and Clairmont Road

- Co-working space
- Retail/artist loft
- Mixed-use residential with shared garden
- Single-family attached live/work units
- Multi-family adaptive re-use/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 with grass or paved strip with lighting
- Cultural/performing arts center

Big Ideas

Over the course of the Character Area charrettes, the Project Team heard many out of the box ideas. Three of the ideas were further developed and presented to the public during the Round II Charrettes and were also made available for review and comment on the project website.

BIG IDEA: NEIGHBORHOOD COMMERCIAL AT WINDSOR PARKWAY AND OSBORNE ROAD

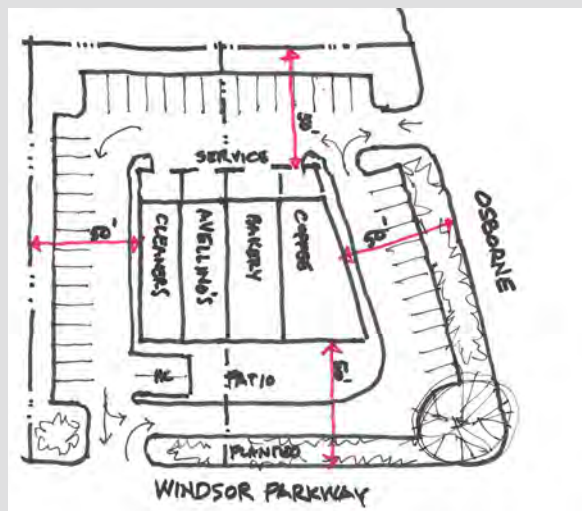


Image #1: Sketch plan of Windsor Parkway at Osborne Road

Overview

Stakeholders talked about the need for more neighborhood scale commercial in the area that is walkable and accessible in the morning and afternoon hours. They were asked to consider future redevelopment opportunities at the corner of Windsor Parkway and Osborne Road located in the Lynwood Park Character Area.

The sketch in Image #1 illustrates potential development at the northwest corner of this intersection (the current site of the Avellino's restaurant). It also shows other potential uses for adjacent parcels as expressed by stakeholders such as a dry cleaners, a bakery and a café.

The concept assumes that the parcel will be rezoned favorably to support additional retail and restaurant uses; setbacks will be relaxed to match existing setbacks; and that parking requirements could be reduced per zoning to minimum restaurant needs. The corner of East Ponce de Leon and Church Street in the City of Decatur was provided

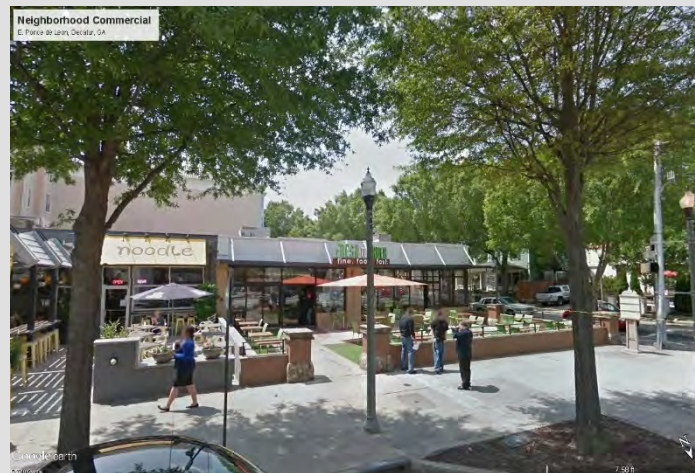


Image #2: The corner of East Ponce de Leon Avenue and Church Street in the City of Decatur

as a good example of the scale and type of development that could occur at the intersection (shown in Image #2). Stakeholders particularly liked the opportunity for a large outdoor seating area, patio umbrellas, and wide, walkable sidewalks.

Public Reaction

Public reaction showed a high level of support for neighborhood commercial at this intersection and confirmed the need for walkable, neighborhood scale retail in Brookhaven. Drive-through establishments were not desired. Some concern was expressed that development here would encourage development on the northeast corner (site of an existing church) which could then encourage the conversion of single-family homes eastward on Windsor to commercial properties.

Recommendation

Pursue the opportunity for neighborhood commercial at the northwest corner of Windsor Parkway and Osborne Road.

BIG IDEA: CLAIRMONT ROAD CORRIDOR IMPROVEMENTS "ROAD DIET"

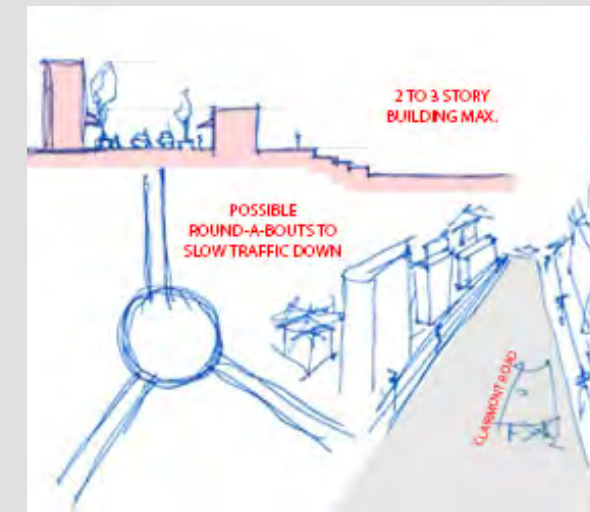


Image #3: Clairmont Road Corridor Improvements

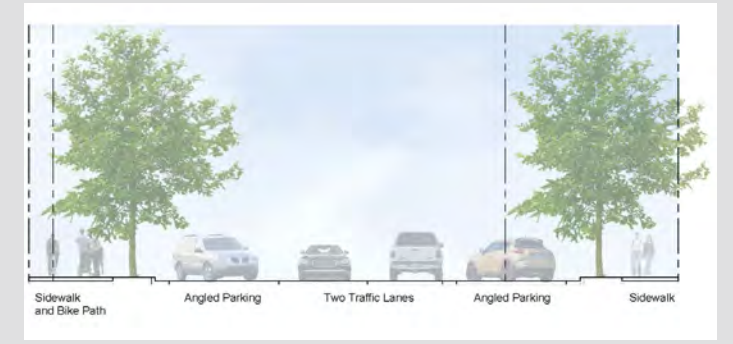


Image #4: A Clairmont Road "diet" could reduce the current capacity of the roadway and incorporate street trees and sidewalks.

Overview

Some stakeholders talked about the potential of Clairmont Road being transformed into a boulevard by reducing the lanes, traffic speeds to create a more pedestrian and bicycle friendly road. Residents agreed that Clairmont Road is a gateway to Brookhaven and shared ideas for incorporating street trees, street furniture, and pedestrian scale lighting.

According to the preference surveys and charrette roundtable discussions, residents voiced support for the following land uses along Clairmont Road:

- 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

A road diet or reduction of lanes to support two lanes of traffic, angled parking (where appropriate) and sidewalks with street trees protecting pedestrians from traffic was shown as a potential scenario for Clairmont Road (see Image #4).

Public Reaction

While there was initial support for this idea during the Round I Charrettes, online input showed major concern for the impact of this concept on traffic on this already busy north/south artery. Instead, many favored better coordinated traffic lights to get drivers to their destinations with fewer impediments. Concern was also expressed with

the reduction of travel lanes to accommodate on-street parking. Some stakeholders also felt that limiting curb cuts would encourage developers to form assemblages of existing residential properties which would be counter to long-term existing plans to limit commercial to one-lot-deep along Clairmont Road.

Those in favor of exploring Clairmont Road improvements expressed a desire for more greenery on the roadway such as a planted median. There was also support for wider sidewalks that promote walkability.

Recommendation

Identify opportunities to create a more walkable corridor without reducing the number of travel lanes on Clairmont Road.

BIG IDEA: POCKET NEIGHBORHOODS

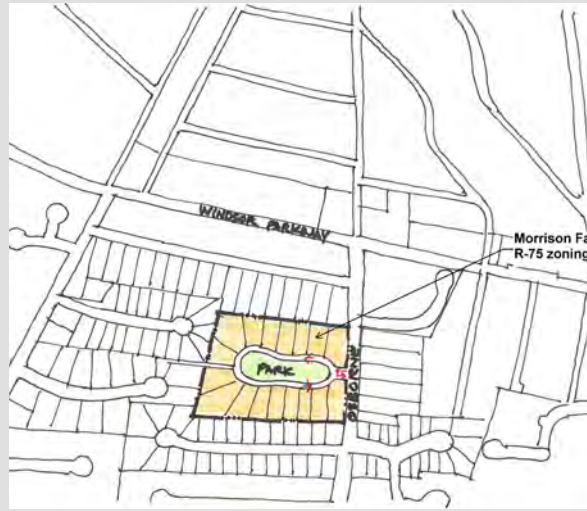


Image #5: Pocket Neighborhood Concept



Image #6: Pocket neighborhoods are small groups of neighboring houses gathered around a shared open space such as a courtyard, garden, alley or pedestrian walkway.

Overview

Pocket neighborhoods are small groups of neighboring houses gathered around a shared open space such as a courtyard, garden, alley or pedestrian walkway. The open shared space is the focal point of the little community fostering a high level of interaction with neighbors. Called so because they are tucked into pockets of existing neighborhoods and often located near walkable destinations, pocket neighborhoods could fill the need for more affordable housing options in Brookhaven.

The sketch in Image #5 considers the Morrison Farms property in the Lynwood Character Area as an example of an appropriately sized location for a pocket neighborhood in Brookhaven. The sketch assumes the following:

- The property will be rezoned favorably to contiguous similar residential properties on Club Place, Mabry Oaks Drive and Dunbarton Trace.
- The opportunity for a pathway connection to Mabry Oaks Drive should be considered.
- The street surround the park will be a one-way street.

Public Reaction

Public reaction to the pocket neighborhood was positive but mixed. There was support for a true pocket neighborhood and not just another group of cluster homes on a cul-de-sac. Responses favored walkways that connect existing cul-de-sacs to one another resulting in a new walkable grid to encourage other means of transportations than car-only.

The idea was also seen as an option to provide smaller, more affordable housing, a need expressed throughout the public engagement process.

Those opposed to the idea felt that pocket neighborhoods would only create more cul-de-sacs which are seen by some as hindrances to true connectivity.

Recommendation

Explore the idea of pocket neighborhoods within Character Areas that expressed some interest in this concept, which includes:

- Briarwood Park
- Brookhaven Heights-Brookhaven Fields
- The Buford Highway Corridor
- Lynwood Park
- Lakes District
- Osborne

The City’s current Residential Neighborhood Conservation District, which encourages creative residential planning and development while preserving unique environmental features as an appropriate starting point for this recommendation.

Other Concerns

Throughout the study process discussions, concerns were raised that were outside of the scope of the Character Area Study. Below is a listing of the concerns and the past, current or pending City initiative that addresses them.

Concern	Where to Go for More Information
Traffic Congestion Signal Timing Transportation	City of Brookhaven Comprehensive Transportation Plan Ashford-Dunwoody Corridor Study
Stormwater Issues	Public Works, Stormwater Division
Watershed Issues	Nancy Creek Watershed Improvement Plan
Tree Protection Policies	City of Brookhaven Tree Ordinance
MARTA TOD Development	MARTA TOD Study Process
Zoning (general)	Zoning Code Rewrite Process
Peachtree Creek Greenway	Peachtree Creek Greenway Master Plan
Affordable Housing	City of Brookhaven Affordable Housing Task Force
Sidewalks Bike Lanes	Brookhaven Bicycle, Pedestrian and Trail Plan
Parks and Recreation	Comprehensive Parks and Recreation Master Plan
Peachtree Corridor Overlay District	Brookhaven-Peachtree Overlay District Study

Appendix

[Appendix A: Summary of Kick Off Meetings](#)

[Appendix B: Summary of Charrette Series, Round I](#)

[Appendix C: Visual Preference Surveys](#)

[Appendix D: Infill Questionnaire](#)

[Appendix E: Summary of Charrette Series, Round II](#)

[Appendix F: Character Area Feedback Forms](#)



Appendix A

Summary of Kick Off Meetings



City of Brookhaven Character Area Study

Summary of Kick-Off Meetings

Meeting Schedule

July 14, 2016 | 10:00 a.m. to 12:00 p.m. | St. Martin's Episcopal Church | 3110 Ashford Dunwoody Road

July 14, 2016 | 6:30 – 8:30 p.m. | Brookhaven City Hall | 4362 Peachtree Road

July 19, 2016 | 10:00 a.m. to 12:00 p.m. | Briarwood Park Rec Center | 2235 Briarwood Way, NE

July 19, 2016 | 6:30 – 8:30 p.m. | Brookhaven City Hall | 4362 Peachtree Road

Meeting Format

The meetings began with a brief Open House period followed by a presentation and question/answer session. The meeting concluded with another Open House session that allowed attendees the opportunity to sign up for the upcoming charrette series and speak one-on-one with City and project staff.

Promotion

The meetings were promoted through a variety of means.

- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City's social media sites.
- Large format signs were placed throughout the City of Brookhaven and strategic intersections.
- Hard copies of the flyer were distributed to businesses throughout Brookhaven
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library
- Information was made available to attendees at the July 6 and July 16 Food Truck Roundup Events.

Attendance

A total of 170 individuals signed into the meetings, 91 individuals attended the July 14th meetings and 79 individuals participated in the July 19th meetings. Attendees included residents, property owners, and representatives from the Planning Commission, neighborhood associations, and local agencies such as the Latin American Association.

Summary of Meetings

Each meeting began with an opening and welcome by Mayor Ernst who thanked the public for their attendance and participation in this process. The mayor stated the importance of the



study to help the city plan for projected growth, and allow the residents the opportunity to provide input on the shape of Brookhaven's future. City staff then provided background on the study, how it complements the Comprehensive Plan, and how the Comprehensive Plan ultimately relates to the regulatory guidelines. Project staff from Sycamore and Rosser provided more details on the specifics of the study process, the Comprehensive Plan components, and the Character Area descriptions and expressed visions.

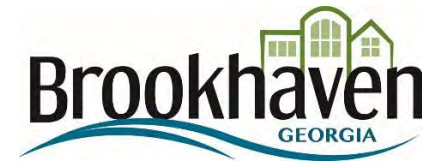
Input on Outcomes:

During the presentation, attendees were asked their thoughts on what they would like to see as an end product of the Character Area Study. The following is a summary list of those outcomes:

- Accountability for developers to stay true to design approved by the public
- Stiffer penalties for violations by developers
- Improve zoning to protect trees
- Improve environment in neighborhoods
- Address scale of infill development versus existing homes
- Ensure compatibility with new development in existing neighborhoods
- Address density and how it impacts traffic
- Include sidewalks as a part of infill development
- Include more public input in the variance process
- Include a mix of retail in new development
- Create more work-from-home options (e.g., loft spaces)
- Increase walkability
- Take another look at the flavor of character areas (ex: Apple Valley Road; Peachtree Overlay District)
- Make entire city more pedestrian friendly
- Address impervious surface issues - developers should kick in or pay for sewer/stormwater loads
- Better definition of how commercial will tie in to residential – needs to be closer to neighborhoods (restaurants, neighborhood commercial, etc.)
- Set realistic expectations for plan
- Address overlooked items such as transition between areas
- Protect/expand greenspace
- Consider use/occupancy – no empty storefronts
- Tree protection/replacement
- Strengthen and clarify process for developers in order to protect Brookhaven
- Address more than residential



- Address limitations of stormwater runoff
- Link or tie infrastructure and development
- Add capital improvement scope to Comprehensive Plan (impact fees) for impervious paving, roofing, etc.
- Benchmark walkability and bikeability of communities
- Encourage sustainable development
- Address minority/ethnic populations
- Protect from gentrification
- Encourage additional use of park space and trails
- Address Peachtree Corridor Overlay District; it influences other districts
- Create short and near term policies
- Recognize value of residences in Buford Highway
- Clarify meaning/intent of terms for accurate and common understanding
- Ensure a fair and equal process that includes participation of minority populations and all of Brookhaven
- Ensure same protections on Buford Highway as in other neighborhoods
- Ensure sharing of information among all character areas during charrette process
- Consider an option to change character area boundaries
- Protect granite curbing
- Address the maintenance of right-of-way
- Protect lot sizes
- Impose sidewalks as a part of any new construction
- Address signage clutter
- Consider architectural design standards
- Encourage varying price points; make Brookhaven affordable for all
- More review in instances of density
- Develop truly mixed use communities
- Develop a Dresden "village" brand
- Lower building height standards on Dresden
- Keep perspective of the volume of housing in Brookhaven by style as the City continues to grow
- Identify park needs and public space in Buford Highway area
- More parks/green space needed in south Brookhaven
- Reduce density allowance south of Apple Valley on Dresden to 20,000 sq ft of residential per acre, 3 stories maximum
- Increase walkability by connecting to trails
- Strategically include park space with community amenities



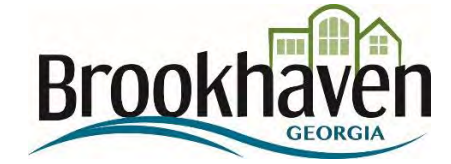
- More tree preservation – keep existing mature trees; require one-for-one replacement
- Stormwater watershed plan should inform character area discussions
- Have stormwater watershed plan as a reference in charrettes
- Address transitions between and within character areas
- Preserve nature elements
- Uniformity of overlay district and character area/neighborhood rules
- Protect trees and greenspace
- Understanding of interrelationships of character areas
- Stormwater management
- Concern for congestion at MARTA TOD
- Concern for mixed use, dense developments (Town Brookhaven, Dresden)
- Define assumptions for planning
- Coordinate with public schools
- Define “residential”
- Connectivity
- Residential protection guidelines
- Pedestrian and bike friendly especially to and from MARTA
- Maintain greenspace around character areas to keep us out of cars

Comment and Question Themes:

The following summary lists the themes of the comments heard during the comment and question and answer sessions of the meetings. Questions asked at the meetings were used to update the Frequently Asked Questions (FAQ) section of the study website. Please check the FAQ's for complete answers.

Zoning and Development

- We need to make it difficult for developers to modify approved plans. They need to be required to pay for infrastructure improvements. They need to be held accountable for when they don't do as they say.
- We need to get to a point as a city where we know that the zoning will stand and will 'be okay' when we walk away. We need to uphold the zoning in neighborhoods.
- I feel that the City of Brookhaven is passing everything through. The wording is there, but they're ignoring it. We shouldn't have to watch everything that the City does.
- Developers should be charged when there are issues with stormwater or sewer.
- We need to make sure the school district is included so that planning for schools and city initiatives is coordinated.



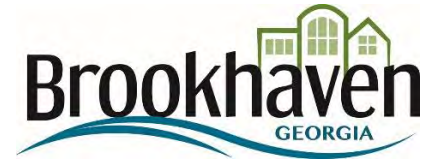
- There is no reason for MARTA to redevelop the station. Lindbergh is a mess and traffic is bad enough here now.
- Developers have more say in how they impact our community than we do.
- The infill practice of replacing small homes with much larger homes should be monitored.
- Developers should be encouraged to build different types of housing, not just the usual models.
- Is there a way to include the zoning board in the charrette process? It would help them understand the words of enhance, preserve, and maintain.
- Is there a way to prioritize the ordinances? A lot of people are upset about the number of trees that are coming down. That should be a priority.
- We need to consider traffic patterns when we talk about development: some streets are very dangerous. Let's not kill existing residents by bringing in new ones!
- I would like to see some discussion on a potential environmental sensitivity overlay.
- Do we need to grow 30%, can't we just grow 15% or better yet, maintain what we already have? We are already being choked in traffic.
- There are too many plans and processes (planning, development, and zoning) to keep up with and it lack of explanation of how it all flows.
- We need, as citizens, better tools to self-police what developers are actually implementing, particularly with regards to sewer and Stormwater.
- What happens to development while we are working through this study and the zoning rewrite?

Pedestrian

- The entire city should be pedestrian-friendly; that concept should be consistent throughout different character areas.
- Don't forget that some people might not want connectivity in their neighborhoods, let's not make it a city-wide agenda
- Remember not everyone can walk a mile, we need to take into consideration the needs of all citizens in our planning.
- Connectivity between neighborhoods is a good thing, I urge all of you to be future thinking.
- Citizens need to insist that bicycle and pedestrian plans are implemented. Citizens need to let the City do projects in its right-of-way and stop blocking their efforts.

Character Areas

- There may be backlash for not including the Peachtree Road Overlay District Corridor. There is much concern about traffic here.



- My character area does not include community features like schools, parks. Why were those features included?
- We need to define a 'glossary' of terms or definitions in the charrettes: growth, maintain, enhance, preserve, height, density, style, etc. so that we can work off of the same baseline.
- Please present examples of developments, innovative ideas, etc. at charrettes for people who may not be used to this type of process and thinking along those lines.
- We need to be future-thinking, bringing innovation and technology into the discussion. Many people, including Millennials, work from home or are looking for work/live space. Some of us are, or will be retired; we should think of what the next generation may want.
- Most visions say maintain, enhance, preserve. Why is this not in action now? We're talking about the future, but what we're seeing now as residents is that vision not coming through enough. Brookhaven is highly sought after but we have to control what is happening before it is not a great place anymore.
- There are a lot of new alternative housing types to accommodate all sorts of needs that we don't have in Brookhaven. We should be looking to provide these options.
- I live in a character area not included in the study, I want to participate too!
- Please include visioning work conducted through the Peachtree Corridor LCI from 2006. We did a tremendous amount of work talking about character of the community using visual preference surveys. Please post the LCI study on the project website.
- We need to go down to detail of look, form, height, etc.
- I am impressed with the Livable Buckhead organization. Perhaps there is a way to start something like this for Brookhaven.
- The Boys and Girls Club is up for sale.

Arts and Culture

- We need to think how we can bring in Arts and Culture into the conversation, not only for aesthetics, but for economic development as well.
- A community playhouse or art gallery, through a possible partnership between Oglethorpe University and the City would be wonderful for cultural development.
- I would like to see a City Center Village where we can hold festivals and events, like City of Decatur's square.
- We should incorporate public art and street furniture wherever possible.

Parks and Greenspace



- Each neighborhood in Lenox Park has an HOA that pays to use the park. If you improve connectivity, will users have to pay to access the park? City of Brookhaven provides no funding for the park.
- Some character areas are park starved, particularly in south part of Brookhaven such as the Buford Highway corridor.
- We need more greenspace in character areas, so we all don't have to drive to the same parks, in the same traffic, at the same time.
- If all open spaces are thought of as parks, then they all need to be maintained as parks.
- You can ask developers to provide pocket parks, give public lands to neighborhoods.
- Osborne Park contains an old growth forest, about 10% of the area that it used to encompass. It is important that we preserve this area.

Equity and Outreach

- We need to remember displaced residents. Is there really 1:1 replacement for residents when their properties are torn down? We need to remember affordable housing and the people who live in Buford Hwy want their homes/areas to be preserved, maintained and enhanced as well. We need to remember that this is home to them.
- Please look at best practices for including allocations for affordable housing when redevelopment happens, especially around Buford Highway.
- Try connecting with We Love BuHi organization, and other organizations that work in Buford Highway to spread the word about the study and charrettes.
- The City needs to do a better job of inviting minority residents into the process. You must have translated materials and interpreters present at meetings if you want meaningful participation.



Appendix B

Summary of Charrette Series, Round I

City of Brookhaven Character Area Study

Charrette Series Round I Summary

Format

Meetings began with a 15 minute open house where attendees were invited to provide input on the Vision statement as outlined in the Comprehensive Plan. Following the open house period the project team gave a brief overview of the process and purpose and facilitated discussion at tables. All attendees received a Character Area summary page from the current Comprehensive Plan as well as a glossary of terms.

Outreach

The Character Area Study kick off meetings served as a main source of promotion and outreach for the Round I Charrettes. Additional outreach was conducted via the City of Brookhaven’s Communication Department, the dedicated project website (brookhavencharacterareastudy.com) and at the Wednesday night Food Truck Roundup events.

Attendance & Response

Charrette attendees had the opportunity to sign up in advance of the sessions online and at the kick off meetings, however, many residents signed up on-site on the night of the event. In some cases, those who pre-registered did not show on charrette night and other sessions had significant on-site registrants. Additionally, attendees were asked to complete and submit a series of visual preference surveys and questionnaires that captured their input. These attendance and response outcomes are summarized in the table below.

Charrette Date	Character Areas Discussed	# Pre-Charrette RSVPs	# On-Site Registrants	# Total Attendees	# Surveys Returned
August 16	Historic Brookhaven	13	5	10	4
August 22	Brookhaven Heights- Brookhaven Fields, Briarwood Park	44	9	30	29
August 24	Ashford Park – Drew Valley	32	7	17	16
August 29	Lynwood Park, Osborne	21	16	24	22
August 30	Roxboro, Lenox Park	18	16	26	25
August 31	Buford Hwy Corridor	33	29	33	32
September 1	Lakes District, Blackburn Park	46	8	29	36

Summary of Input

A summary of the input received at each Character Area charrette is attached by session. The results of the visual preference surveys have also been tabulated by Character Area. Preliminary results of this input is also available.



Historic Brookhaven

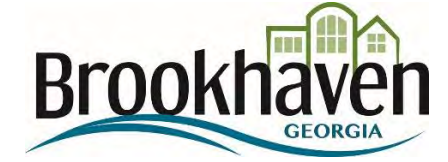
Feedback on Community Vision:

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.

- Allow garage/granny flats in back yards
- Sidewalks/walkable streets

Session Feedback:

- Residential
 - Keep R100
 - Townhomes are okay – Aldredge on Bellair, 2/3 stories
- Commercial Development
 - North near Windsor would be an appropriate location (near Avellino's)
 - Transition area at Osborne/Windsor is an ideal location for more neighborhood commercial, townhomes too
- Bicycle/Pedestrian
 - Residents will submit list of priority streets to Councilmember Bates Mattison
 - Need to connect existing sidewalks
 - Promote walkability
 - Some residents would like to bike in Historic Brookhaven
 - Need a connection to Brookhaven Park and Blackburn Park
 - Need a connection to Town Brookhaven
 - Destinations on Peachtree are hard to walk to; walk to Windsor instead
 - Pedestrian pathway along the creek
 - Vegetation around Club is a problem for pedestrians
- Transitional Areas
 - Need better buffer between community and Brookhaven Plaza (near McDonald's)
 - Hudson's does not have enough parking, on-street parking extends into neighborhood
 - Morrison Farms property
 - Potential greenspace
 - Can a bridge over the creek be built?
 - Connection with Mabry
- Alternative Development
 - Flats are needed for seniors who wish to age in place in Brookhaven stacked and horizontal 3 or 4 stories, min lot size – 2300-3500 sq ft.
 - Can rooftop gardens be allowed?
 - Can urban agriculture be promoted?
- Other



- One neighborhood, two jurisdictions: Brookhaven and Atlanta
 - Compatibility issues
 - 18k sqft City of Atlanta, 15k sqft Brookhaven, setback issues
 - Variance process for Atlanta side uses NPU process and is more formal
 - 911, road maintenance, tree ordinance
- Signal timing is an issue
- Peachtree gateways



Brookhaven Heights, Brookhaven Fields, Briarwood Park

Feedback on Community Vision:

Brookhaven Heights-Brookhaven Fields

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compatibility.

- One green dot in agreement
- What does residential infill development mean and what impact on traffic?
- Why isn't the Heights-Field area also described as a vision of "preserve & promote single family homes"?
- Highlight in plan to protect existing residential single family
- All development must take into consideration improvements to Peachtree Road/North Druid Hills/Dresden traffic issues
- Pine Hill and the single family neighborhoods of Lenox should be part of this area
- Why are our neighborhood schools (Woodward and Cross Keys) not included in our area? All other areas have this benefit.
- Every street should have a sidewalk on at least one side of the street
- Can we address how the overlay encroaches into the neighborhood and how that negatively affects a single family neighborhood
- 1950s residential area Hillsdale not included in description

Briarwood Park

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.

- Two green dots in agreement
- Need limits on higher density. Impact on traffic is critical!
- Replace low-quality apartments with high-quality developments
- Height and setback limits – relatively low density
- Larger right turn lane from Briarwood to Buford Hwy
- Bike lanes FULL length of Briarwood
- What are the housing needs?
- Transition south – what is appropriate on the 'edges' that abut Buford Hwy?

Session Feedback:

- Lot sizes/Infill
 - 20,000 sq ft maximum

- Non-conforming lots – lot size variances
- Require step back of tall buildings pulled up to street
- No lot coverage or side setback variances
- Houses come to lot lines/roads. Scale is too big
- Average front yard setback – maintain
- In Brookhaven Fields we are quirky and "architectural compatibility" isn't a positive thing on our street!! Variety is the spice of life we need. Visit Oostanaula Drive!
- Infill homes are way too big
- Alternative Development
 - Aging in place ordinance?
 - Consider housing options
 - Larger lots
 - Quad/Triplex
 - Granny flats/carriage houses – separate rules than accessory structures
 - Affordable housing
 - Limit #/% of those types within an area
 - Tiny houses in transit efficient areas
 - Pocket neighborhoods and mixed income w/detached are great for Briarwood Park/Buford Hwy transitional areas
- Residential
 - Encroachment of commercial and multi-family on single family residential
 - 8-plex on Etowah
 - Transition: 50'+ commercial to medium density (30'+) to low density with buffer (more than 30')
 - Protection of neighborhoods through:
 - Setbacks
 - Enforcement consistency
 - Less variance
 - Development on North Cliff Valley – maintain residential
 - North Cliff Valley
 - Trails
 - Streets aren't pleasant
 - Safety lights to contact police
 - Range of housing for seniors and affordability
 - Price of entry is too high
 - Townhomes in Briarwood Park; no 3-story apartments.
 - Tri and quad plex ok in interior
- Pedestrian/Bicycle
 - Sidewalks on every street at least on one side/sidewalk bank (need map & program)
 - Flowers along roads
 - Pedestrian amenities/sidewalks/crosswalks
 - Add sidewalks
 - Intersections need better pedestrian amenities
 - Briarwood needs sidewalks, bike lanes
 - More 5ft, not multi-use trail appropriate



- Bike/ped plan, not on Sylvan Circle
- OK only if does not take trees or landscaping to build
- Neighborhood Commercial
 - On street parking is not attractive and walkable
 - True mixed use – multiple housing types plus commercial component
 - Needs pure commercial on major corridors rather than mixed use/retail
 - All commercial property should give a portion of their property for park/greenspace to neighborhood; a minimum of 50 x 100 used as a transitional setting to bring people/community into area.
 - Current mixed-use – not supporting residents: need grocery, need jobs for residents
- Transitional Areas
 - Density and height transitions should be gradual
 - Village Park is a good example of how to do it (the Brookhaven-Dresden side)
 - Buffer concerns about PCOD & TOD development - smell, sound and light
 - Traffic will back up into neighborhood from MARTA TOD
 - Development like to see – edges of character area
 - 10-14 units/acres, village-like,
 - w/greenspace or landscaping: 5ft tree buffer or 10ft landscaping buffer
 - Fernwood Park Townhomes (excellent example of transition – has interior greenspace)
 - Rosewood, ingress and egress issues, parking issues
- Park/Greenspace
 - Trees aren't being protected. City is approving everything. Not enforcing ordinance
 - Limit sale/easements of park land
 - Fernwood Park is not a park, just greenspace. OK to keep it as is, but do not call it or count it as a park
- Other
 - Eliminate administrative variance options – perception that staff has a lot of leeway
 - Losing quiriness, becoming homogenous
 - Traffic signs overload!
 - Ease event permit for neighborhoods
 - Parking in overlay – too low; doesn't include staff (?)
 - Effect of townhomes on traffic
 - Roads won't handle traffic
 - Traffic calming made bike lanes useless
 - Protect lack of connection from Brookshire to Coosawatte
 - No more density on North Druid Hills
 - Need to preserve suburban feel, once you go urban you cannot go back
 - Urban = 3+ stories; no landscaping – no trees, high commercial component
 - Surrounding infrastructure cannot handle the additional cars, cannot support urban development
 - Revisit and refine PCOD
 - Stormwater issue:
 - Building size should be proportional to lot size
 - Character-area wide notification, not just neighboring homes
 - Street capacity does not match urban environment/TOD development
 - Tree conservation



- We want to preserve and maintain single-family!
- Major corridor – Peachtree, Clairmont, Buford
- Minor corridor – Dresden, Briarcliff, N. Druid Hills
- Better defined major vs. minor corridor
- Some new construction not far enough from street
- Comp Plan should define: activity node, town center, neighborhood center.
- In general, I would like the ordinances to focus less upon individual property rights and more upon the neighborhood's property rights and its protections under the ordinances.
- Requirement to continue & replace curbs with granite curbs
- Preservation of current yard setbacks without so many variances granted
- Preservation of existing zoning classifications, few rezonings.
- Accommodation by ordinance for all legally non-conforming zoning and removal as a meeting the requirement for variance cases, i.e., NOT interpreting their size and shape as small or unusual.
- Common and acceptable standard for 'impervious paving', and, counting at 50% always.
- Redefinition of "lot coverage" based upon common understanding (include all roofed areas, i.e. covered porches, impervious paving.
- Preservation of parking requirements for homes under zoning.
- Requirement for significant step-down for height & density from all adjoining Character Areas & 8-P Overlay.
- Greater enforcement of existing codes, including during construction.
- Requirement for greater proof of infrastructure adequacy in any rezoning & variances cases INCLUDING traffic, water, sewer, schools, parking.
- Greater protections against parking, traffic intrusion & cut-through traffic from any adjoining character areas or 8-P overlay
- Definition of porch to be single story without roof for any intrusion exception into front yard setbacks. Currently there are interpretation issues of 'porch'.
- Reduction of retaining wall setback to 3' height (cumulative height when an assembly from 4' within setbacks.
- Increased requirement for number of inches required per lot for trees and canopy preservation.
- Greater preservation of stream buffer with fewer variances.
- Preservation & strengthening of Average Front Yard Setback & reinterpretation of "no average of 1".
- Corner lot yard setback reinterpretation, used to be 2 front yards, then only "principal" front yard with side yard on other 'front' side, which, is unfair to neighbors. Other 'front' yard should be greater than a side-yard and more towards an averaging.
- Consistent interpretation of building height, leaning more towards what is perceived height by neighborhood.
- Protection of Right-of-Way sanctity.
- Future of moving utilities below ground.



Ashford Park - Drew Valley

Feedback on Community Vision:

The vision for the Ashford Park-Drew Valley area is for the existing character of the single-family neighborhoods to be maintained and preserved. Infill residential development should be permitted only if it is in keeping with the character of the surrounding residential structures including height, setback and architectural compatibility.

- Five green dots in agreement
- Limited infill – eclectic is good.
- Clairmont Road little houses, misc commercial are a mess – ugly, disorganized, not good land use
- Disagree with “Only if in keeping with the surrounding residential structures”. The character of Drew Valley structures are that they are 1800 sq ft not 4000 – 7000 sq ft. That is how we lose 100 year old trees
- Need to address the Overlay as it abuts and transitions to single family residential – buffer, height, density, character
- Save tree canopy on any development including infill. Have substantial per tree penalty cost for non compliance
- Save large trees
- Make new houses smaller – no more 4000 sq ft micro mansions

Session Feedback:

- Concerns
 - Traffic on Dresden
 - Speed through neighborhoods
 - Sidewalks
 - High-rises
 - Transitions between commercial and residential
 - Too many rentals
 - Don't want to be the Highlands
 - Vibrant, commercial/restaurant scene
 - Small units
- Clairmont Road
 - Neighborhood commercial
 - Live/work
 - Institutional
 - Higher density is OK
 - Haven-style
 - Tiny houses?/Affordable housing
 - Scale – 2-3 stories
 - Uses – compatible with nearby residential
 - Clairmont – some concern about commercial development



- Concerns about development beyond 1 lot parcel deep around “Ashford Forest” in between 9th and Tobey Rd.
- Clairmont: Dresden to Toby, shallow lots should/could become townhomes, drive under parking
- Goals
 - Balance – walkability, density
 - Embracing MARTA
 - Traffic calming, enforcement
 - Housing for people who work in Brookhaven
 - Tech/smart on Dresden
 - Preserve residential character
 - Internal to Character Area:
 - Protect the canopy
 - Traffic calming
 - Maintain single-family character
 - Sidewalk connectivity
 - Maintain setbacks, including uniformity
 - Streams and trails ok, but not in peoples' back yards
 - Dresden – no commercial between Clairmont node and overlay
 - Gateway @ Dresden
 - Continuous sidewalks needed to get to MARTA
 - Access to Brookhaven Park
 - Lots along Drew Valley & creek, residences in flood plain and have been demo'ed – not a straight line yet, maybe a future opportunity to demo and create a trail
 - Edges, transitions:
 - Scale that doesn't overwhelm residential
 - Live/work 2-3 stories
 - Transitions – step down into residential
 - Townhomes
 - Buford Highway –
 - transitions, nightclubs and noise
 - Town Center and more height sought of NE plaza
 - Lower scale development north of NE plaza – 2 to 3 stories on west, higher east
 - Buffers
- Infill
 - Infill: OK opportunity for smaller homes @ perimeter, cluster style development/cottage homes would be ok at Skyland
 - Infill cottages: Caldwell at Apple Valley
 - too many variances,
 - keep lot sizes the same, no subdividing
 - height ok
 - concerns over water runoff
 - raising grades/height
 - non-conforming: width & size
 - Revisit current set-backs, but once decided make it a hard rule



- Other
 - Government Center – should be located at Brookhaven Park
 - Johnson Ferry across from Pure Taqueria, Golf Club owns all of this space. Could be a good space for flats here.
 - Do not grant variances on stream buffers
 - City leaders need to push to become first LEED developer city
 - Tree ordinance needs revision
 - Bump up tree costs fines
 - Types of trees/plant replanted need to be like-kind, oak for oak
 - LEED using permeable construction elements to prevent run-off
 - Don't kick the runoff can down the road. Make developers/homeowner redevelopment pay for the increasing impervious surfaces. "Money banks" need to be tied to specific area it is being paid in for development.
 - Don't change the drainage redirection of runoff
 - Two-five year escrow for drainage redirection and runoff issues
 - Differentiate between park/greenspace/rec area as developed/undeveloped/facilities.
 - Developed park has benches, pathways, etc.
 - Greenspace (passive) wild untouched
 - Rec area – playgrounds, tennis courts, swimming pools, etc.
 - Incentivize LEED and prefab structures, it lessons environmental impacts
 - Better definitions of major and minor corridors
 - Incentivize all price levels for mixed-income
 - New DeKalb school – traffic
 - Need coordination with Chamblee
 - Clean up our side to encourage Chamblee to do the same
 - \$\$\$ for tree & canopy removal, say \$5000/tree



Osborne and Lynwood Park

Feedback on Community Vision

Lynwood Park

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.

- Four green dots in agreement
- N/S with emphasis on restaurants and not office
- Single-family key and must be enforced
- No bars. Small stores or restaurants like Avellino's
- No townhomes
- Do not want to increase density. Commercial development along Windsor/Osborne needs to take into account parking constraints.
- Ice cream or coffee shop. Something small and quaint, good for walking to.

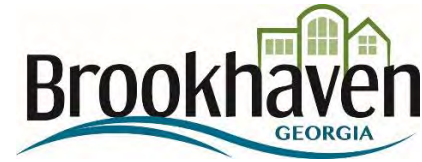
Osborne

The vision for the Osborne character area is to preserve and maintain the existing residential neighborhoods, while promoting improved connectivity. The cul-de-sac development pattern limits 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 as the area changes over time. Only single-family residential and parks and recreation land uses are seen as appropriate for this area.

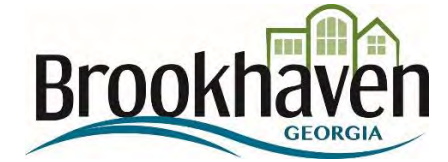
- Four green dots in agreement
- No – do not connect cul-de-sacs. That's why we chose to live there for no thru traffic!
- Yes, only single-family and parks, no connections.
- Leave dead ends and cul-de-sacs as is.
- No changes needed – sidewalks are fine
- Bike lane on Osborne

Session Feedback

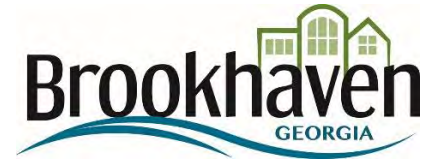
- Positives
 - Like cul-de-sacs – safety for kids, privacy
 - Affordability, proximity to Peachtree
 - Great sidewalks
 - Single-family homes



- Commercial
 - Any commercial is going to cause parking issue
 - Buffers between residential and retail (privacy)
 - Lower density commercial like insurance agents could be good because they typically aren't around at night.
 - Savvy Market and neighborhood services, mom and pop, locally-owned
 - Limit uses on neighborhood business, no national chains, local shops, coffee, bakeries, wine bar
- Residential
 - No place for cars with more density
 - Access road to back of properties on Victoria that back up Windsor Parkway. People can't get out of their driveways.
 - Against subdivision of R-100 lots into really small ones. Density has caused water and power issues as well as parking issues
 - Issues with townhomes encroaching near Havenbrook and Hermance
 - Parking restrictions such as park on one side of street, resident only after 7 pm (issue passes for people visiting residents)
 - Keep high density at major corridors and step down as it gets closer to single-family
 - Connectivity of cul-de-sacs problematic due to terrain, safety issues. What is the benefit of connectivity? There are only problems.
 - Style of homes – in favor of compatible design – craftsman or made of natural materials, nothing concrete or ultra contemporary
 - Subdivision ok with minimum lots that are compatible with existing lots (no smaller than R50)
 - Keep single-family – one for one replacement, do not put it townhomes or apartments as redevelopment happens
 - R50 is min limit – subdivide is ok, just not smaller
- Traffic/Parking
 - Stop sign at Fuller & Osborne? Traffic circle?
 - Close Kendrick for cars at Peachtree?
 - Intersections at Antioch and Windsor Parkway and Osborne and Windsor Parkway need traffic calming. Both have issues. Possible traffic circle or lights. Curb cuts need to be controlled at those intersections
 - Not in favor of having Osborne a “no park”. Maybe one-way streets are better.
 - Firetruck, emergency vehicle can't get down road
 - Only park on one side of the street
 - Clear up law about street parking distances, enforce them
 - Parking issues on Kendrick and Peachtree
- Morrison Farms property reuse
 - residential ok, Wimberly OK, cluster homes, min 50ft wide, 100ft deep
 - park space – active recreation
 - library
 - Nursery on Osborne (Morrison Farms) would make a good greenspace or park
 - Townhomes (Morrison Farms)



- Pedestrian and Bicycle
 - Bike lane on Osborne Road
 - Path and bike lanes at back of Oglethorpe
 - Pedestrian connection to Town Brookhaven
 - Crosswalks (Dresden example)
 - Bike lanes on road not possible, better use would be multi-use trails.
 - Sidewalks on both sides of Windsor, not enough room for bike lanes
 - Put sidewalks at back of right-of-way instead of next to road. Possible serpentine walkways.
 - Add sidewalks to Kendrick
 - Any sidewalks in Brookhaven need to be continued in Sandy Springs
 - Hermance Drive – bike lane
- Osborne and Windsor
 - commercial development: 2-story, close to the street, parking behind or under, Ex. Dresden
 - Be creative w/parking – do not want to bleed into residential or affect Victoria
 - Traffic circle?
 - Library?
 - UPS Store
 - Traffic islands - Osborne and Windsor Parkway – example on Lindbergh, from MARTA to Peachtree Rd.
- Alternative Development:
 - Pocket, cottage-style neighborhoods
 - Flats (condos) are good, not so much townhomes
- Other
 - Institutional Uses – not appropriate for this area, only in favor if it benefits directly the City of Brookhaven
 - Quality – is there a way to write it in the zoning code? Issues with definition
 - Area is dense enough, no more density
 - Just enough commercial to serve neighborhoods, but not draw in others
 - Do not change anything! Keep as is!
 - Osborne & Peachtree (PCOD, Subarea 1): Auto place and liquor store redevelopment – low scale neighborhood shopping, mixed use, maybe 3-5 stories, residential OK



Lenox Park - Roxboro

Feedback on Community Vision:

Lenox Park

This vision for this character area if 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.

- Three green dots in agreement
- Since I moved into The Village at Lenox Park, I have longed to have some destination within walking distance – a coffee shop, restaurant, gourmet store – any would be welcome. The walk would need to be safe, sidewalks and pedestrian crossings with lights (no more playing chicken on Lenox Park Blvd with cars that do not stop).
- The park is private, buy it and develop it! Making it safe for kids is important, need "play" as well as services. (retail, grocery, etc.)
- Maintain the large central walking trail and passive open space in Lenox Park. Add small coffee shop/ice cream shop style businesses, not large scale destinations for car using other southside the area.
- It would be nice to keep most of the open greenspace.

Roxboro

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compatibility.

- Seven green dots in agreement
- No – opaque wooden fences in front yards; Yes – decorative street light
- Need stop light at end of Shady Valley and Buford Highway
- We need more street lights; fire hydrants; possibility of making East Roxboro and No Druid Hills Rd one way streets
- More street lights on Gail Dr.
- Keep it low density
- I agree with the single family but not the "surrounding" wording.

Session Feedback

- Lenox Park
 - Do not make active greenspace
 - Common areas are under master association for commercial and residential (65% vote)
 - Vacant/available land
 - Covenants of what can't go there
 - Support neighborhood commercial
 - Limits on residential being added in covenants



- Connectivity is concerning
- Preserve Park, trees and medians all very nice
- Service/retail oriented development and walkability – restaurant, gourmet food
- Better pedestrian access
 - Connect to neighborhoods to the north
 - Crosswalks
 - Park vista to Lenox Park
 - Pedestrian crossings
- No soccer fields, etc.
- "livable" neighborhood community
- Preservation of existing greenspace in Lenox Park
- Lower density zoning
- Nature preserve on BOE land
- Preserve creeks
- Coffee shops/restaurants/tiki bars
- Roxboro
 - Park space – more maintenance
 - Water issues (flooding)
 - Fourplexes
 - DeKalb school property – park
 - Keep single-family detached
 - Some infill, but not too small
 - Greenway connection
 - Buford Highway transition
 - Not storage
 - Dresden-type development
 - Put bars on west side and residential on east side
 - Neighborhood commercial
 - Residential – Devereaux Commons on Wright Circle (good example)
 - Retain single-family houses detached
 - Attached townhomes w/low density along N. Cliff Valley
 - Timing of traffic lights
 - Turn lanes along N. Druid Hills
 - Street lights
 - Lights along trails
 - Keep trees when redevelopment
 - Better tree ordinances
 - Ornamental lighting along Roxboro
 - "Stockade" fencing restrictions
 - One-for-one residential density
 - Make East Roxboro Road more attractive and N. Druid Hills Rd.
 - FEMA properties for community gardens
 - Don't widen East Roxboro Road and North Druid Hills Road
 - Listen to current residents



- Density already too high
 - Address traffic concerns first and foremost
 - Alter timing of traffic lights?
 - Widen lanes? Create more access lanes through community?
 - Understanding that highways are assets that come with costs
 - 1 car per resident maximum?
 - Set parking maximums and create neighborhood destinations, not regional magnet destinations that attract too many outsiders
- Determine the maximum number of acres to be developed at high density
 - % of acreage - i.e. no more than 60% high-density
- No “mixed use” - residential and commercial don’t mix and create too much traffic, developers want to put in more mixed use but people don’t want it
 - Promote walkability; small neighborhood coffee shop(s)?
 - Create Neighborhood Shopping as opposed to mixed-use
 - Don’t bundle shopping with 400+ apartment units
 - Create appropriate retail that caters to the existing community
 - Preserve existing character of Brookhaven
- Greenspace/Parks
 - Convert underutilized areas in center of Roxboro into pocket parks for residents
 - Pocket parks are desired over larger, regional parks
 - Peachtree Dunwoody example
 - Playgrounds
 - Community gardens
 - Close off Goodwin Road to create park?
 - Promote connectivity to the Beltline and other regional trail networks
 - No tennis courts or ball fields (active recreation) in residential areas, no nighttime lighting



Buford Highway Corridor

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 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.

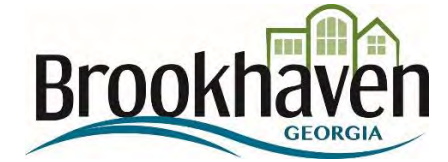
- One green dot in agreement
- It is important to have some kind of development which includes affordable rental for those of us who are not upper class.
- Reduced alcohol sales in the area.

Session Feedback

- Positives
 - Like the existing variety of types and uses/businesses
 - International character (Welcoming)
 - Existing workforce living in area adds to character of community
- Parks/Greenspace
 - Passive and active
 - Include greenspace in commercial / new developments
 - Pocket parks
 - North of Buford Highway parks associated with new development
 - North Peachtree Road Park
- Maintain affordability
 - Workforce housing in new development
 - North of Cliff Valley targeted for new affordable housing
 - Need more affordable housing
 - 70% affordable units in redevelopment
 - Don’t allow gentrification to occur
- Pedestrian and Bicycle
 - Prioritize pedestrian/bike connectivity
 - Concerns about cut-through traffic
 - Connect routes even where more difficult to connect street networks
 - On major corridors:
 - Pedestrian bridges don’t look good; tunnels are frightening
 - Streetscapes/pull buildings up to streets/reduce setbacks
 - Pedestrian friendly development; connect new developments
 - Crosswalks – pedestrian safety
 - Need more pedestrian scale green amenities. Trees to mark the ped crossings/HAWK signals. They are good but could be better
 - On Clairmont – Bike path/big path up to Chamblee from Greenway. Connects parks, library, health department, Chamblee parks.
- Greenway
 - Urban style



- Parking lot
- Safety
- Provide entry point and paths from neighborhoods to Peachtree Creek Greenway
- Do not encroach on homeowners' back yards.
- Maintain the tree canopy
- Uses
 - Economic development should not drive what happens here. Need a balance between what matters.
 - Create opportunities for "stop/shop" tours
 - Kid friendly element (exists now within the apartment complexes. Need something that is outside of their doors to bring community out)
 - Civic/convention center – can bring more guests, draw more people to the area
 - Industrial area along I-85 – could look like Miami Circle
 - Greenway – 'our beltline'. Condos along trail, higher end, higher density.
 - More urban – more like a city, less strip mall.
 - Neighborhood commercial near and in single family and residential areas
 - Maybe reduce recommended densities in southeast corner of character area (single family) and next to other residential areas (pocket neighborhoods as shown on survey)
 - Institutional uses – community college/vocational/tech school
 - Maintain and improve (not replace)
 - Northeast Plaza – Mixed use
 - Reduce number of clubs and other noxious uses (pawn, adult) – crime and gun shots
 - Buffer zones between commercial and residential
 - Schools
 - Briarwood to Clairmont: Gateway
 - Clairmont overpass by Wal-Mart. High rise apartment buildings
 - Discourage new industrial uses, keep existing percentage
 - Discourage big box commercial establishments
 - Height limits – 3? 4? 5? Stories
 - No gated developments
 - Create more employment centers
 - Enclaves/pockets of neighborhoods w/commercial off corridor
 - Updated apartments that are still affordable
 - Residential options between single family and multi family
 - Possibility of Buford Highway Overlay District:
 - Height maximums
 - Business square foot maximums
 - Affordable housing
 - Control use types
 - Tree removal restrictions
 - Incentives for affordable housing
- Other
 - Improve safety
 - Coordination with Livable Center Initiative
 - Ensure traffic flow stays the same (good)



- Maximize hospital/non-profit uses of CHOA/Executive Park area
- More mobility options
- GDOT plant medians
- Light Rail/Bus Rapid Transit
- More bus shelters and benches.
- Coordination with Chamblee and Doraville



Lakes District/Blackburn Park

Feedback on Community Vision:

Lakes District

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 complements the 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. What does residential infill development mean and what impact on traffic?

- Four green dots in agreement
- Traffic speed on Ashford Dunwoody Rd now 45 mph – too fast for safe biking
- High limit for infill housing
- Walking and biking to Blackburn Park
- Go back to R-75 setbacks – 20' L/R; 40' F/back
- Linear park trail along the creek would be good
- Preserve the original setbacks. No “hardships” exceptions.

Blackburn Park

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.

- Need limits on higher density. Impact on traffic is critical!
- Five green dots in agreement
- No commercial or mixed use developments beyond what is already there
- Too much high density further crowds schools
- Do not let higher density residential encroach into single family residential
- Enough commercial and mixed use now
- Limit cars in park. No soccer
- Get rid of the dumpster at Blair Circle parking area

Session Feedback:

- Positives
 - Sense of privacy
 - Woods, nature, quiet
 - Walking to schools/park
 - Trails
- Infill/Lot sizes
 - No subdividing
 - Should not increase the density through subdividing property
 - Infill is happening here. In Sexton Woods, new homes are compatible; fit in well with price points

- Needs to be more compatible – height issues
- Variances for front setback
- Need to consider privacy of neighboring homes
- Alternative Development
 - In Murphey Candler, semi-cluster homes on 1/3 acre lots may work
 - Duplexes are okay – maintain those rather than allowing townhomes. Maintain character
 - In-law suites okay if property is large enough. Allow relatives only.
- Murphey Candler Park
 - Need improved connectivity from neighborhoods to the north/northeast
 - Some people would not like access to Murphey Candler Park via Remington because it will create more parking and traffic issues with people trying to access the park.
- Neighborhood Commercial
 - Redevelop Donaldson at Johnson Ferry
 - Signage clutter is an issue
 - Eliminate digital/bright lighting here
 - Can have retail here and mixed use (restaurants with residential above)
 - Too many curb cuts at Kroger – add traffic lights here
 - Upgrade Publix & Kroger to force other tenants to upgrade
 - Quality restaurants, deli, other services
 - Commercial at Brookleigh is too unapproachable, sterile
 - Need comfortable walking connections
 - Strip with Righteous Room is not-attractive, ok to redevelop, 2 to 3 stories serve neighborhood, not regional
- Residential
 - Connect cul-de-sacs – there are pros and cons
 - Maintain architectural character of neighborhoods
- Blackburn Park
 - Density here impacts other areas
 - Keep setbacks consistent here. Keep homes pulled back off of the roads
 - Connect to Murphey Candler Park
 - Utilize and preserve the creek
 - Recommended densities on Comp Plan character area sheet are too high
 - Need safe crossing from YMCA to Blackburn Park
 - Move active users (soccer) and increase passive (gardens)
 - Generators and lights from night soccer games at park are a nuisance
- Transitional Areas
 - North at Perimeter Center, new staff is coming to State Farm office. Traffic will increase.
 - I-285 impacts
 - Hospital impacts – bus employees from off site parking
- Pedestrian/Bicycle
 - Biking not convenient from neighborhoods
 - Sidewalks needed for pedestrian safety (Donaldson)
 - Johnson Ferry/Ashford Dunwoody – infrastructure is unsafe



- Path along the creek to connect Blackburn & Candler Park
- Gaps in sidewalks
- Ashford Dunwoody Road
 - Limit number of townhomes and multifamily
 - Expand Ashford Dunwoody to more lanes
 - No more high density housing here
 - Sidewalks needed
 - Could use green median – trees, grass
 - Is there room for a bike lane?
 - Develop to become like an avenue
 - Speed limit and turn lane removal impacts pedestrians
 - Center islands needed for crossing safety
- Johnson Ferry Road
 - Signals are not timed/coordinated on weekends when traffic is lighter
 - Okay with a roundabout here!
 - Sidewalks needed on both sides of major roads.
- Other
 - Area suffers from a lot of cut through traffic
 - Water/sewer problems; no more town homes
 - Stiffer penalties for tree ordinance
 - Tree ordinance – companies not getting permits; limited to work in the city.
 - Brookhaven needs a “feel”, like a real place
 - Need more culture, re-use the playhouse at Oglethorpe University
 - Brookhaven trolley or shuttle is a good idea
 - Keep old growth trees
 - Development is tearing up sidewalks

Appendix C

Visual Preference Surveys

City of Brookhaven Character Area Study













Charrette Preference Scorecard

Character Area: _____



RESIDENTIAL HOUSING OPTIONS

Please put a ✓ next to the appropriate location for each housing type:

Attached Housing Options	 <p>Townhomes</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Duplex</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Live/Work</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>
	 <p>Adaptive Re-Use/Loft</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Apartments</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Mixed-use</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>
	 <p>Compact</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Mid-size</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Estate</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>
Multi-Family Housing Options	 <p>Wide</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Medium</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	 <p>Narrow</p> <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>

City of Brookhaven Character Area Study





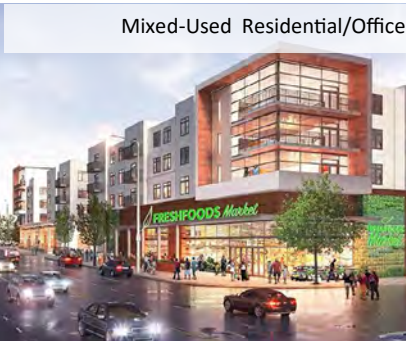




Charrette Preference Scorecard

Character Area: _____



NEIGHBORHOOD COMMERCIAL DEVELOPMENT

Please put a ✓ next to the appropriate location for each development type:

Suburban Type Development	<p>3 Stories; Greenspace</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	<p>4 Stories</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	<p>6 Stories</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>
	<p>Mixed-Use Residential/Retail</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	<p>Mixed-Used Residential/Office</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	<p>Mixed-Use Retail/Office</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>
	<p>Mixed-Use, Residential /Retail</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	<p>Mixed-Use, Residential/Retail/Office</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>	<p>Retail</p>  <p><input type="checkbox"/> Interior of Character Area <input type="checkbox"/> Along Major Corridors <input type="checkbox"/> Transition Areas Along Edges <input type="checkbox"/> Not Appropriate Anywhere <input type="checkbox"/> Another Place:</p>

Urban Type Development

Neighborhood Scale

City of Brookhaven Character Area Study

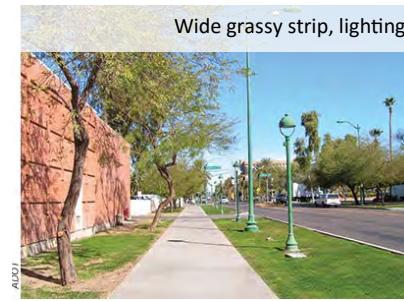
Charrette Preference Scorecard

Character Area: _____



PEDESTRIAN & BICYCLE FACILITIES

Please put a ✓ next to the appropriate location for each facility type:



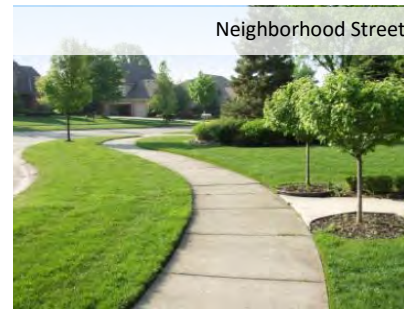
- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:

City of Brookhaven Character Area Study

Charrette Preference Scorecard

Character Area: _____



ALTERNATIVE DEVELOPMENT OPTIONS

Please put a ✓ next to the appropriate location for each development type:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:

Appendix D

Infill Questionnaire

City of Brookhaven Character Area Study



Single-Family Infill Housing Questionnaire

1.) Do you feel the infill in your character area is compatible with the existing homes?

Yes

No

2.) What are your concerns with the infill housing in your character area? (check all that apply)

Infill homes are too close to other homes.

Infill homes are too close to the street.

Infill homes are out of scale with existing homes. (too big or too high)

Infill homes cover too much of the lot.

Infill styles do not match or blend with existing styles.

Infill home costs are too high.

I don't have any concerns with the infill.

Other:

3.) What do you think the City should do to regulate infill housing development? (check all that apply)

Alter the zoning code to reduce lot coverage maximums.

Alter the zoning code to reduce height maximums.

Alter the zoning code to increase front, rear, and/or side setbacks.

Develop single-family design guidelines to apply to all new construction.

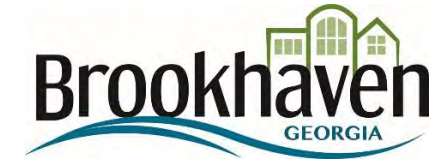
Encourage affordable housing options by allowing alternative types, ex. accessory dwelling units, cluster cottage homes, duplexes, etc.

Nothing, no changes to regulation are needed.

Other:

Appendix E

Summary of Charrette Series, Round II



City of Brookhaven Character Area Study

Charrette Series Round II Summary

Format

Meetings began with a brief review of Round I Charrette results followed by an open discussion period, allowing the Project Team an opportunity to validate findings and ask clarifying questions. All attendees received a summary of the visual preference survey and infill questionnaire results. As a result of the significant amount of feedback received on issues not related to the Character Area Study, the Consultant Team also distributed a “Go-To Guide” which summarized the most common “off topic” issues heard as well as existing on ongoing City resources, plans and/or initiatives that have or will address these concerns.

Outreach

Outreach for the Round II Character Area Charrettes relied heavily upon email communication to the attendees of the Kick Off meetings and Round I Charrettes. Outreach methods used to promote the Charrette series are summarized below:

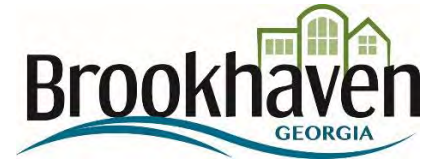
- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City’s social media sites.
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library
- The project website was used to promote the charrettes and to answer “Frequently Asked Questions”

Attendance & Response

Input from the Round I Charrette Series roundtable discussions and the preference survey results were used to better understand the desires of Brookhaven’s stakeholders and to inform recommendations. The Round II Charrette Series was used to present these outcomes and to validate findings. Attendees were also asked to provide feedback on the Character Area vision statement, draft implementation strategies and appropriate land uses. Additionally, the team used this time to get reaction to “Big Ideas” for Brookhaven, three high level sketch concepts that the project team heard as a result of Round I Charrette feedback.

As with Round I, the Character Areas were combined into the following seven groupings (meeting dates shown in parenthesis):

- Historic Brookhaven (September 14th)
- The Lakes District & Blackburn Park (September 15th)
- Brookhaven Heights-Brookhaven Fields & Briarwood Park (September 19th)
- Ashford Park-Drew Valley (September 20th)
- Lynwood Park & Osborne (September 22nd)
- Roxboro & Lenox Park (September 26th)
- Buford Highway Corridor (*September 28th)



A total of 80 stakeholders attended the Round II Charrette Series. The attendance and response outcomes are summarized in the table below.

Character Area	# Comments Received
Blackburn Park	13
Briarwood Park	6
Brookhaven Heights-Brookhaven Fields	13
Lenox Park	10
Lynwood Park	11
Osborne	9
The Lakes	23
Ashford Park – Drew Valley	53
Roxboro	31
Buford Highway Corridor	10
Historic Brookhaven	7

Summary of Input

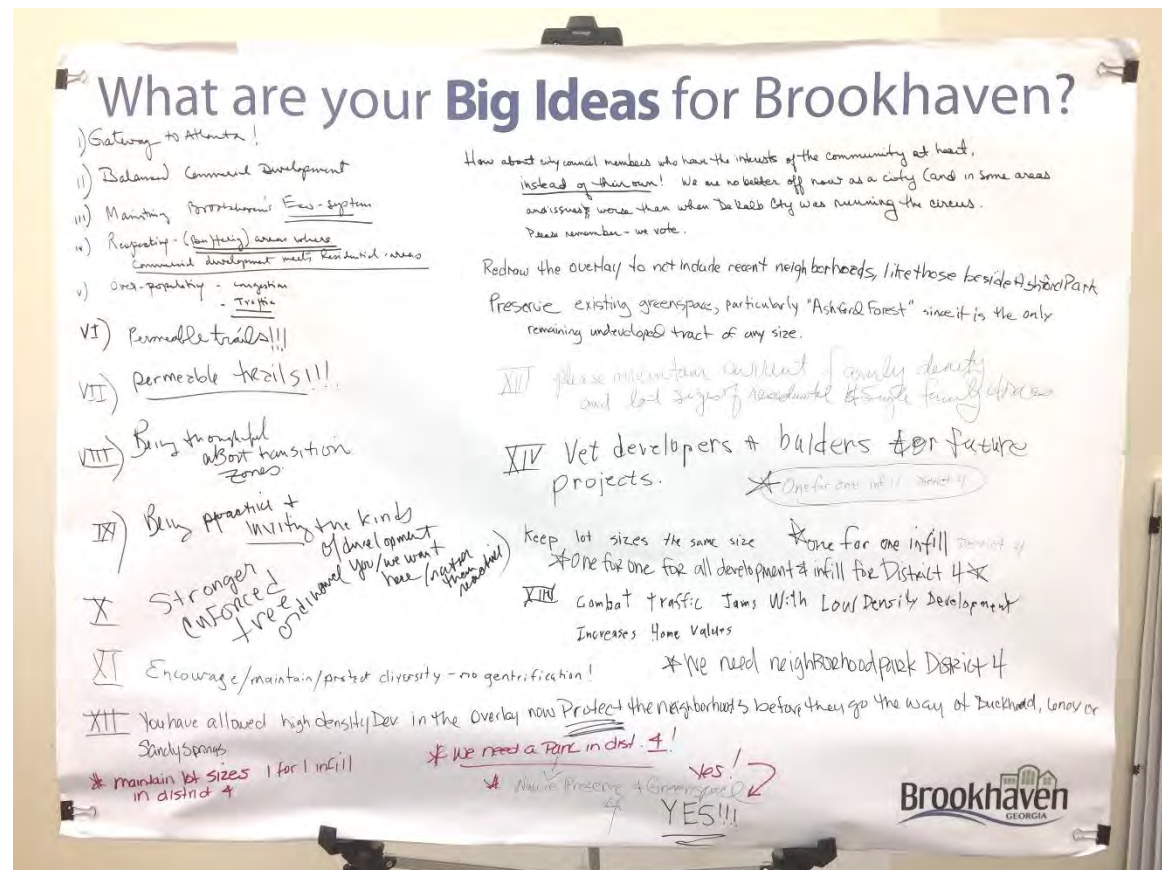
Input solicited throughout the study process fell into three major areas for each Character Area:

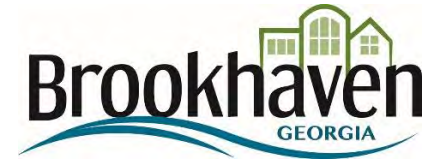
- Character Area vision
- Implementation Strategies
- Land Uses

The following pages provide a summary of the input received for each Character Area drafted by the Consultant Team for these three major areas.

- Proposed edits to the vision statement are shown in bold and italic font.
- Proposed Implementation Strategies are shown under the heading “Additional Implementation Strategies to consider as the result of stakeholder feedback”
- Proposed Land Uses are shown under the heading “Appropriate Land Uses – Specific”
- Other notes pertinent to the evaluation of input are indicated with an asterisk and a section titled “Notes” at the end of the summaries.

A total of 186 feedback forms were returned at the charrette and online. Stakeholders provided input on “Big Ideas” during the charrette and online. Charrette responses were captured via an open-ended question (see below) while online input targeted three “Big Ideas” and totaled 18 responses.





Roxboro

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 is ***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.

Comprehensive Plan Strategies:

- Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard. *
- Update the zoning code to provide for infill compatibility.

**Opposition was expressed at the charrettes for this Comprehensive Plan recommendation. Attendees asked for this strategy to be removed.*

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Maintain single-family detached housing in interior of character area.
2. Maintain current density allowed by district.
3. Consider low-density townhouses along N. Cliff Valley.
4. Restrict high-density development.
5. Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.
6. Encourage neighborhood commercial that promotes walking, not driving.
7. Pursue pocket parks instead of regional parks.
8. Establish passive parks, without night lighting for active recreation.

Appropriate Land Uses – General:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

Appropriate Land Uses – Specific:

Interior of Character Area

- Single-family, detached homes
- Neighborhood scale retail
- Neighborhood sidewalks/bike lanes
- Multi-use gravel trail

In Transition Areas

- Single-family attached townhomes
- Sidewalks with grass strip w/lighting
- Bike racks and street furniture
- Multi-Use concrete trail

On Major Corridors

- Sidewalks with grass strip or paved w/lighting
- Bike racks and street furniture
- Protected bike lanes
- Multi-use urban trail

Notes:

Opinions were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes. Survey indicated support for these land use types, but attendees of Charrette II voiced strong opposition. Recommend revisiting the opportunity for accessory dwelling units, pocket neighborhoods, compact homes and duplexes in Zoning Update, as well as future Comp Plan updates.



Roxboro RESIDENTIAL HOUSING PREFERENCES Interior of Character Area



Single Family Detached, Mid-size Scale



Single Family Detached, Estate Scale



Single Family Detached, Wide Setback



Single Family Detached, Medium Setback

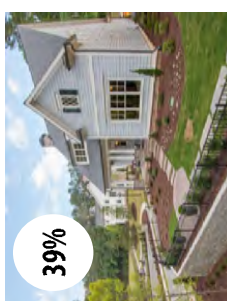
Transition Areas



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Detached, Compact Scale

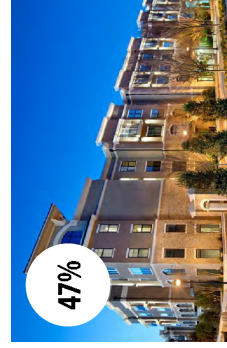
Not Appropriate Anywhere



Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Apartments



Multi-Family, Mixed-Use



Single Family Detached, Narrow Setback

Roxboro NEIGHBORHOOD COMMERCIAL PREFERENCES



Not Appropriate Anywhere



Suburban Type Development, 3 Stories; Greenspace



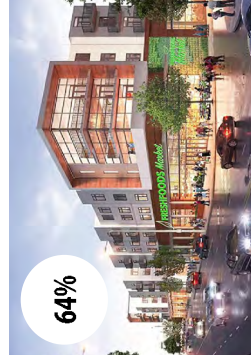
Suburban Type Development, 4 Stories



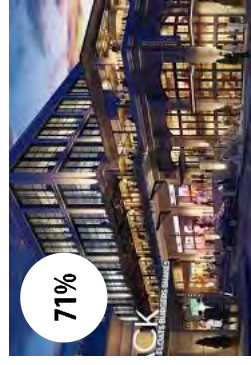
Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use Residential/Retail



Urban Type Development, Mixed-Used Residential/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential/Retail



Neighborhood Scale, Mixed-Use Residential/Office

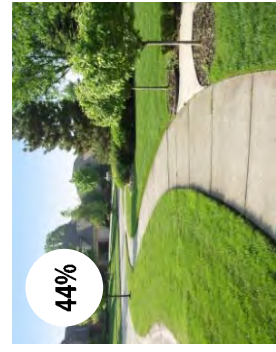


Neighborhood Scale Retail

Roxboro BICYCLE & PEDESTRIAN PREFERENCES



Interior of Character Area



Neighborhood Street



Multi-Use Gravel Trail

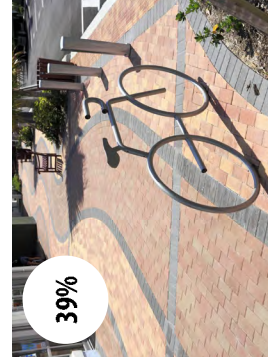
Along Major Corridors



Wide Grassy Strip, Lighting



Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Protected Bike Lane



Multi-Use Urban Trail

Transition Areas



Neighborhood Sidewalk/Bike Lane



Multi-use Asphalt/Concrete Trail

Roxboro ALTERNATIVE DEVELOPMENT PREFERENCES



Interior of Character Area

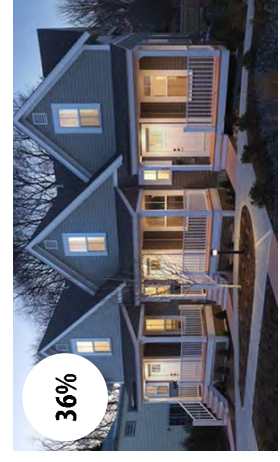


Pocket Neighborhoods

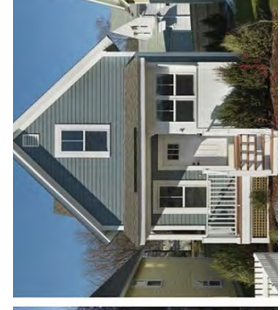


Accessory Dwelling Units

Another Place



Mixed Income w/Detached or Attached Housing



Retail/Artist Loft

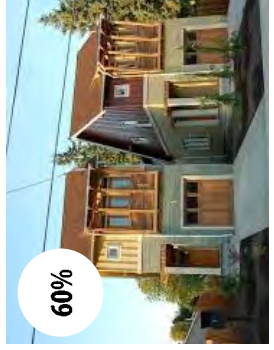
Not Appropriate Anywhere



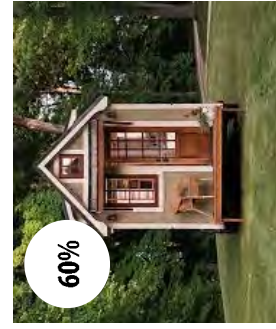
Co-Working Space



Mixed-Use Residential w/Shared Garden



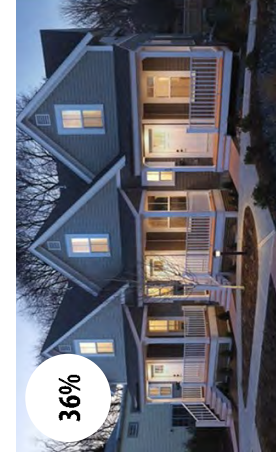
Narrow House/Narrow Lot



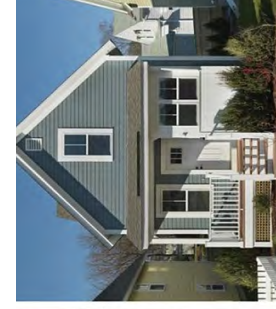
Tiny House



Accessory Dwelling Units



Mixed Income w/Detached or Attached Housing



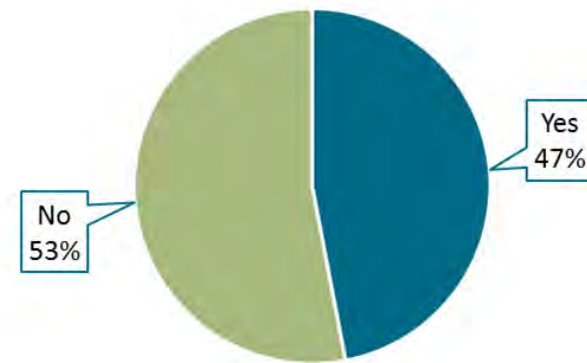
Mixed Income w/Detached or Attached Housing

Roxboro

SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

Infill homes are too close to other homes
(22%)

Infill homes are out of scale with existing homes
(22%)

Infill styles do not match or blend with existing styles
(14%)

Top 3 Potential Solutions

Alter the zoning code to reduce lot coverage maximums
(28%)

Develop single family design guidelines to apply to all new construction
(25%)

Alter the zoning code to reduce height maximums
(20%)

THE LAKES

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.

Comprehensive Plan Strategies

- Ensure that the proper zoning is in place to maintain the character of the single family residential neighborhoods with infill development.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this character area that have experienced significant infill.
- Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.
- Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.
- Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center character area.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Limit the subdivision of lots that will result in increased density throughout neighborhoods.
2. Maintain required setback and height requirements.
3. Explore accessory dwelling units that are restricted for use by relatives (“in-law” suites).
4. Consider semi-cluster homes on 1/3-acre lots.
5. Establish comfortable walking connections to neighborhood commercial.
6. Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.
7. Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.
8. Improve convenience and safety for bicycles and pedestrians.
9. Enforce buffer between single-family areas adjacent to Perimeter Center character area and ensure transitional uses are contained wholly within the Perimeter Center area.

Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Institutional
- Neighborhood Commercial*
- Parks and Recreation

*Only at existing node at Chamblee Dunwoody Road and I-285.

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Multi-use trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units
- Pocket neighborhoods*

*some opposition, but scored high on survey.

Along Major Corridors

- Neighborhood scale retail*
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use trails

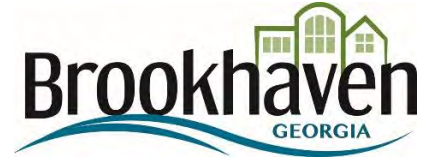
*At Chamblee-Dunwoody Road and I-285.

Transition Areas

- Multi-use trails

Notes:

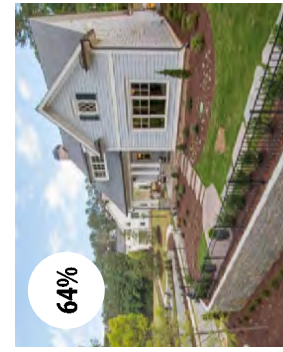
Opinions were split on the use of gravel or concrete multi-use trails. More input will be needed as Nancy Creek linear trail advances into implementation.



The Lakes District

RESIDENTIAL HOUSING PREFERENCES

Interior of Character Area



Single Family Detached, Compact Scale



Single Family Detached, Mid-size Scale



Single Family Detached, Estate Scale

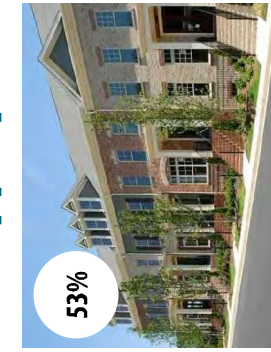


Single Family Detached, Wide Setback



Single Family Detached, Medium Setback

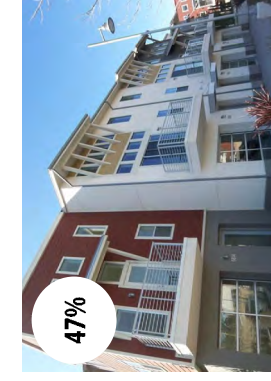
Not Appropriate Anywhere



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Attached, Live/Work



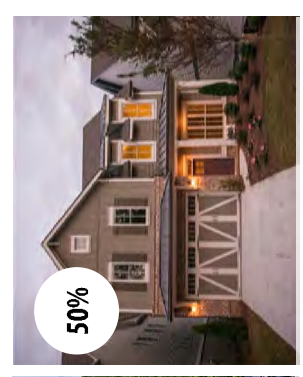
Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Apartments



Multi-Family, Mixed-Use



Single Family Attached, Narrow Setback



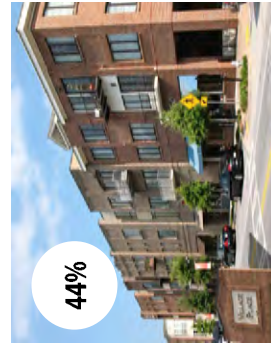
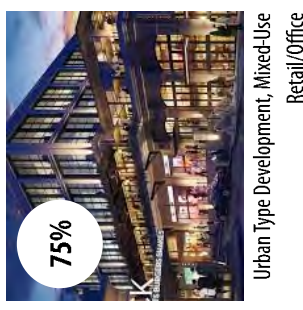
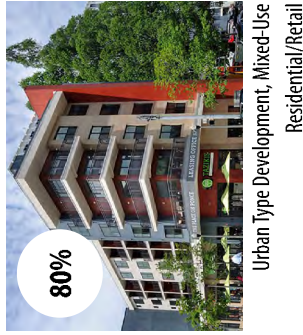
The Lakes District

NEIGHBORHOOD COMMERCIAL PREFERENCES

Along Major Corridors



Not Appropriate Anywhere

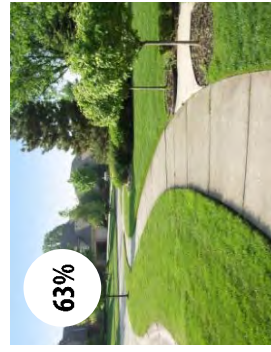


The Lakes District

PEDESTRIAN & BICYCLE PREFERENCES



Interior of Character Area



Along Major Corridors



Transition Areas





The Lakes District

ALTERNATIVE DEVELOPMENT OPTIONS

Interior of Character Area



Accessory Dwelling Units



Pocket Neighborhoods

Not Appropriate Anywhere



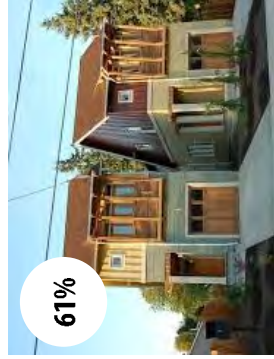
Co-Working Space



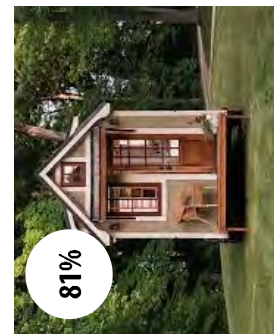
Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



Tiny House



Mixed Income w/Detached or Attached Housing

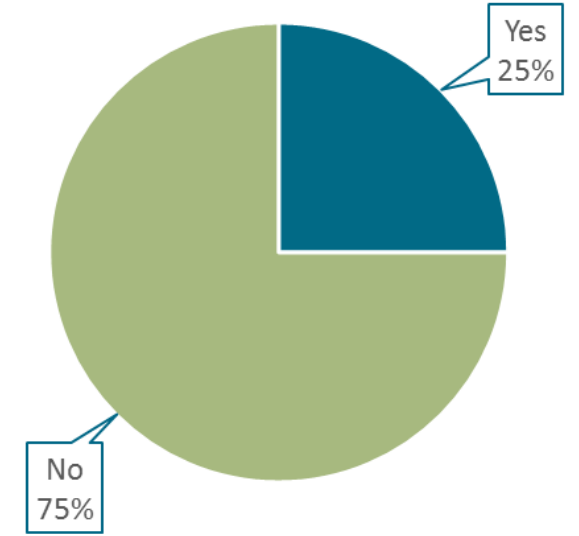


The Lakes District

SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

- Infill homes are out of scale with existing homes (22%)
- Infill styles do not match or blend with existing styles (20%)
- Infill homes are too close to other homes (16%)
- Infill homes cover too much of the lot (16%)

Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (26%)
- Alter the zoning code to reduce height maximums (23%)
- Alter the zoning code to increase front, rear, and/or side setbacks (21%)



BLACKBURN PARK

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.

Comprehensive Plan Strategies

- 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.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Focus on redevelopment of existing commercial uses in the Blackburn Park character area before considering new construction
2. Coordinate with Park and Recreation Department to address light pollution issues/nuisance resulting from usage of Blackburn Park fields.
3. Increase the availability of passive recreational spaces.
4. Establish comfortable walking connections to neighborhood commercial.
5. Develop path to connect Blackburn Park and Murphey Candler Park.
6. Improve connection from Blackburn Park to the Cowart Family/Ashford-Dunwoody YMCA.
7. Improve convenience and safety for bicycles and pedestrians.

Appropriate Land Uses - General

- Mixed-Use
- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units

Along Major Corridors

- Single-family attached
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Neighborhood scale retail
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use urban trails

Transition areas

- Bike racks and street furniture
- Pocket neighborhoods
- Accessory dwelling units
- Mixed income attached and detached

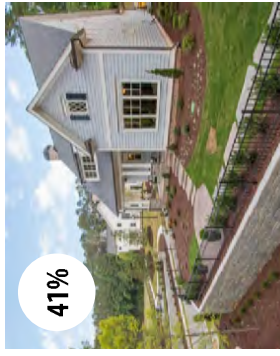
Notes:

N/A

Blackburn Park Neighborhood Center RESIDENTIAL HOUSING PREFERENCES



Interior of Character Area



41%

Single Family Detached, Compact Scale



56%

Single Family Detached, Mid-size Scale



47%

Single Family Detached, Estate Scale



50%

Single Family Detached, Wide Setback



56%

Single Family Detached, Medium Setback

Along Major Corridors



31%

Single Family Attached, Townhomes

Not Appropriate Anywhere



31%

Single Family Attached, Duplex



53%

Single Family Attached, Live/Work



63%

Multi-Family, Adaptive Re-Use/Loft

Along Major Corridors



36%

Suburban Type Development, 3 Stories; Greenspace



33%

Neighborhood Scale Retail

Blackburn Park Neighborhood Center NEIGHBORHOOD COMMERCIAL PREFERENCES



Not Appropriate Anywhere



88%

Suburban Type Development, 4 Stories



82%

Suburban Type Development, 6 Stories



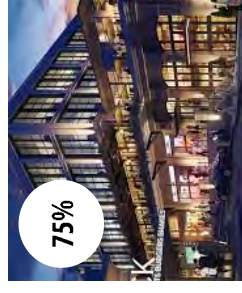
58%

Urban Type Development, Mixed-Use Residential/Retail



58%

Urban Type Development, Mixed-Used Residential/Office



75%

Urban Type Development, Mixed-Use Retail/Office



33%

Neighborhood Scale, Mixed-Use Residential/Retail



36%

Neighborhood Scale, Mixed-Use Residential/Retail/Office



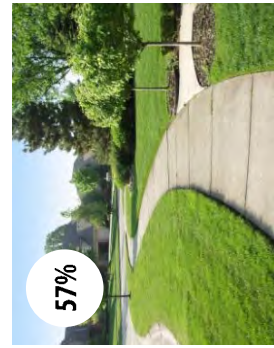
33%

Neighborhood Scale Retail

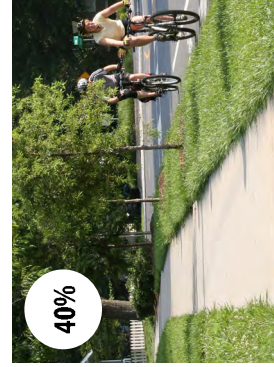
Blackburn Park Neighborhood Center PEDESTRIAN & BICYCLE PREFERENCES



Interior of Character Area



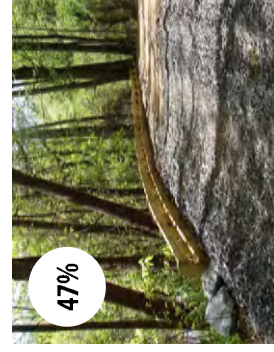
Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail

Along Major Corridors



Wide Grassy Strip, Lighting



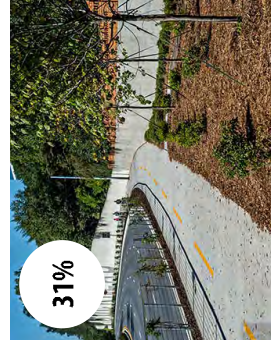
Narrow Paved Strip, Lighting



Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail

Transition Areas



Bike Racks, Street Furniture

Blackburn Park Neighborhood Center ALTERNATIVE DEVELOPMENT OPTIONS



Interior of Character Area



Accessory Dwelling Units

Transition Areas



Accessory Dwelling Units



Pocket Neighborhoods

Not Appropriate Anywhere



Co-Working Space



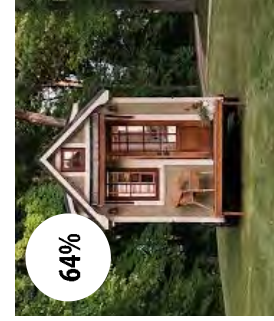
Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



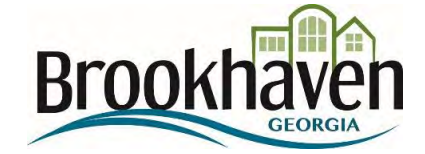
Tiny House



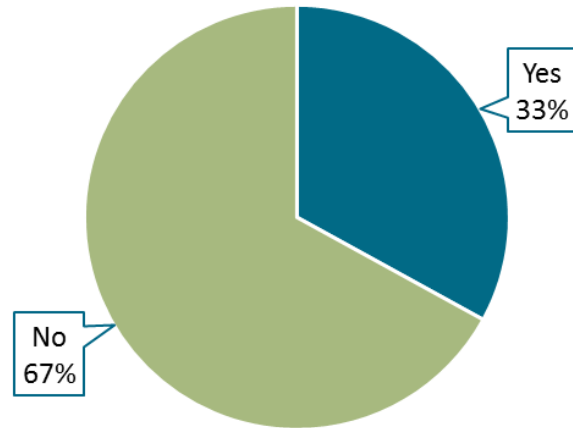
Mixed Income w/Detached or Attached Housing

Blackburn Park Neighborhood Center

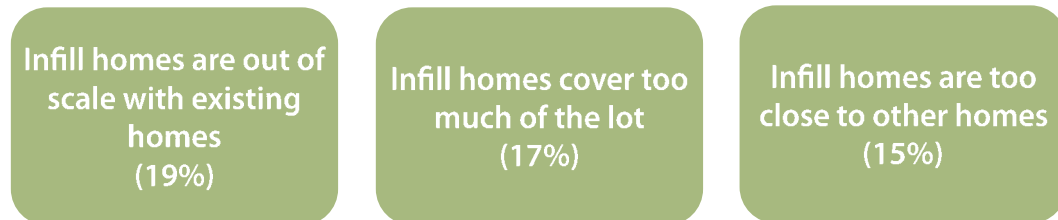
SINGLE FAMILY INFILL QUESTIONNAIRE



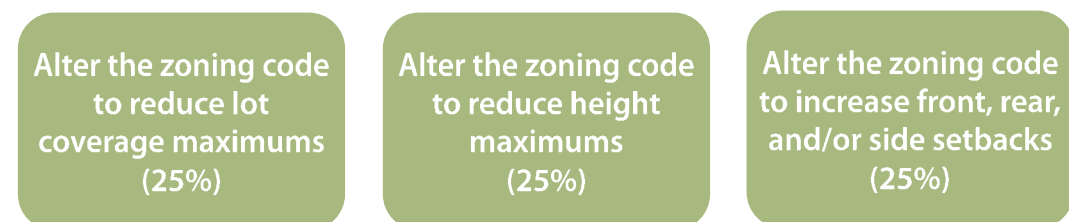
Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns



Top 3 Potential Solutions



OSBORNE

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 recreation land uses are seen as appropriate for this area.

Comprehensive Plan Strategies

- Ensure that the appropriate zoning is in place to maintain the character of the existing single family residential neighborhood.
- Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Allow subdivision of larger lots with minimum lot size of R50.
2. Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single family neighborhoods to ensure appropriate and gradual height and density transitions.
3. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
4. Explore opportunities to protect character area residents against parking overflow from the Peachtree Corridor Overlay District.

Appropriate Land Uses - General

- Single-Family Residential
- Townhomes
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Neighborhood sidewalks with bike lanes
- Pocket neighborhoods

Along Major Corridors

- Neighborhood sidewalks with grassy strip or narrow paved strip and lighting

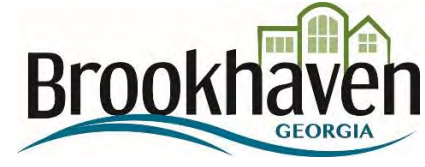
- Protected bike lanes
- Neighborhood sidewalk with bike lanes
- Bike racks, street furniture

In Transition Areas

- Neighborhood sidewalks with bike lanes
- Multi-use urban trail

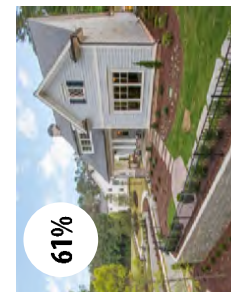
Notes:

N/A



Osborne
RESIDENTIAL HOUSING PREFERENCES

Interior of Character Area



61%

Single Family Detached, Compact Scale



61%

Single Family Detached, Mid-size Scale



63%

Single Family Detached, Estate Scale



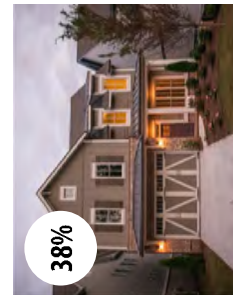
42%

Single Family Detached, Wide Setback



62%

Single Family Detached, Medium Setback



38%

Single Family Detached, Narrow Setback

Not Appropriate Anywhere



47%

Single Family Attached, Townhomes



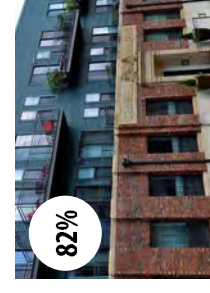
48%

Single Family Attached, Duplex



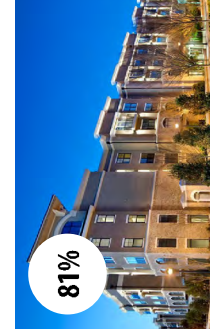
61%

Single Family Attached, Live/Work



82%

Multi-Family, Adaptive Re-Use/Loft



81%

Multi-Family, Apartments



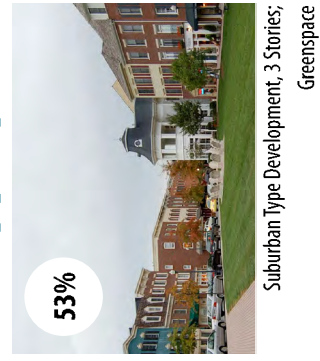
65%

Multi-Family, Mixed Use



Osborne NEIGHBORHOOD COMMERCIAL PREFERENCES

Not Appropriate Anywhere



Suburban Type Development, 3 Stories; Greenspace



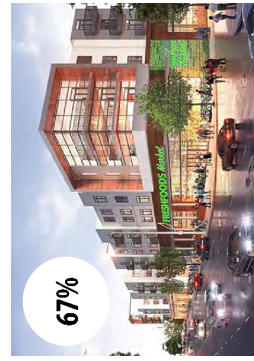
Suburban Type Development, 4 Stories



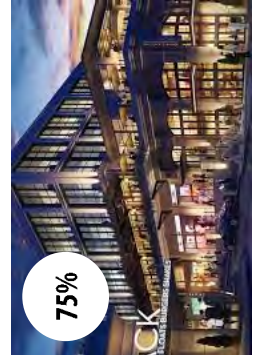
Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use Residential/Retail



Urban Type Development, Mixed-Used Residential/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential/Retail



Neighborhood Scale, Mixed-Use Residential/Retail/Office

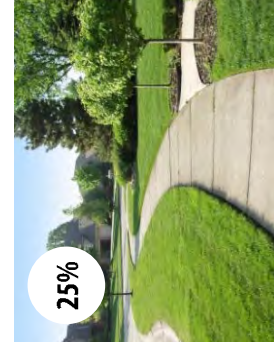


Neighborhood Scale Retail

Osborne BICYCLE & PEDESTRIAN PREFERENCES



Interior of Character Area



Neighborhood Street



Wide Grassy Strip, Lighting

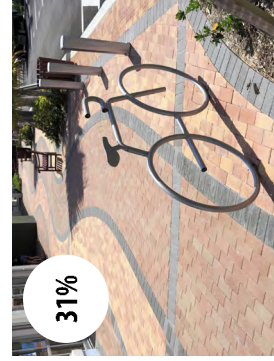


Narrow Paved Strip, Lighting

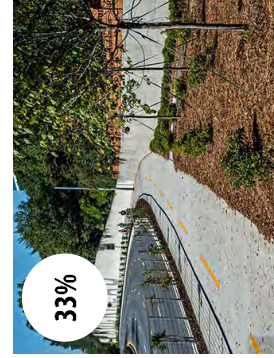


Bike Racks, Street Furniture

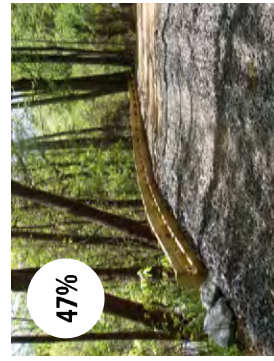
Not Appropriate Anywhere



Bike Racks, Street Furniture



Multi-Use Urban Trail



Multi-Use Gravel Trail

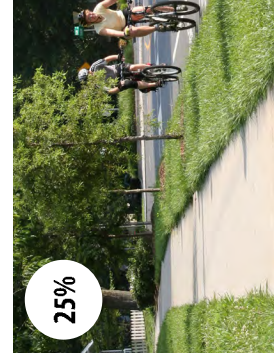


Multi-use Asphalt/Concrete Trail

Along Major Corridors



Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Neighborhood Sidewalk/Bike Lane

Transition Areas



Multi-Use Urban Trail



Osborne ALTERNATIVE DEVELOPMENT PREFERENCES

Interior of Character Area



Pocket Neighborhoods

Not Appropriate Anywhere



Co-Working Space



Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



Tiny House



Accessory Dwelling Units



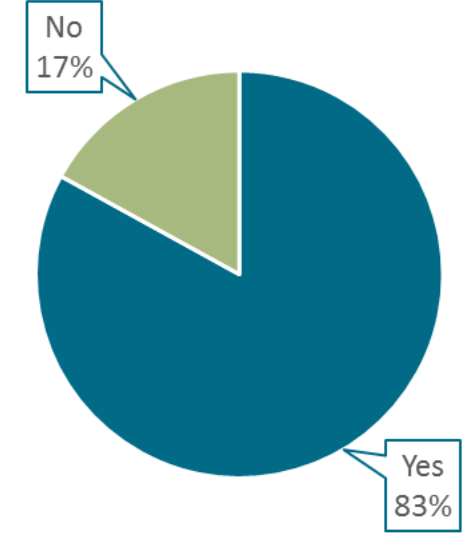
Mixed Income w/Detached or Attached Housing



Osborne SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

- Infill homes are too close to the street (22%)
- Infill homes are too close to other homes (20%)
- Infill homes cover too much of the lot (20%)
- Infill homes are out of scale with existing homes (20%)

Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (24%)
- Alter the zoning code to increase front, rear, and/or side setbacks (24%)
- Alter the zoning code to reduce height maximums (21%)



LYNWOOD PARK

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.

Comprehensive Plan Strategies

- Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.
- Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Update the zoning code to provide for infill compatibility.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations:
 - Rezone favorably to allow additional retail and restaurant uses
 - Relax setbacks to match existing conditions
 - Reduce parking requirements per zoning to minimum restaurant needs
 - Consider resident-only parking zone along adjacent streets
- Allow subdivision of larger lots with minimum lot size of R 50.
- Explore options to improve mobility along Windsor Parkway, ex. traffic calming; flow improvement; sidewalks and/or bicycle lanes.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units; pocket neighborhoods; and mixed-income neighborhoods with attached and detached housing types.
- Explore potential of “Morrison Farms” property as active and passive recreation and/or townhomes or cluster homes residential development.



Appropriate Land Uses - General

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets
- Multi-use urban, gravel and asphalt/concrete trails
- Accessory dwelling units
- Pocket neighborhoods

Along Major Corridors

- Neighborhood scale retail
- Single-family attached, live/work
- Protected bike lanes
- Bike racks and street furniture
- Neighborhood sidewalks with bike lanes
- Wide grassy strip with lighting

In Transition Areas

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family, detached homes
- Neighborhood scale retail
- Sidewalks with paved strip & lighting
- Bike racks & street furniture
- Neighborhood sidewalks with bike lanes
- Multi-use urban trail
- Pocket Neighborhoods
- Mixed income detached/attached housing options

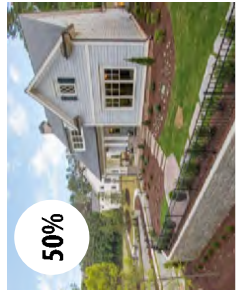
Notes:

N/A

Lynwood Park

RESIDENTIAL HOUSING PREFERENCES

Interior of Character Area



50%

Single Family Detached, Compact Scale



42%

Single Family Detached, Mid-size Scale



38%

Single Family Detached, Estate Scale



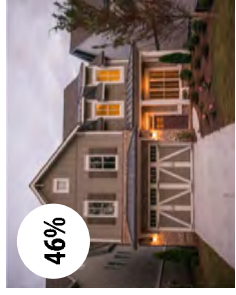
29%

Single Family Detached, Wide Setback



50%

Single Family Detached, Medium Setback



46%

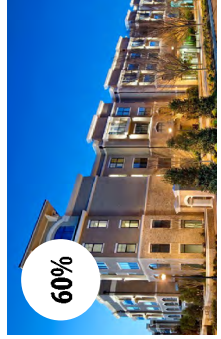
Single Family Detached, Narrow Setback

Not Appropriate Anywhere



50%

Multi-Family, Adaptive Re-Use/Loft



60%

Multi-Family, Apartments



50%

Multi-Family, Mixed-Use



Along Major Corridors



33%

Single Family Attached, Live/Work

Transition Areas



38%

Single Family Attached, Townhomes



38%

Single Family Attached, Duplex

Another Place



33%

Single Family Attached, Live/Work

Lynwood Park

NEIGHBORHOOD COMMERCIAL PREFERENCES

Along Major Corridors



40%

Neighborhood Scale Retail

Transition Areas



40%

Neighborhood Scale Retail

Not Appropriate Anywhere



40%

Suburban Type Development, 3 Stories; Greenspace



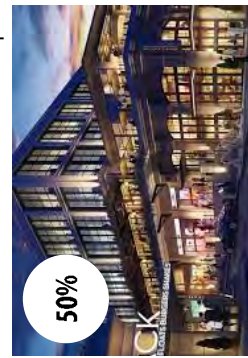
60%

Suburban Type Development, 4 Stories



60%

Suburban Type Development, 6 Stories



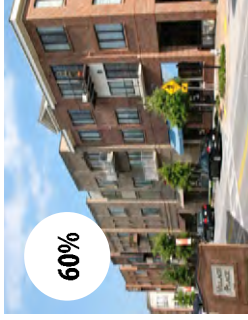
50%

Urban Type Development, Mixed-Use Retail/Office



60%

Neighborhood Scale, Mixed-Use Residential / Retail



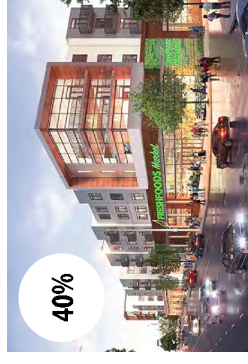
60%

Neighborhood Scale, Mixed-Use Residential/Retail/Office



60%

Urban Type Development, Mixed-Use Residential/Retail



40%

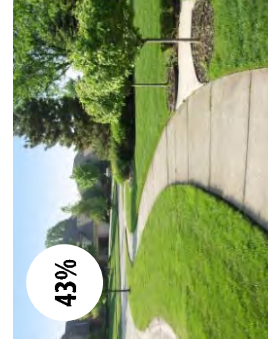
Urban Type Development, Mixed-Used Residential/Office





Lynwood Park BICYCLE & PEDESTRIAN PREFERENCES

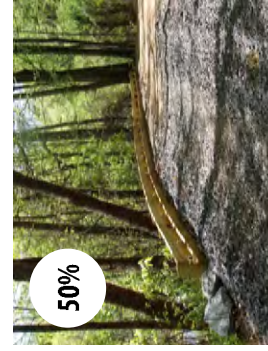
Interior of Character Area



Neighborhood Street



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail

Along Major Corridors



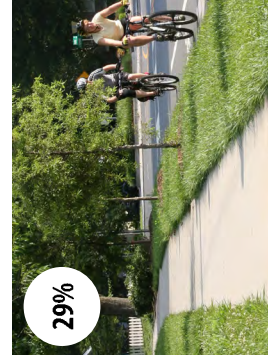
Wide Grassy Strip, Lighting



Bike Racks, Street Furniture

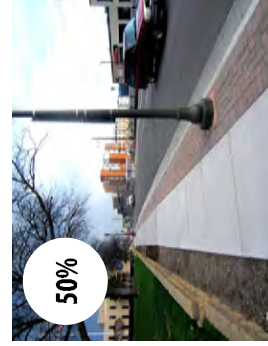


Protected Bike Lane



Neighborhood Sidewalk/Bike Lane

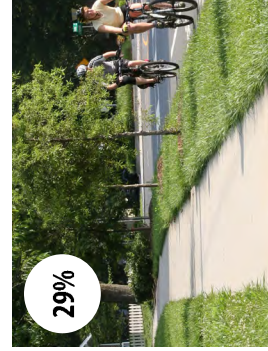
Transition Areas



Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail

**Not Appropriate
Anywhere**

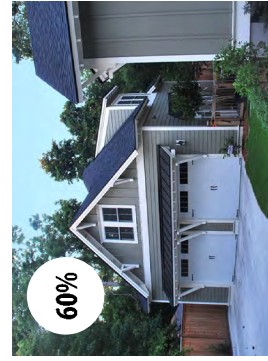


Protected Bike Lane

Lynwood Park ALTERNATIVE DEVELOPMENT PREFERENCES



Interior of Character Area



Accessory Dwelling Units



Pocket Neighborhoods

Transition Areas



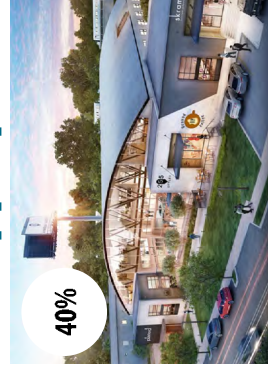
Pocket Neighborhoods



Mixed Income w/ Detached or Attached Housing



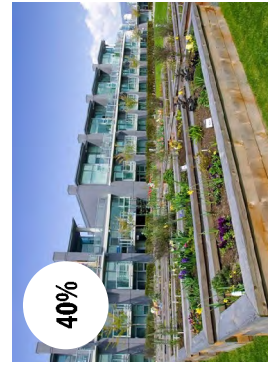
Not Appropriate Anywhere



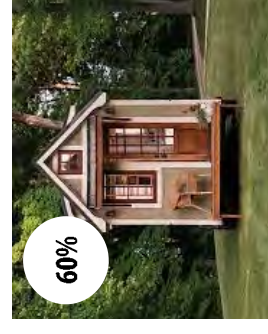
Co-Working Space



Retail/Artist Loft



Mixed-Use Residential w/ Shared Garden



Tiny House



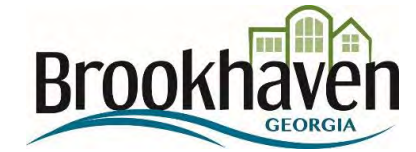
Mixed Income w/ Detached or Attached Housing



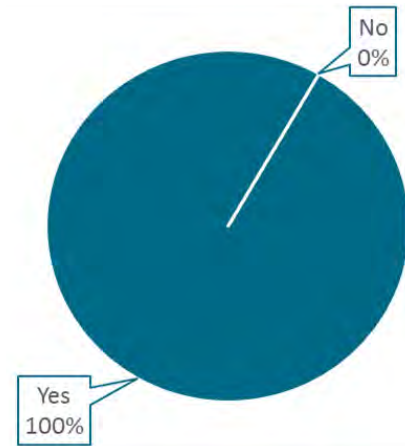
Mixed Income w/ Detached or Attached Housing

Lynwood Park

SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

- Infill styles do not match or blend with existing styles (27%)
- Infill homes are too close to other homes (18%)
- Infill homes cover too much of the lot (18%)
- I don't have any concerns with the infill (18%)

Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (33%)
- Alter the zoning code to reduce lot coverage maximums (22%)
- Alter the zoning code to increase front, rear, and/or side setbacks (22%)

BRIARWOOD PARK

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.

Comprehensive Plan Strategies

- Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
- Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
- Ensure that new developments provide connectivity to Buford Highway activity center area.
- Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Preserve the residential character of the character area.
- Explore relocating utilities underground.

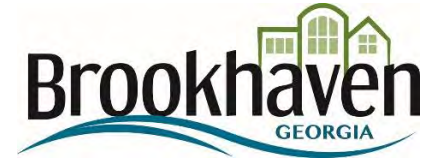
Appropriate Land Uses - General

- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Parks and Recreation
- Institutional

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family attached housing options such as townhomes and duplexes
- Single-family detached homes
- Sidewalks on neighborhood streets with bike lanes
- Multi-use asphalt/concrete trails
- Narrow homes on narrow lots
- Tiny houses
- Accessory dwelling units



- Pocket neighborhoods

Major Corridors:

- Multi-Family Apartments
- Wide grassy strip, narrow paved strip lighting
- Bike racks, furniture
- Protected bike lanes
- Co-Working space
- Retail artists' lofts

In Transition Areas

- Single-family attached townhomes; duplexes; live/work housing
- Mixed use residential w/shared garden
- Mixed income with detached and attached housing

Notes:

N/A

**Briarwood Park
RESIDENTIAL HOUSING PREFERENCES**



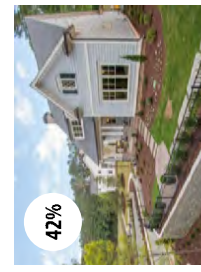
Interior of Character Area



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Detached, Compact Scale



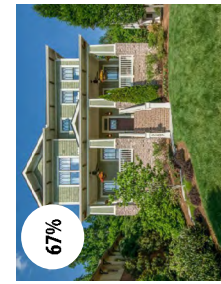
Single Family Detached, Mid-size Scale



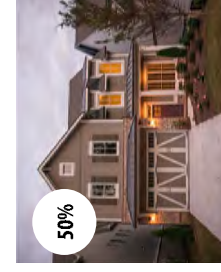
Single Family Detached, Estate Scale



Single Family Detached, Wide Setback



Single Family Detached, Medium Setback



Single Family Detached, Narrow Setback

Transition Areas



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Attached, Live/Work

Along Major Corridors



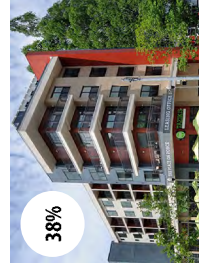
Multi-Family, Apartments

Not Appropriate Anywhere



Multi-Family, Adaptive Re-Use/Loft

Another Place

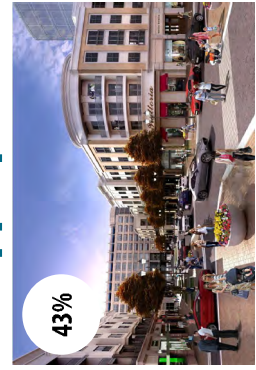


Multi-Family, Mixed-Use



Briarwood Park NEIGHBORHOOD COMMERCIAL PREFERENCES

Not Appropriate Anywhere



Suburban Type Development, 4 Stories



Suburban Type Development, 6 Stories



Neighborhood Scale, Mixed-Use Residential / Retail

Another Place



Suburban Type Development, 3 Stories; Greenspace



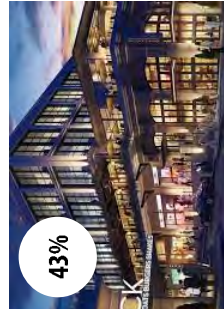
Suburban Type Development, 4 Stories



Urban Type Development, Mixed-Use Residential/Retail



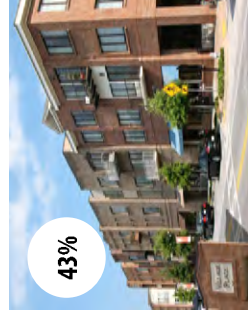
Urban Type Development, Mixed-Use Residential/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential / Retail



Neighborhood Scale, Mixed-Use Residential/Retail/Office

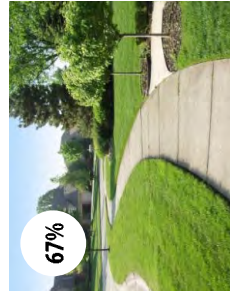


Neighborhood Scale Retail

Briarwood Park BICYCLE & PEDESTRIAN PREFERENCES



Interior of Character Area



Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-use Asphalt/Concrete Trail

Along Major Corridors



Wide Grassy Strip, Lighting



Narrow Paved Strip, Lighting



Bike Racks, Street Furniture

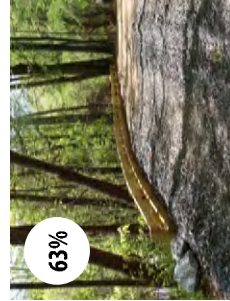


Protected Bike Lane

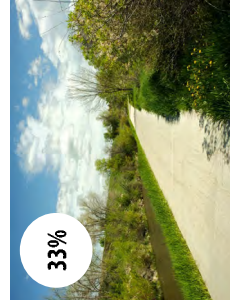
Another Place



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail



Briarwood Park ALTERNATIVE DEVELOPMENT PREFERENCES

Interior of Character Area

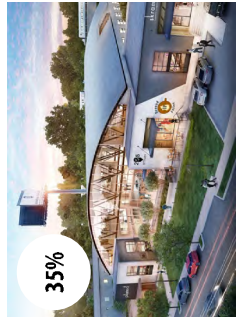


Accessory Dwelling Units



Pocket Neighborhoods

Along Major Corridors



Co-Working Space



Retail/Artist Loft

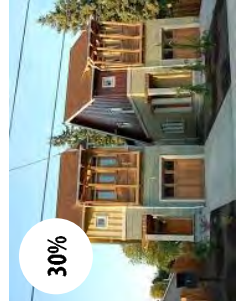
Transition Areas



Retail/Artist Loft



Mixed-Use Residential w/Shared Garden

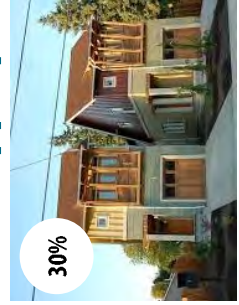


Narrow House/Narrow Lot

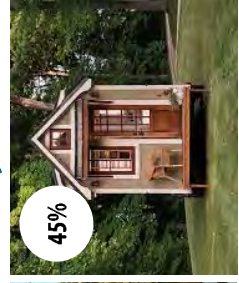
Not Appropriate Anywhere



Mixed Income w/Detached or Attached Housing



Narrow House/Narrow Lot

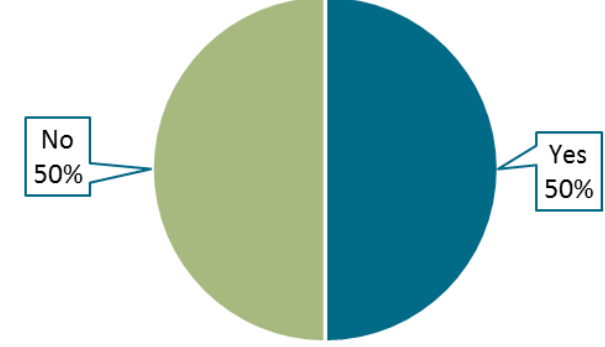


Tiny House

Briarwood Park SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?

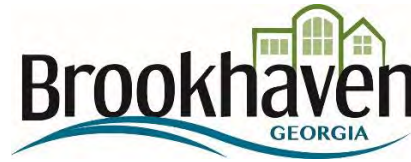


Top 3 Infill Concerns

- Infill homes do not blend or match with existing styles (19%)
- Infill homes are too close to other homes (16%)
- Infill homes cover too much of the lot (16%)
- Infill homes are too close to the street (16%)
- Infill homes are out of scale with existing homes (16%)

Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (30%)
- Alter the zoning code to increase front, rear, and/or side setbacks (22%)
- Alter the zoning code to reduce lot coverage maximums (17%)
- Alter the zoning code to reduce height maximums (17%)



BROOKHAVEN HEIGHTS – BROOKHAVEN FIELDS

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.

Comprehensive Plan Strategies

- Provide appropriate buffers between proposed Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.
- Conduct neighborhood specific surveys regarding infill development within Brookhaven Fields and Brookhaven Heights to assess if infill regulations need to be changed in these areas
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Implement improvements to Clack's Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.
- Update the zoning code to provide for infill compatibility.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Buffers between the Peachtree Corridor Overlay District and single family neighborhoods should provide appropriate and gradual height and density transitions.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Explore opportunities to protect character area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.
- Revisit and refine the Peachtree Corridor Overlay District.

Appropriate Land Uses - General

- Single-Family Residential
- Townhomes
- Institutional
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods



Along Major Corridors

- Wide grassy strip with light, narrow paved
- Multi use urban trail
- Bike racks
- Protected bike lanes

In Transition Areas

- Single-family attached townhomes
- Single-family attached duplex
- Single-family attached live/work units
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Multi-use asphalt/concrete trails
- Retail/artist lofts
- Mixed-use residential with shared gardens
- Single-family detached (narrow structure on narrow lot)
- Mixed income detached or attached housing options

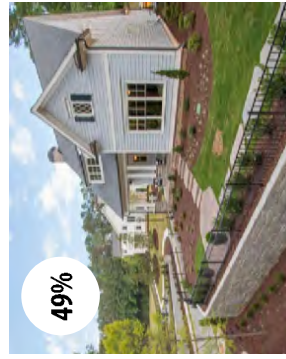
Notes:

N/A

Brookhaven Heights-Brookhaven Fields RESIDENTIAL HOUSING PREFERENCES



Interior of Character Area



49%

Single Family Detached, Compact Scale



68%

Single Family Detached, Mid-size Scale



48%

Single Family Detached, Estate Scale



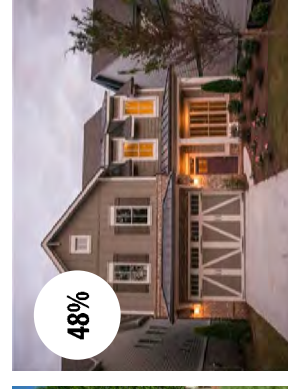
66%

Single Family Detached, Wide Setback



60%

Single Family Detached, Medium Setback



48%

Single Family Detached, Narrow Setback

Transition Areas



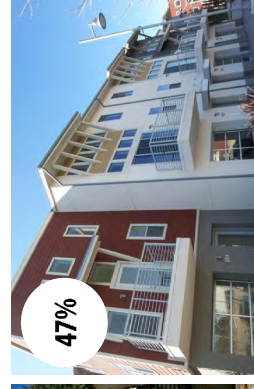
55%

Single Family Attached, Townhomes



47%

Single Family Attached, Duplex



47%

Single Family Attached, Live/Work

Along Major Corridors



35%

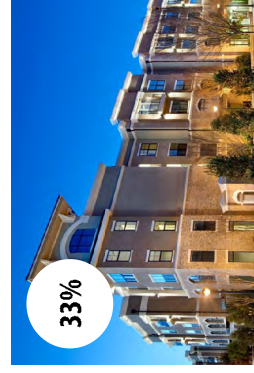
Multi-Family, Mixed-Use

Not Appropriate Anywhere



37%

Multi-Family, Adaptive Re-Use/Loft



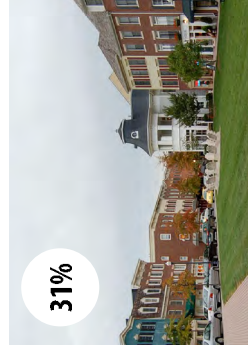
33%

Multi-Family, Apartments

Brookhaven Heights-Brookhaven Fields NEIGHBORHOOD COMMERCIAL PREFERENCES



Along Major Corridors



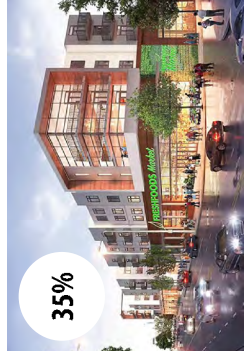
31%

Suburban Type Development, 3 Stories; Greenspace



35%

Urban Type Development, Mixed-Use Residential/Retail



35%

Urban Type Development, Mixed-Use Residential/Office



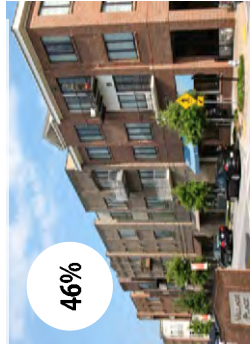
35%

Urban Type Development, Mixed-Use Retail/Office



40%

Neighborhood Scale, Mixed-Use Residential/Retail



46%

Neighborhood Scale, Mixed-Use Residential/Office

Transition Areas



31%

Suburban Type Development, 3 Stories; Greenspace

Not Appropriate Anywhere



50%

Suburban Type Development, 6 Stories

Another Place



40%

Suburban Type Development, 4 Stories



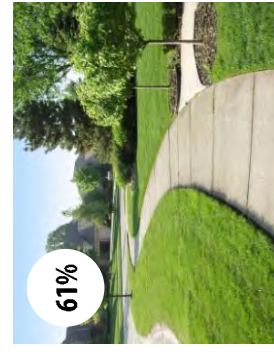
41%

Neighborhood Scale Retail



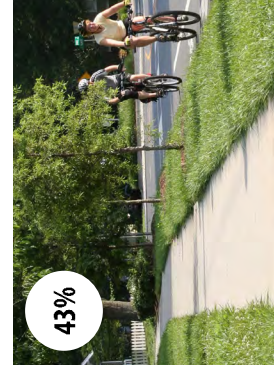
Brookhaven Heights-Brookhaven Fields BICYCLE & PEDESTRIAN PREFERENCES

Interior of Character Area



61%

Neighborhood Street



43%

Neighborhood Sidewalk/Bike Lane

Along Major Corridors



51%

Wide Grassy Strip, Lighting



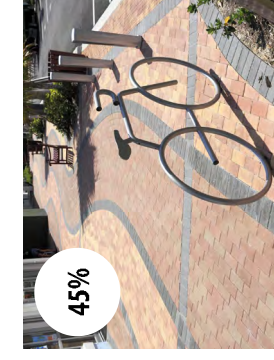
39%

Narrow Paved Strip, Lighting



27%

Multi-Use Gravel Trail



45%

Bike Racks, Street Furniture



47%

Protected Bike Lane

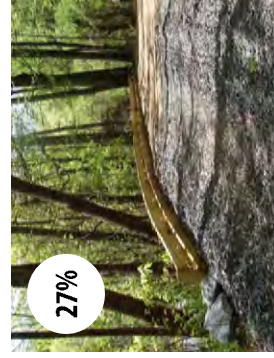
Not Appropriate Anywhere

Another Place



33%

Multi-use Asphalt/Concrete Trail



27%

Multi-Use Gravel Trail



27%

Multi-Use Gravel Trail



32%

Multi-Use Urban Trail

Brookhaven Heights-Brookhaven Fields ALTERNATIVE DEVELOPMENT PREFERENCES



Interior of Character Area



48%

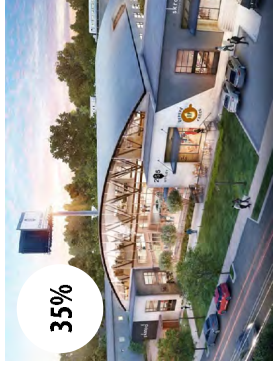
Accessory Dwelling Units



48%

Pocket Neighborhoods

Along Major Corridors



35%

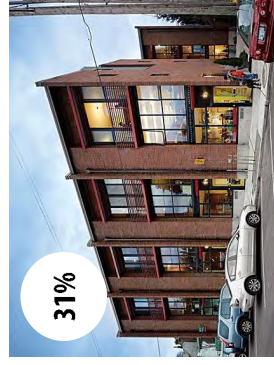
Co-Working Space



38%

Retail/Artist Loft

Transition Areas



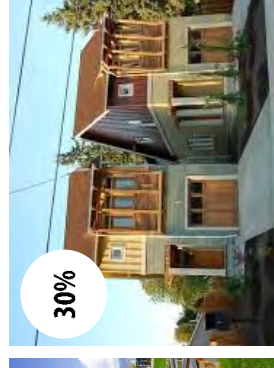
31%

Retail/Artist Loft



27%

Mixed-Use Residential w/Shared Garden



30%

Narrow House/Narrow Lot



50%

Mixed Income w/Detached or Attached Housing



30%

Narrow House/Narrow Lot



30%

Narrow House/Narrow Lot

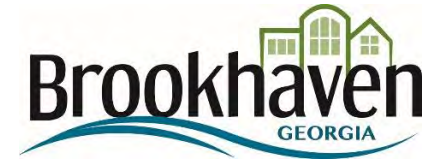


45%

Tiny House

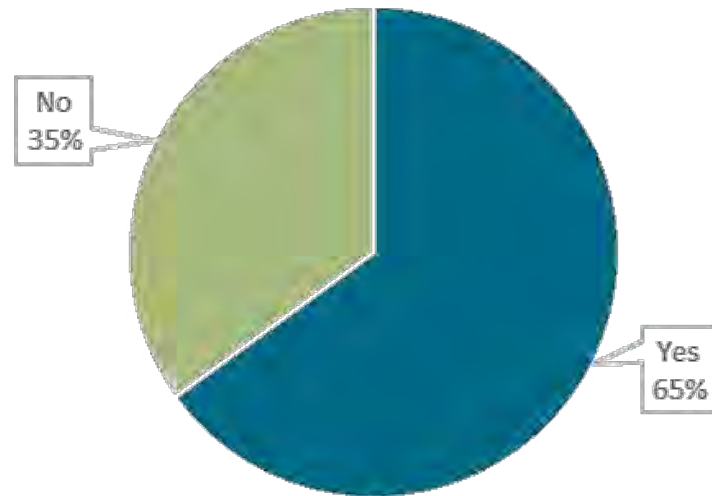
Not Appropriate Anywhere

Brookhaven Heights- Brookhaven Fields



SINGLE FAMILY INFILL QUESTIONNAIRE

Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

- Infill homes cover too much of the lot (20%)
- Infill homes are out of scale with existing homes (17%)
- Infill homes are too close to other homes (17%)

Top 3 Potential Solutions

- Alter the zoning code to increase front, rear, and/or side setbacks (19%)
- Alter the zoning code to reduce lot coverage maximums (18%)
- Alter the zoning code to reduce height maximums (17%)

LENOX PARK

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.

Comprehensive Plan Strategies

- 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.
- Develop a new more user friendly mixed-use zoning district to be applied in this area.
- Encourage neighborhood commercial and mixed-use development with a retail component within this area.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Encourage neighborhood commercial that promotes walking, not driving.
- Maintain the central walking trail and passive open spaces.
- Improve pedestrian accessibility and crosswalks.

Appropriate Land Uses - General

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Duplexes
- Neighborhood scale retail
- Mixed-Use residential/retail/office – 3 stories
- Sidewalks with grass or paved w/lighting
- Bike lanes, racks and street furniture
- Multi-use trails – urban, gravel and/or concrete

In Transition Areas

- Single-family attached townhomes
- Single-family attached live/work units

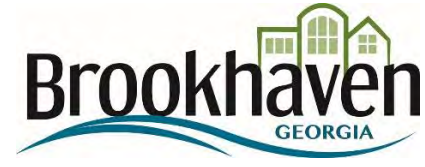
- Neighborhood sidewalks/bike lanes
- Co-working space

On Major Corridors

- Single-family attached townhomes
- Mixed-use residential/retail/office – 4 stories
- Neighborhood sidewalks/bike lanes
- Protected bike lanes
- Multi-use trail

Notes:

N/A



Lenox Park

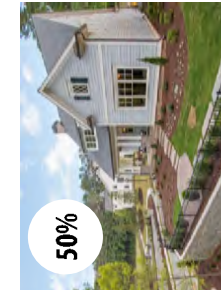
RESIDENTIAL HOUSING PREFERENCES



Interior of Character Area



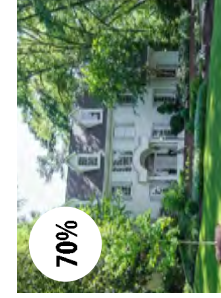
Single Family Attached, Duplex



Single Family Detached, Compact Scale



Single Family Detached, Mid-size Scale



Single Family Detached, Estate Scale



Single Family Detached, Wide Setback



Single Family Detached, Medium Setback



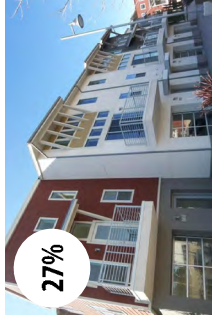
Single Family Detached, Narrow Setback

Along Major Corridors



Single Family Attached, Townhomes

Transition Areas



Single Family Attached, Live/Work



Multi-Family, Mixed-Use

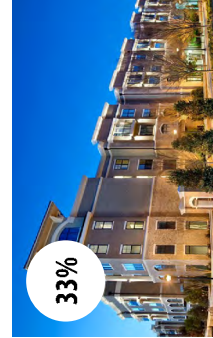
Not Appropriate Anywhere



Single Family Attached, Duplex



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Apartments

Another Place

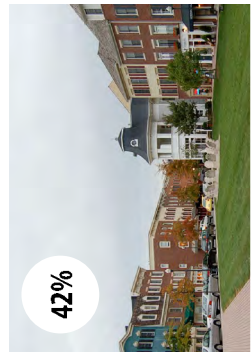


Single Family Attached, Live/Work



Lenox Park NEIGHBORHOOD COMMERCIAL PREFERENCES

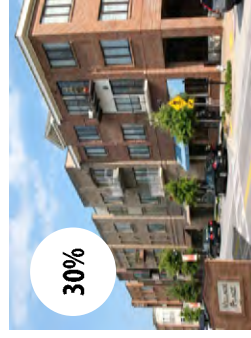
Interior of Character Area



Suburban Type Development, 3 Stories;
Greenspace



Urban Type Development, Mixed-Use Retail/
Office



Neighborhood Scale, Mixed-Use
Residential/Retail/Office



Neighborhood Scale Retail

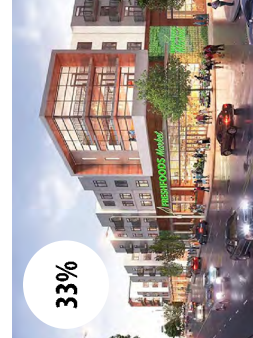
Along Major Corridors



Suburban Type Development, 4 Stories



Urban Type Development, Mixed-Use
Residential/Retail



Urban Type Development, Mixed-Used
Residential/Office



Urban Type Development, Mixed-Use Retail/
Office

Not Appropriate Anywhere



Suburban Type Development, 4 Stories



Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use
Residential/Retail



Neighborhood Scale, Mixed-Use
Residential /Retail



Neighborhood Scale, Mixed-Use
Residential/Retail/Office

Lenox Park BICYCLE & PEDESTRIAN PREFERENCES



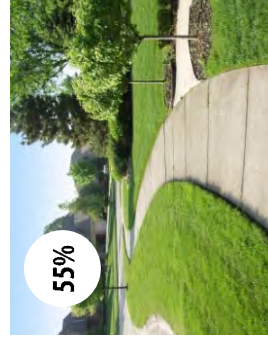
Interior of Character Area



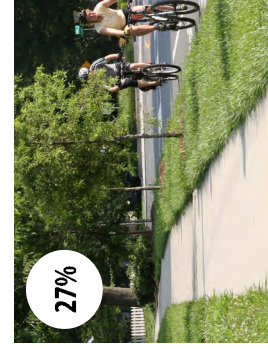
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail



Wide Grassy Strip, Lighting

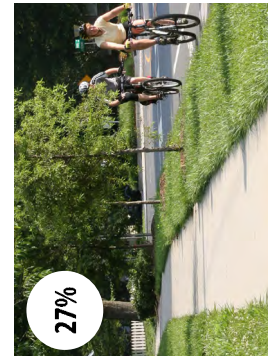


Multi-Use Gravel Trail

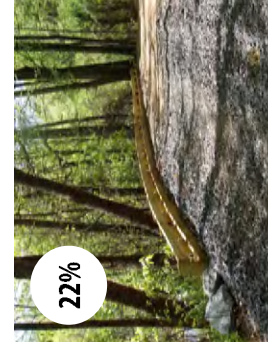
Along Major Corridors



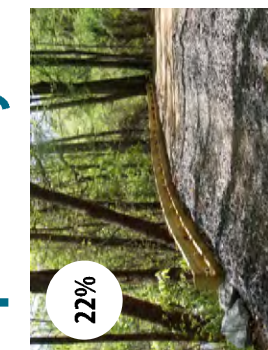
Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Multi-Use Gravel Trail



Multi-Use Gravel Trail

Not Appropriate Anywhere

Another Place



Lenox Park ALTERNATIVE DEVELOPMENT PREFERENCES

Not Appropriate Anywhere



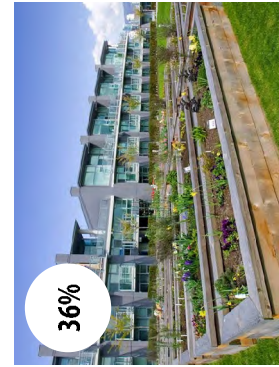
Co-Working Space

31%



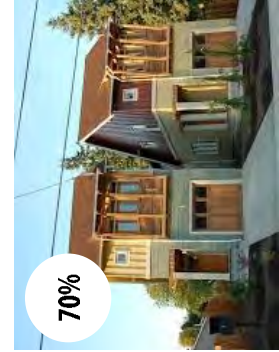
Retail/Artist Loft

36%



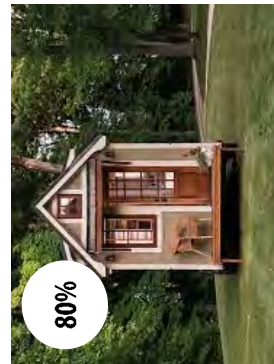
Mixed-Use Residential w/Shared Garden

36%



Narrow House/Narrow Lot

70%



Tiny House

80%



Accessory Dwelling Units

50%



Pocket Neighborhoods

42%



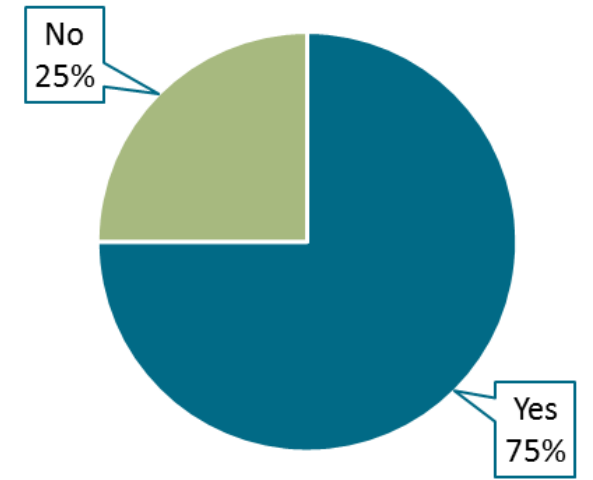
Mixed Income w/Detached or Attached Housing

45%

Lenox Park SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

- Infill homes are too close to other homes (23%)
- Infill homes are out of scale with existing homes (23%)
- Infill homes cover too much of the lot (13%)

Top 3 Potential Solutions

- Alter the zoning code to reduce lot coverage maximums (29%)
- Develop single family design guidelines to apply to all new construction (29%)
- Alter the zoning code to reduce height maximums (21%)



HISTORIC BROOKHAVEN

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.

Comprehensive Plan Strategies

- Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 Sq. Ft. or roughly 1/3 of an acre) to ensure the large lot residential character is retained in the character area described above.
- 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.
- As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.
- Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.
- The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Improve convenience and safety for bicycles and pedestrians.
- Improve connectivity to Brookhaven Park.
- Improve pedestrian connectivity to Town Brookhaven.
- Establish comfortable walking connections to adjacent neighborhood commercial.
- Consider connecting discontinuous sidewalks.
- Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.
- Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.

Appropriate Land Uses – General

- Single-Family Residential
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Sidewalks along neighborhood streets with wide grassy strip, lighting
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Accessory dwelling units

Along Major Corridors

- Single-family attached
- Multi-family, apartments

Transition Areas

- Single-family detached homes
- Neighborhood scale mixed-use
- Neighborhood scale retail
- Pocket neighborhoods

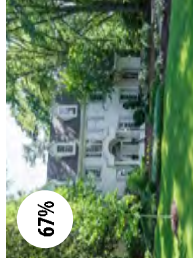
Notes:

N/A

Historic Brookhaven RESIDENTIAL HOUSING PREFERENCES



Interior of Character Area



Single Family Detached, Estate Scale

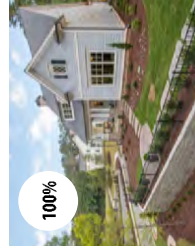


Single Family Detached, Wide Setback



Single Family Detached, Medium Setback

Transition Areas



Single Family Detached, Compact Scale

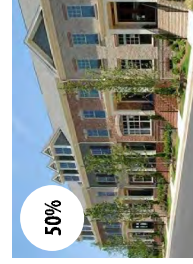


Single Family Detached, Mid-size Scale



Single Family Detached, Medium Setback

Another Place



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Attached, Live/Work



Single Family Detached, Medium Setback

Along Major Corridors

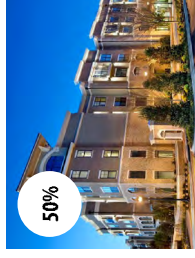


Single Family Attached, Townhomes



Multi-Family, Apartments

Not Appropriate Anywhere



Multi-Family, Apartments



Multi-Family, Adaptive Re-Use/Loft

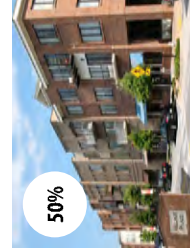


Multi-Family, Mixed-Use

Historic Brookhaven NEIGHBORHOOD COMMERCIAL PREFERENCES



Transition Areas

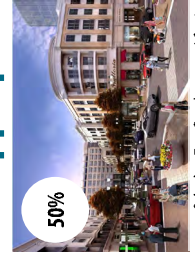


Neighborhood Scale, Mixed-Use Residential/Retail/Office



Neighborhood Scale Retail

Not Appropriate Anywhere



Suburban Type Development, 4 Stories

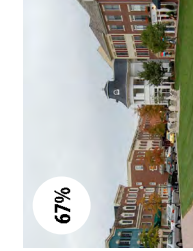


Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use

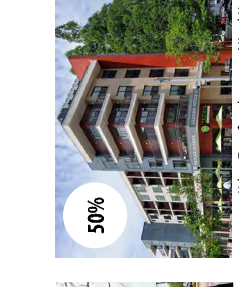
Another Place



Suburban Type Development, 3 Stories; Greenspace



Suburban Type Development, 4 Stories



Urban Type Development, Mixed-Use



Urban Type Development, Mixed-Use Retail/Office



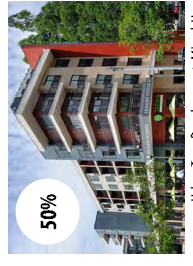
Neighborhood Scale, Mixed-Use Residential/Retail



Neighborhood Scale, Mixed-Use Residential/Retail/Office



Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use Residential/Retail



Urban Type Development, Mixed-Use Retail/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential/Retail

Historic Brookhaven PEDESTRIAN & BICYCLE PREFERENCES



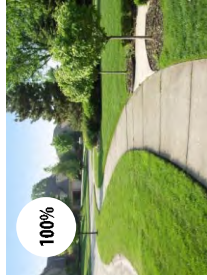
Interior of Character Area



Wide Grassy Strip, Lighting



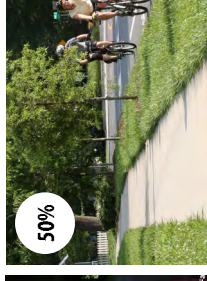
Bike Racks, Street Furniture



Neighborhood Street



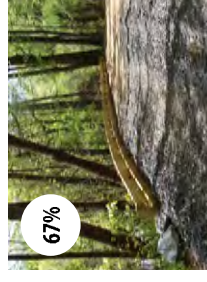
Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-Use Asphalt/Concrete Trail

Not Appropriate Anywhere



Wide Grassy Strip, Lighting



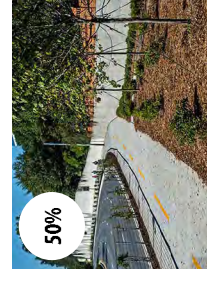
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture

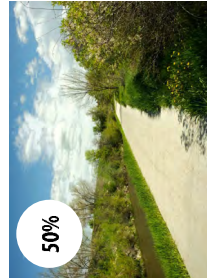


Protected Bike Lane



Multi-Use Urban Trail

Another Place



Multi-Use Asphalt/Concrete Trail

Historic Brookhaven ALTERNATIVE DEVELOPMENT OPTIONS



Interior of Character Area

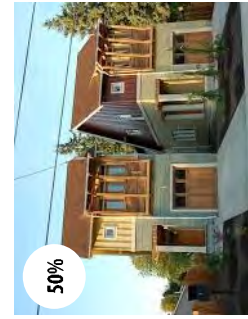


Accessory Dwelling Units

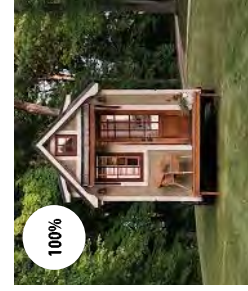


Pocket Neighborhoods

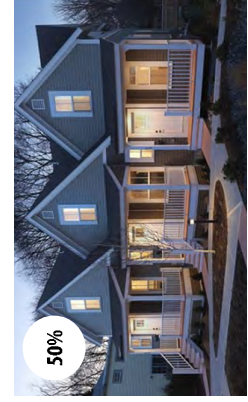
Not Appropriate Anywhere



Narrow House/Narrow Lot

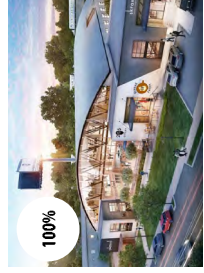


Tiny House



Mixed Income w/ Detached or Attached Housing

Another Place



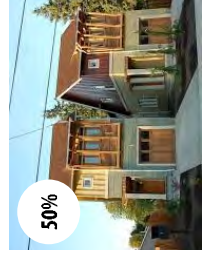
Co-Working Space



Retail/Artist Loft



Mixed-Use Residential w/ Shared Garden



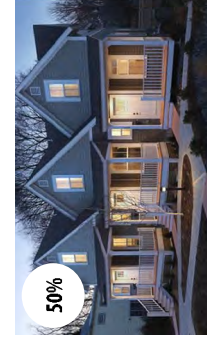
Narrow House/Narrow Lot



Accessory Dwelling Units



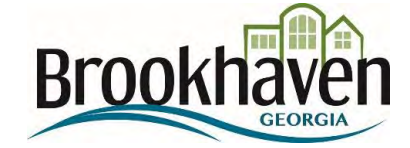
Pocket Neighborhoods



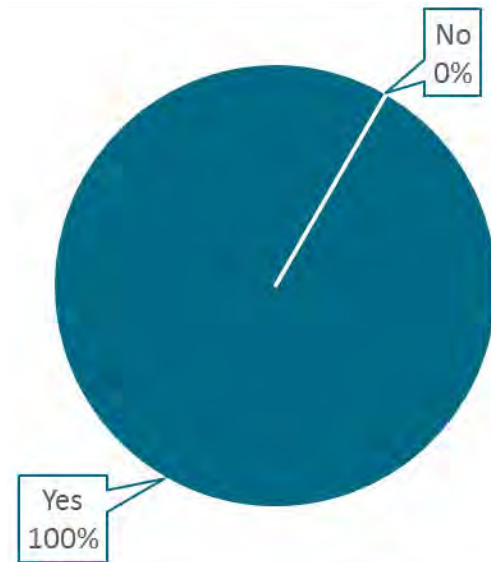
Mixed Income w/ Detached or Attached Housing

Historic Brookhaven

SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



Top 3 Infill Concerns

- Infill homes are too close to other homes (33%)
- Infill homes are too close to the street (33%)
- Infill homes cover too much of the lot (33%)

Top 3 Potential Solutions

- Alter the zoning code to reduce lot coverage maximums (33%)
- Alter the zoning code to reduce height maximums (17%)
- Alter the zoning code to increase front, rear, and/or side setbacks (17%)
- Develop single family design guidelines to apply to all new construction (17%)

ASHFORD PARK - DREW VALLEY

The vision for the Ashford Park-Drew Valley area is for the existing residential form of the single-family 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.

Comprehensive Plan Strategies

- 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, per the recommendations of the 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.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single family neighborhoods.
- 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 through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods in appropriate locations.*
- 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 Ave. east to the intersection of Clairmont Road and Dresden Drive.
- Establish separate guidelines to differentiate passive greenspace and developed park areas.

* Opinions were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes.

Appropriate Land Uses – General

- Single-Family Residential
- Neighborhood Commercial

- Institutional
- Parks and Recreation



Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Sidewalks, bike lanes along neighborhood streets
- Multi-use gravel trails
- Accessory dwelling units*
- Pocket neighborhoods*

In 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

On Major Corridors such as Clairmont Road

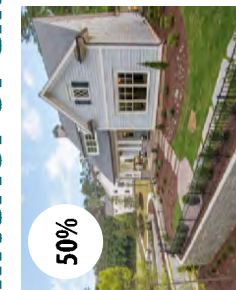
- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached live/work units
- Multi-family adaptive reuse lofts
- Mixed-use neighborhood scale residential/retail
- Neighborhood scale retail
- Co-working space

Notes:

Opinions were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes. Survey indicated support for these land use types, but attendees of Charrette II voiced opposition. Recommend revisiting accessory dwelling units, pocket neighborhoods, compact homes, and duplexes in Zoning Update, as well as future Comp Plan updates.

Ashford Park - Drew Valley
RESIDENTIAL HOUSING PREFERENCES

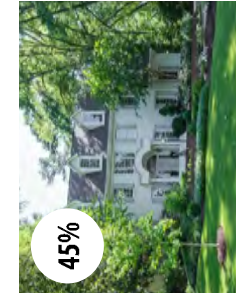
Interior of Character Area



Single Family Detached, Compact Scale



Single Family Detached, Mid-size Scale



Single Family Detached, Estate Scale



Single Family Detached, Wide Setback



Single Family Detached, Medium Setback



Single Family Detached, Narrow Setback

Along Major Corridors



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft

Transition Areas



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Attached, Live/Work

Along Major Corridors



Single Family Attached, Townhomes



Single Family Attached, Duplex



Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft

Not Appropriate Anywhere



Multi-Family, Apartments

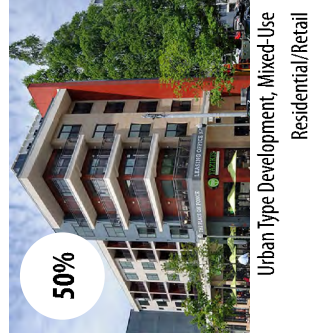


Multi-Family, Mixed-Use



Ashford Park - Drew Valley NEIGHBORHOOD COMMERCIAL PREFERENCES

Along Major Corridors



Not Appropriate Anywhere



Transition Areas



Ashford Park - Drew Valley BICYCLE & PEDESTRIAN PREFERENCES



Interior of Character Area



Along Major Corridors



Not Appropriate Anywhere





Ashford Park - Drew Valley ALTERNATIVE DEVELOPMENT PREFERENCES

Along Major Corridors



Co-Working Space



Pocket Neighborhoods



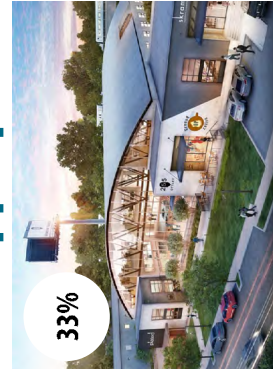
Accessory Dwelling Units

Transition Areas



Mixed Income w/Detached or Attached Housing

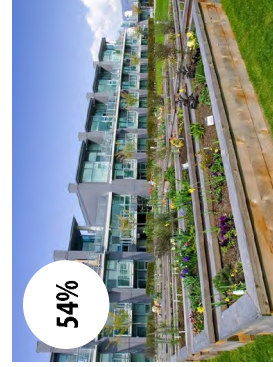
Not Appropriate Anywhere



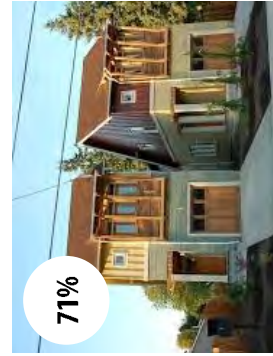
Co-Working Space



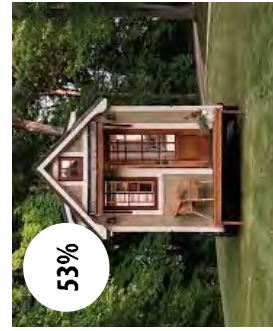
Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot

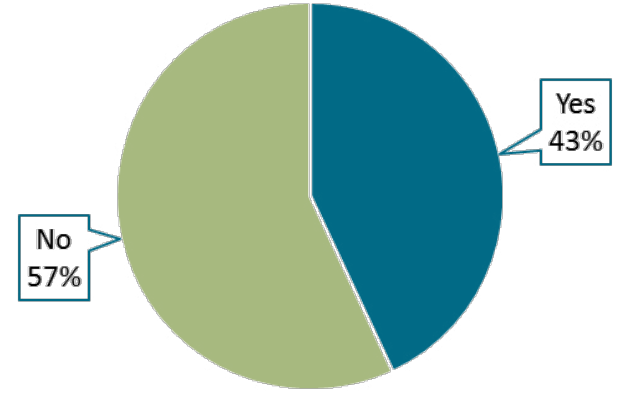


Tiny House

Ashford Park - Drew Valley SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



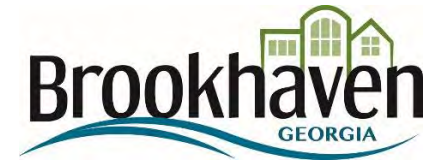
Top 3 Infill Concerns

- Infill homes are out of scale with existing homes (21%)
- Infill homes cover too much of the lot (18%)
- Infill homes are too close to the street (15%)

Top 3 Potential Solutions

- Alter the zoning code to reduce height maximums (27%)
- Alter the zoning code to reduce lot coverage maximums (23%)
- Other (15%)

- “Other” Responses Include:**
- Possibly relook at setbacks in place, but enforce total compliance with established setbacks.
 - Alter zoning to protect houses in the overlay district from commercial building.
 - Compatibility. No glorified HOA covenants for zoning code.
 - Save more trees.



BUFORD HIGHWAY

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 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, redevelopment and economic investment with the desire to preserve and maintain affordable housing options and cultural diversity within the City.

Comprehensive Plan Strategies

- Encourage the redevelopment of key parcels identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.
- Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
- Limit visual clutter in the corridor by implementing adequate sign regulations.
- Explore rebranding and marketing the corridor as an international culinary destination.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Conduct a needs assessment for affordable housing along with an inventory of current units detailing size, location, cost and condition.
- Set affordable housing goals and create policies and incentives for developers to meet these goals.
- 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 lots with narrow houses.
- Develop park space as both passive and active and look for opportunities to develop pocket parks.
- Encourage greenspace as part of new developments.
- Create neighborhood access points and connecting paths to the Peachtree Greenway.
- Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.
- As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.
- Encourage neighborhood commercial in transition areas.
- Encourage inter-parcel connectivity with new developments.
- Create buffer zones between commercial and residential areas.
- Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.
- Consider civic or cultural performing arts center to showcase local and regional talent and provide event space.

- Create more opportunities for children and youth through recreational and social programming.

Appropriate Land Uses – General

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Retail
- Institutional
- Industrial
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

Appropriate Land Uses – Specific

Interior of Character Area

- Single-family, detached homes
- Neighborhood sidewalks/bike lanes
- Multi-use trails – urban, gravel and/or concrete
- Accessory dwelling units
- Pocket neighborhoods
- Mixed income developments

In Transition Areas

- Single-family attached townhomes
- Duplexes
- Single-family attached live/work units
- Neighborhood scale mixed-use residential/retail
- Neighborhood scale retail
- Mixed use residential w/shared garden
- Accessory dwelling units
- Pocket neighborhoods
- Tiny Houses
- Narrow houses on narrow lots
- Mixed income developments

On Major Corridors

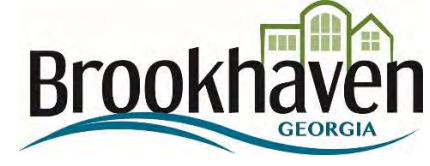
- Co-working space
- Retail/Artist lofts
- Mixed use residential w/shared garden
- Single-family attached live/work units
- Adaptive re-use/lofts
- Apartments
- Single-family attached townhomes
- Mixed-use residential/retail/office
- Protected bike lanes



- Bike racks and street furniture
- Multi-use trail – urban or concrete
- Sidewalks with grass or paved strip w/lighting
- Cultural/Performing Arts Center

Notes:

N/A

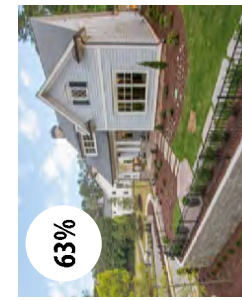


Buford Highway Corridor

RESIDENTIAL HOUSING PREFERENCES



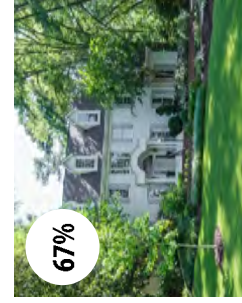
Interior of Character Area



Single Family Detached, Compact Scale



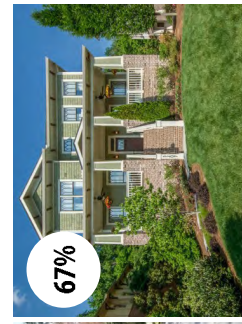
Single Family Detached, Mid-size Scale



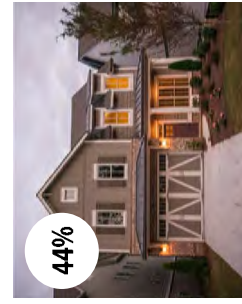
Single Family Detached, Estate Scale



Single Family Detached, Wide Setback



Single Family Detached, Medium Setback



Single Family Detached, Narrow Setback

Along Major Corridors



Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Apartments



Multi-Family, Mixed-Use

Transition Areas



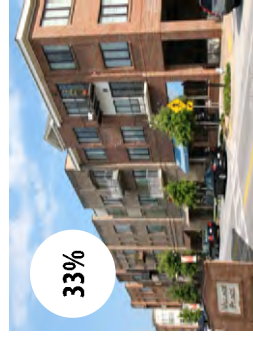
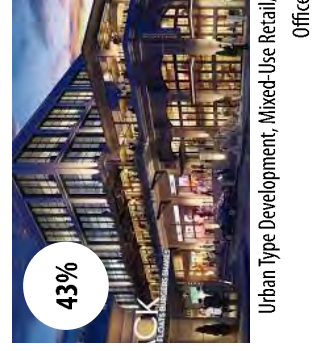
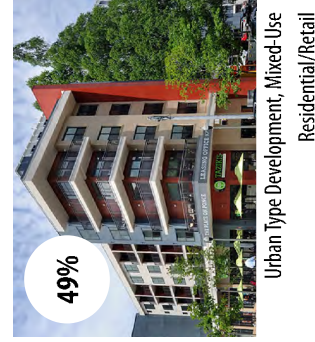
Single Family Attached, Townhomes



Single Family Attached, Duplex

Buford Highway Corridor NEIGHBORHOOD COMMERCIAL PREFERENCES

Along Major Corridors



Transition Areas

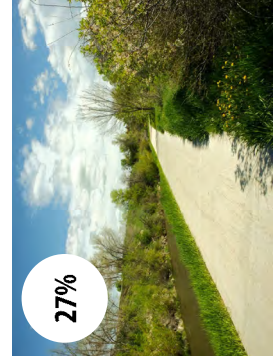
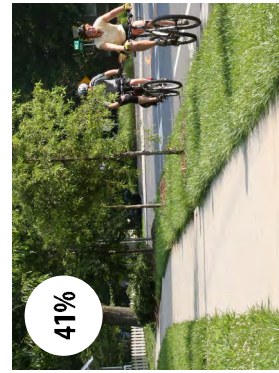
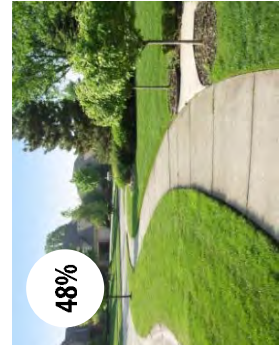


Not Appropriate Anywhere



Buford Highway Corridor BICYCLE & PEDESTRIAN PREFERENCES

Interior of Character Area



Along Major Corridors



Along Major Corridors



Co-Working Space



Retail/Artist Loft



Mixed-Use Residential w/Shared Garden

**Not Appropriate
Anywhere /
Another Place**



Tiny House

**Buford Highway Corridor
ALTERNATIVE DEVELOPMENT PREFERENCES**

Interior of Character Area



Pocket Neighborhoods

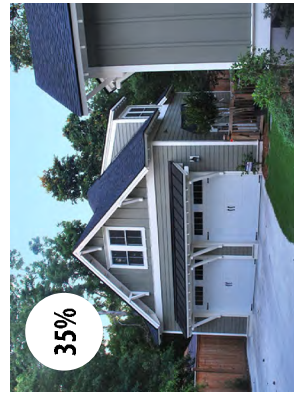


Accessory Dwelling Units

Transition Areas



Narrow House/Narrow Lot



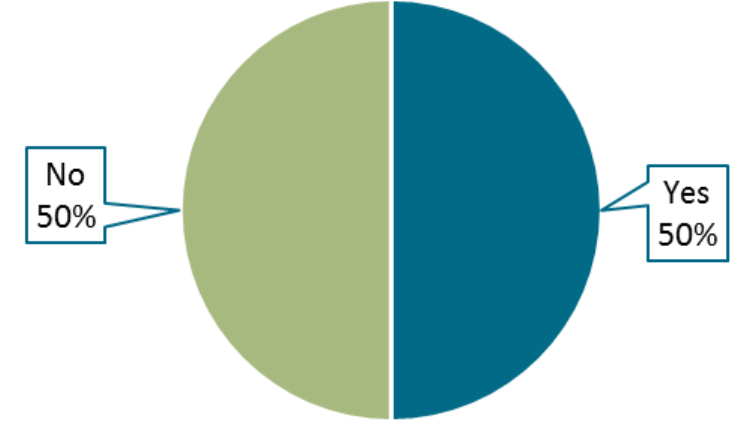
Accessory Dwelling Units



Mixed Income w/Detached or Attached Housing

**Buford Highway Corridor
SINGLE FAMILY INFILL QUESTIONNAIRE**

**Is the infill in your
character area
compatible with the
existing homes?**



Top 3 Infill Concerns

- Infill homes are out of scale with existing homes (23%)
- Infill homes cover too much of the lot (17%)
- Infill homes do not match or blend with existing styles (13%)

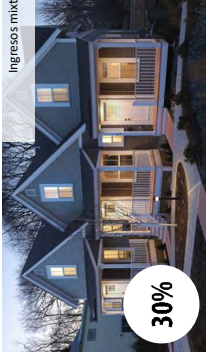
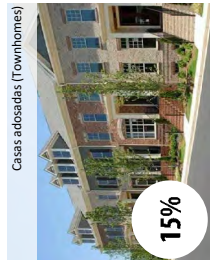
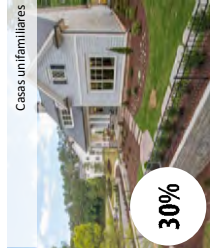
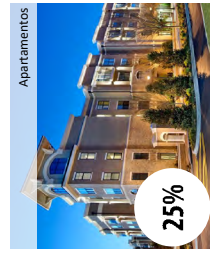
Top 3 Potential Solutions

- Encourage affordable housing options by allowing alternative types (22%)
- Develop single family design guidelines to apply to all new construction (20%)
- Alter the zoning code to reduce lot coverage maximums (18%)

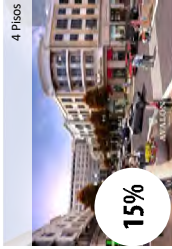
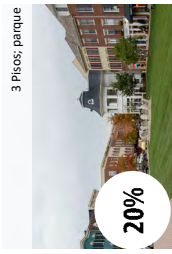


Buford Highway Corridor

Residential Housing Options



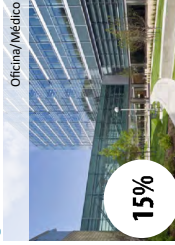
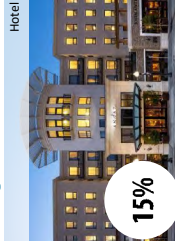
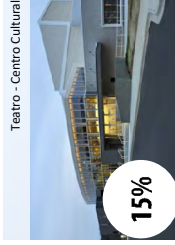
Neighborhood Commercial



Bicycle & Pedestrian Facilities



Other Development Types



Appendix F

Character Area Feedback Forms



The Lakes District

Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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 complements the 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.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Ensure that the proper zoning is in place to maintain the character of the single family residential neighborhoods with infill development.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this character area that have experienced significant infill.
- Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.
- Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.
- Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center character area.



The Lakes District

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Protect single-family neighborhoods from cut through traffic.
2. Limit the subdivision of lots that will result in increased density throughout neighborhoods.
3. Explore accessory dwelling units that are restricted for use by relatives (“in-law” suites).
4. Promote duplexes instead of townhouses for future multi-family housing alternatives.
5. Consider semi-cluster homes on 1/3-acre lots in Murphey Candler Park.
6. Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.
7. Establish comfortable walking connections to neighborhood commercial.
8. Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.
9. Improve convenience and safety for bicycles and pedestrians.
10. Explore alternative transit modes such as Brookhaven trolley or shuttle.
11. Update the zoning code to increase front, rear and/or side setbacks.
12. Update the zoning code to reduce height maximums.
13. Explore the feasibility of creating single family design guidelines to apply to all new construction.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):

The Lakes District



Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along major corridors impacting their Character Area.

Interior of Character Area

- Single-family, detached homes
- Multi-use gravel trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units
- Pocket neighborhoods

Along Major Corridors

- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Neighborhood scale retail
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use asphalt/concrete trails

Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

I do not agree with the following land uses:

Blackburn Park Neighborhood Center



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

1. Incorporate a series of safe pedestrian crossings along Johnson Ferry Road and Ashford Dunwoody Road to promote pedestrian connectivity.
2. Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
3. Develop a more user friendly mixed-use zoning district to be applied in this area.
4. Pursue opportunities to connect existing path network with new pedestrian connections.
5. Implement streetscaping standards that promote walkability along portions of Johnson Ferry Road and Ashford Dunwoody Road.
6. Expand and amend the Pedestrian Community (PC) zoning district in this area per the recommendations of the Ashford Dunwoody Master Active Living Plan.
7. Implement improvements to Blackburn Park per the recommendations of the Parks and Recreation Master Plan.

Blackburn Park Neighborhood Center



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Focus on redevelopment of existing commercial uses in the Blackburn Park character area before considering new construction
2. Address signage clutter and light pollution due to digital display signage.
3. Address light pollution issues/nuisance resulting from usage of Blackburn Park fields.
4. Increase the availability of passive recreational spaces.
5. Establish comfortable walking connections to neighborhood commercial.
6. Develop path to connect Blackburn Park and Murphey Candler Park.
7. Improve connection from Blackburn Park to the Cowart Family/Ashford-Dunwoody YMCA.
8. Improve convenience and safety for bicycles and pedestrians.
9. Update the zoning code to increase front, rear and/or side setbacks.
10. Update the zoning code to reduce lot coverage maximums.
11. Update the zoning code to reduce height maximums.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):

Blackburn Park Neighborhood Center



Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Mixed-Use
- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along major corridors impacting their Character Area.

Interior of Character Area

- Single-family, detached homes
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units

Along Major Corridors

- Single-family attached
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Neighborhood scale retail
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use urban trails

Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

I do not agree with the following land uses:

Lynwood Park

Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area and along transition areas that are adjacent to other Character Areas.

Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets
- Multi-use urban, gravel and asphalt/concrete trails
- Accessory dwelling units
- Pocket neighborhoods

In Transition Areas

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family, detached homes
- Neighborhood scale retail
- Sidewalks with paved strip & lighting
- Bike racks & street furniture
- Neighborhood sidewalks with bike lanes
- Multi-use urban trail
- Pocket Neighborhoods
- Mixed income detached/attached housing options



Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

Historic Brookhaven



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

1. Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 Sq. Ft. or roughly 1/3 of an acre) to ensure the large lot residential character is retained in the character area described above.
2. 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.
3. As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.
4. Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.
5. The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district



Historic Brookhaven

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Improve convenience and safety for bicycles and pedestrians.
2. Improve connectivity to Brookhaven Park.
3. Improve pedestrian connectivity to Town Brookhaven.
4. Establish comfortable walking connections to adjacent neighborhood commercial.
5. Consider connecting discontinuous sidewalks.
6. Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.
7. Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):

Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential



Historic Brookhaven

- Parks and Recreation

Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along major corridors impacting their Character Area.

Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Sidewalks along neighborhood streets with wide grassy strip, lighting
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Accessory dwelling units

Along Major Corridors

- Single-family attached
- Multi-family, apartments

Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

Osborne



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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 recreation land uses are seen as appropriate for this area.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Ensure that the appropriate zoning is in place to maintain the character of the existing single family residential neighborhood.
- Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.

Osborne



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Allow subdivision of larger lots with minimum lot size of R50.
2. Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single family neighborhoods to ensure appropriate and gradual height and density transitions.
3. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
4. Explore opportunities to protect character area residents against parking overflow from the PCOD.
5. As properties redevelop in the PCOD at Osborne & Peachtree consider low-scale neighborhood shopping or mixed use with residential at 3-5 stories maximum.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):

Ashford Park – Drew Valley



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single family neighborhoods.
2. Ensure greater enforcement of existing codes, such as front, side and rear setback requirements, to protect neighborhoods and promote consistency in development.
3. Promote more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods in appropriate locations.
4. Update the zoning code to reduce lot coverage maximums.
5. Update the zoning code to reduce height maximums.
6. Establish a gateway to Brookhaven at Dresden and Clairmont Roads.
7. Create an opportunity for the redevelopment of Clairmont Road into a boulevard-style corridor with neighborhood-scale commercial (up to 3 stories).
8. Limit the subdivision of lots for infill development.
9. Explore options to promote size limit for the construction of new single-family houses (< 4,000 SF).
10. Explore traffic calming measures within neighborhoods.
11. Pursue sidewalk connectivity throughout Character Area neighborhoods.
12. Restrict further commercial development on Dresden from east of existing to Clairmont Road.
13. Establish separate guidelines to differentiate passive greenspace and developed park areas.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):

Ashford Park – Drew Valley



Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors such as Clairmont Road.

Interior of Character Area

- Single-family, detached homes
- Sidewalks, bike lanes along neighborhood streets
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

In 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

On Major Corridors such as Clairmont Road

- 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

Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

Brookhaven Heights-Brookhaven Fields



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compatibility.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Provide appropriate buffers between new Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.
- Conduct neighborhood specific surveys regarding infill development within Brookhaven Fields and Brookhaven Heights to assess if infill regulations need to be changed in these areas
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Implement improvements to Clack’s Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.
- Update the zoning code to provide for infill compatibility.

Brookhaven Heights-Brookhaven Fields



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Buffers between the Peachtree Corridor Overlay District and single family neighborhoods should provide appropriate and gradual height and density transitions.
2. Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
3. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
4. Explore opportunities to protect character area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.
5. Update the zoning code to increase front, rear and/or side setbacks.
6. Update the zoning code to reduce lot coverage maximums.
7. Update the zoning code to reduce height maximums.
8. Revisit and refine the Peachtree Corridor Overlay District.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):

Brookhaven Heights-Brookhaven Fields



Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Townhomes
- Institutional
- Parks and Recreation

Brookhaven Heights-Brookhaven Fields



Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along transition areas that are adjacent to other Character Areas.

Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

In Transition Areas

- Single-family attached townhomes
- Single-family attached duplex
- Single-family attached live/work units
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Multi-use asphalt/concrete trails
- Retail/artist lofts
- Mixed-use residential with shared gardens
- Single-family detached (narrow structure on narrow lot)
- Mixed income detached or attached housing options

Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

Lenox Park



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

This vision for this character area is for it to 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, coffeeshops, neighborhood commercial and services.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

1. 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.
2. Develop a new more user friendly mixed-use zoning district to be applied in this area.
3. Encourage neighborhood commercial and mixed-use development with a retail component within this area.

Lenox Park



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Encourage neighborhood commercial that promotes walking, not driving.
2. Maintain the central walking trail and passive open spaces.
3. Improve pedestrian accessibility and crosswalks.

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):

Lenox Park

Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors

Interior of Character Area

- Single-family, detached homes
- Duplexes
- Neighborhood scale retail
- Mixed-Use residential/retail/office – 3 stories
- Sidewalks with grass or paved w/lighting
- Bike lanes, racks and street furniture
- Multi-use trails – urban, gravel and/or concrete

In Transition Areas

- Single-family attached townhomes
- Single-family attached live/work units
- Neighborhood sidewalks/bike lanes
- Co-working space

On Major Corridors

- Single-family attached townhomes
- Mixed-use residential/retail/office – 4 stories
- Neighborhood sidewalks/bike lanes
- Protected bike lanes
- Multi-use trail



Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

Briarwood Park



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
- Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
- Ensure that new developments provide connectivity to Buford Highway activity center area.
- Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.

Roxboro



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compability. 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.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

1. Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city.
2. Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
3. Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard.
4. Update the zoning code to provide for infill compatibility.

Roxboro



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Maintain single-family detached housing in interior of character area.
2. Maintain current density by limiting residential infill to one-for-one.
3. Consider low-density townhouses along N. Cliff Valley.
4. Restrict high-density development.
5. Promote aging in place and more affordable housing by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
6. Explore the development of design guidelines to create standards for infill residential construction.
7. Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.
8. Encourage neighborhood commercial that promotes walking, not driving.
9. Pursue pocket parks instead of regional parks.
10. Establish passive parks, without night lighting for active recreation.

Roxboro



Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):

Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Institutional
- Neighborhood Commercial
- Parks and Recreation

Appropriate Land Uses – Specific



Roxboro

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors.

Interior of Character Area

- Single-family, detached homes
- Neighborhood scale retail
- Neighborhood sidewalks/bike lanes
- Multi-use gravel trail
- Accessory dwelling units
- Pocket neighborhoods

In Transition Areas

- Single-family attached townhomes
- Single-family detached compact homes
- Duplexes
- Sidewalks with grass strip w/lighting
- Bike racks and street furniture
- Multi-Use concrete trail

On Major Corridors

- Retail/Artist lofts
- Sidewalks with grass strip or paved w/lighting
- Bike racks and street furniture
- Protected bike lanes
- Multi-use urban trail

Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

I do not agree with the following land uses:

Buford Highway Corridor



Thank you for your feedback! Please complete this form & return before leaving.

Vision Statement

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 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, redevelopment and economic investment with the desire to preserve and maintain affordable housing options and cultural diversity within the City.

Vision Statement Feedback

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:
-
- I do not agree with the vision statement because:

Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Encourage the redevelopment of key parcels identified within the Buford Highway Improvement
 - Plan and Economic Development Strategy.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.

Buford Highway Corridor



- Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
- Limit visual clutter in the corridor by implementing adequate sign regulations.
- Explore rebranding and marketing the corridor as an international culinary destination.

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Conduct a needs assessment for affordable housing along with an inventory of current units detailing size, location, cost and condition.
2. Set affordable housing goals and create policies and incentives for developers to meet these goals.
3. Develop park space as both passive and active and look for opportunities to develop pocket parks.
4. Encourage greenspace as part of new developments.
5. Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.
6. As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.
7. Encourage neighborhood commercial in transition areas.
8. Encourage inter-parcel connectivity with new developments.
9. Create buffer zones between commercial and residential areas.
10. Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.
11. Consider civic or cultural performing arts center to showcase local and regional talent and provide event space.
12. Create more opportunities for children and youth through recreational and social programming.
13. Promote more affordable 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 lots with narrow houses.
14. Create neighborhood access points and connecting paths to the Peachtree Greenway.
15. Update the zoning code to reduce lot coverage maximums.
16. Consider the feasibility of developing single-family design guidelines to apply to all new construction.



Buford Highway Corridor

Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):



Buford Highway Corridor

Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Retail
- Institutional
- Industrial
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

Appropriate Land Uses – Specific

These development types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors.

Interior of Character Area

- Single-family, detached homes
- Neighborhood sidewalks/bike lanes
- Multi-use trails – urban, gravel and/or concrete
- Accessory dwelling units
- Pocket neighborhoods
- Mixed income developments

In Transition Areas

- Single-family attached townhomes
- Duplexes
- Single-family attached live/work units
- Neighborhood scale mixed-use residential/retail
- Neighborhood scale retail
- Mixed use residential w/shared garden
- Accessory dwelling units
- Pocket neighborhoods
- Tiny Houses
- Narrow houses on narrow lots
- Mixed income developments

On Major Corridors

- Co-working space
- Retail/Artist lofts
- Mixed use residential w/shared garden
- Single-family attached live/work units
- Adaptive re-use/lofts
- Apartments
- Single-family attached townhomes
- Mixed-use residential/retail/office
- Protected bike lanes
- Bike racks and street furniture
- Multi-use trail – urban or concrete
- Sidewalks with grass or paved strip w/lighting
- Cultural/Performing Arts Center

Buford Highway Corridor



Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:



4 Needs & Opportunities

The needs and opportunities are those that the City should pursue in the 20 year planning horizon. Needs and opportunities work hand-in-hand with one another. Needs are identified as a condition of something that is required or wanted while opportunities are defined as a chance for progress or advancement. The Comprehensive Plan 2034 document identified needs and opportunities which are unique to Brookhaven. These needs and opportunities have been modified in this update based on items identified by staff as completed [see Appendix G Report of Accomplishments (2014-2019)] as well as input from the Planning Commission/Steering Committee, comments received during the community involvement meetings, and recommendations from the public at large.



Figure 4-1: Needs and Opportunities

This section explains each need and opportunity and initiates discussion of potential strategies to address them. Needs and opportunities are divided into the following focus areas:

- Land Use
- Community Facilities and Resources
- Economic Development
- Population
- Housing

The Community Work Program in Appendix B identifies specific actions that are recommended for the City to undertake to address each need and opportunity.

4.1 Land Use

In the next several years, Brookhaven will continue to face pressure for infill development within its single family residential neighborhoods and for redevelopment along its major roads and within its activity centers. Brookhaven is well positioned to be the beneficiary of positive of public and private investments. Ensuring that the City has the right regulations and incentives in place to preserve neighborhoods while growing compatible mixed-use activity centers of varying intensities is of paramount importance. Land use policies and initiatives should facilitate active streets, healthy living, and a sustainable economy that balances retail and service uses with additional office space. These priorities reflect a community-wide perspective; priorities by unique areas of the city are identified in the Character Area Map.

PRIORITIES

1.1. Need: Further Brookhaven as a walkable and bikeable community

As the City experiences redevelopment and growth, public and private actions should further Brookhaven as a walkable and bikeable place. Increasing activity in the surrounding regional activity nodes such as Perimeter Center, the **Children’s Healthcare of Atlanta** campus, Executive Park, and the Emory Medical Center (Pill Hill) will bring additional people to and through the area. Furthering alternative modes of getting around will help preserve quality of life and traffic congestion as these and other areas grow. This includes prioritizing funding for networks of active transportation facilities, such as sidewalks and bikeways, to connect the community to important city nodes.

1.2. Need: Review tree ordinance (ensure appropriate protection)

A full and lush tree canopy is a defining characteristic of the City of Brookhaven. The tree ordinance and associated landscaping requirements play an important role in preserving and enhancing the tree canopy in a community. The City should review the existing ordinances to ensure the right level of preservation is occurring. Public investments in trees in the **City’s parks and other public spaces** can also support this effort.



New sidewalk and street infrastructure along Buford Highway

1.3. Need: Address visual clutter in the community
The character of the City of Brookhaven is largely what one views as along the street while driving. Much of this visual clutter is likely a result of nonconforming uses or signs that can be phased out over time through targeted and increased **code enforcement, adjustments in the City’s sign ordinance**, placement of utilities underground, and the development of design guidelines for certain corridors in the city.

1.4. Need: Further health and exercise in the community through supportive infrastructure and design
The way our communities are designed directly impact our 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 park space within a

reasonable distance of all residential areas and making walking and biking a viable alternative for trips via trails, etc.

1.5. **Need:** Continue planning efforts that refine and implement the vision and recommendations of the Comprehensive Plan 2034 document and the Character Area Study

The city should continuously work to implement the ideas expressed by the community during its previous planning efforts by completing further studies of targeted areas and amending codes and ordinances as needed to ensure recommended actions are executed.

1.6. **Opportunity:** Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road

This idea should be approached with MARTA as it pursues development of its parking lots as part of the Transit Oriented Development initiative on its underdeveloped property at the station. This should also be considered as improvements are made along Peachtree Road at North Druid Hills

Road and the City further considers and plans for a permanent location for its civic and government center.



Areas still in need of additional walking and biking infrastructure



Existing infill housing in the Ashford Park Neighborhood



New mixed-use development in Brookhaven Town Center

4.2 Community Facilities & Resources

While it is a developed area, Brookhaven is in its youth as a city and, as such, is in the early phases of establishing a strong foundation of the facilities and resources that it has in place. Areas that are a top priority to the community in terms of both needs and opportunities include transparency, preserving the tree canopy and the city's other natural resources, and addressing utility needs, as further described by each of the items below.

PRIORITIES

2.1. **Need: Preserve the city's tree canopy**

The **city's tree canopy is one of the aspects of Brookhaven that sets it apart as a neighborhood-centric area within a growing urban context.** The opportunities for development and redevelopment bring with it the opportunity to preserve the existing tree canopy while enhancing it with new plantings at previously developed sites. Tree protection should extend from residential to commercial areas and be addressed within both the public realm and private spaces of the city.

2.2. **Need: Stormwater management - evaluate existing program to ensure sufficient capacity to meet needs**

As redevelopment and neighborhood development occurs in the city, there will be an increase in impervious surfaces, which will call for additional stormwater management needs. Brookhaven took over management of the stormwater system when it became a city and therefore will be responsible for upgrades.

2.3. **Need: Identify infrastructure and utility capacity improvements (water and sanitary sewer) needed to support Future Land Use Plan**

Infrastructure and utility capacity are a vital need to facilitate desired development and redevelopment in a community. The City of **Brookhaven's water and sewer services are provided and improved by DeKalb County.** A full **inventory of the city's water and sewer capacity** has not been completed since Brookhaven became a city.



Fernwood Park utilizes the creek system as a community park

2.4. **Need: Leverage city's creek system for greater access by community, while protecting their long- term health and viability**

North Fork Peachtree Creek and Nancy Creek are two of **Brookhaven's most cherished natural resources.** The vision for the long term is to make these areas more accessible via development of trail networks and appropriate protections to ensure the creeks are healthy and sufficiently buffered from area development.

2.5. **Need: Establish a Town Center**

Although establishing a Town Center will likely occur in the mid to long term period, it is essential that in the short term the city identifies a more detailed strategy for what the town center contains, including government offices, civic space, and other community amenities that are desired by the community as well as how the center will interact with private development.

2.6. **Opportunity: Improve coordination with DeKalb County Schools or consider development of a charter school system**

Schools play a fundamental role in the success and health of a community. Quality schools provide a desirable place to live and raise a family and can also provide supplemental facilities for community events and activities. There is ongoing concern in the Brookhaven community about the quality of the public schools in Brookhaven and the degree by which the DeKalb County Schools are adequately planning for the school needs of the population.

2.7. **Need: Document and protect historic resources**
Brookhaven is a well-established community with a variety of historic structures and districts, some of which were identified by community members

and stakeholders during the visioning process. Currently there is no local identification system or local policy in place to protect these resources being removed or altered. The City should complete a historic resources survey and identify ways to protect and preserve these resources in the future.

2.8. **Need: Ensure access to emergency services**
Safety and access to emergency services is an important role of local government. Although Brookhaven has its own Police Department, it still relies on DeKalb County for fire and related services as well as coordination with other local emergency services in cases where the emergency is too large or difficult to be accessed by Brookhaven police.

4.3 Economic Development

Needs and opportunities for the economic development component are divided into three groupings:

- Community Product Enhancements - Brookhaven, itself, serves as a product to market to prospective residents, employees, and businesses. The community product that the implementation of this Comprehensive Plan will further develop will be instrumental in attracting and retaining future and existing investors. These needs may be used as tools to expose potential investors and residents to the Brookhaven way of life.
- Economic Opportunities - This section outlines how the City should move forward to ensure it continues to attract well-matched businesses with quality jobs and facilitate growth of local start-ups.
- Collaboration and Communication - The City can position itself as a leader among city programs by clearly defining its role early and establishing how it will share roles with its partners to reduce redundancy and maximize impact. This section outlines how the City can work with its partners for effective collaboration.

COMMUNITY PRODUCT ENHANCEMENTS

- 3.1. Opportunity: Continue to enhance, diversify, and attract business establishments and unique restaurants

According to public input collected, the diverse restaurant scene in Brookhaven, particularly those along the Buford Highway Corridor, is an important part of its community fiber. Continuing to **enhance and diversify Brookhaven's business establishments and unique restaurants** will further Brookhaven as a well-rounded community and welcoming business environment that better serves its residents and business community.

- 3.2. Opportunity: Identify opportunities for community festivals and events

Although Brookhaven is not as racially diverse as the Atlanta metro and the state, the city is significantly ethnically diverse, with Hispanics making up a quarter of its population. **Brookhaven's cultural diversity is one of its prized assets and should be celebrated.** Events that bring the community together to highlight various cultures, neighborhoods, businesses, and organizations are informative to citizens wanting to know more about their city, foster appreciation of distinctive groups represented in the city, and encourage community pride which supports talent retention, a key goal of economic development.

ECONOMIC OPPORTUNITIES

- 3.3. Opportunity: Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy
As a new city, Brookhaven has the opportunity to establish a strong foundation that can support many years of solid economic development initiatives. A holistic economic development strategy addresses many of **Brookhaven's** economic development needs including bringing all partners to the table to build consensus, **fleshing out the city's economic development goals**, the business sectors the City and its partners want to grow, and determining implementation steps.
- 3.4. Opportunity: Establish additional incentives to encourage sustainable development in the city
Competitive incentives are utilized in many cities, regions, and states to promote targeted **growth and development.** Once Brookhaven's economic development goals are established, the City should then evaluate which incentives feasibly support these goals and pursue steps to actualize them (opportunity zones, tax allocation districts, etc.).
- 3.5. Opportunity: Identify ways to regularly engage business community in feedback on city needs and concerns and vice versa
Business retention and expansion (BRE) is a vital component of economic development. The degree to which local government engages with

existing businesses through formal outreach varies greatly. It is important for the City and partners to coordinate their efforts and establish clear roles across economic development initiatives, including BRE, understanding that effective economic development is achieved through public private partnerships.

- 3.6. **Need: Leverage the Brookhaven MARTA station to encourage further desirable development along the Peachtree Corridor**
The Brookhaven MARTA station is a key asset for **the community's development, and it also has** the potential to be a top economic development asset. As the City moves forward with its planning and design efforts around the MARTA station, it will need to be proactive in coordinating with MARTA and the ARC to ensure that the firms pursued and attracted are consistent with **business sectors in line with the City's economic** development goals.

COLLABORATION AND COMMUNICATION

- 3.7. **Need: Streamline information accessibility between economic development partners and for site selectors and prospective companies**
A city's website, along with websites of other economic development partners, is often the front door to the community – a first impression to site selectors, prospective companies, and **future residents. The City's website** can also help build, shape and support relationships with internal constituents. The City should create an

economic development component to its website that is navigable, visually appealing, and visibly interconnected to other websites.

- 3.8. **Need: Ensure a well-rounded view of the city through coordinated data analysis**
A vital piece to economic development is data **analysis: understanding the community's** economic dynamics and quickly responding to inquiries. The City must position itself as its own expert, aware and ready to share information about its assets and opportunities, and cognizant of and addressing any perceived or real challenges. The City needs to be able to provide the most recent data available for a variety of indicators, which can be displayed on its economic development online portal.
- 3.9. **Need: Optimize efforts and resources at county and regional levels**
Organizations such as the DeKalb County Development Authority, DeKalb Chamber of Commerce, and DeKalb Workforce Development at the county level and the numerous regional and state organizations, including but not limited to the Atlanta Regional Commission, Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Department of Economic Development, and Georgia Department of Community Affairs have goals that benefit local areas, resources that Brookhaven may be able to tap into, and programs and access to opportunities that the City may leverage.

4.4 Population (Community Building)

As a young city, Brookhaven is at a vital point for building a true sense of community and connectedness among its diverse neighborhoods and populations. Part of community building is helping further the needs and goals of all groups of the population.

PRIORITIES

- 4.1. **Need: Complete a strategic wayfinding and branding study for the city that considers signage, lighting and landscaping unique to Brookhaven**

The City should establish and implement a wayfinding and branding program that helps set a unique tone for the City of Brookhaven and creates a physical sense of community and distinction from the surrounding jurisdictions. Although the City has already placed several Brookhaven city limits signs at strategic entry points to the city, several community members have expressed the need to develop notable gateway features at key city entry points.

- 4.2. **Need: Promote lifelong communities**

The City of Brookhaven has many older residents; it is a goal of the community to ensure that these individuals are able to continue to live and function within the Brookhaven community. Special needs of the aging population can include accessible housing structures that allow for wheel chair entry and first level necessities, American Disabilities Act accessible community facilities including sidewalks and parks, and activities/locations for social interaction.

- 4.3. **Need: Promote opportunities for community members from all districts to serve on boards or committees**

Ongoing public input is essential to providing city leaders with desired direction from its constituents. It also creates a further sense of pride and ownership among residents. The desire to increase more service opportunities in the city was expressed as a part of both public workshops and the community survey. As community boards and commissions are formed, the City should ensure that the different areas of the city have equal representation.



Citizens at the Community Involvement Meetings

- 4.4. **Need: Enhance City's communications with public**

Community is not something that forms overnight, but one that forms through regular communications, traditions, and interaction among community members. Creating a greater sense of community should be an ongoing goal of the city in its day-to-day operations and strategic events. Actions that could be pursued to enhance communications and other interactions include: continued use of the Brookhaven Blast, regular updates to the City website, City-sponsored festivals, events, and parades (such as the food truck Wednesdays) or public education forums for community members to learn about city operations and departments.

- 4.5. **Opportunity: Grow the City's arts and cultural offerings**

Some community members have identified the desire for additional arts and cultural offerings. The City should welcome community scale/level arts and cultural offerings provided by the private sector through regular business development and attraction activities. The City should also develop and implement a public art program to further the city's sense of place and civic environment.



Marist offers a GED program, accessible to Brookhaven residents

Through stakeholder engagement, it was identified that the Brookhaven community could be more welcoming to all residents and further a reputation as an open and diverse community if it provided translation services for non-English speaking persons. There were mixed opinions about the need for this when the idea was brought to the public during the public outreach process for the Comprehensive Plan.

- 4.7. Opportunity: Promote workforce development programs for citizens as needed
The City can help link community members with GED classes and workforce development programs that up- skill adults to prepare them for jobs available in the city. The **City's population** is well educated at this point, with nearly 75 percent of the population having at least some college education if not more than a college degree; however, there is still an opportunity to lift up the approximately 12 percent of the population that does not have a high school diploma.

- 4.6. Opportunity: Provide translation services for all city services (hire Spanish speaking staff)

4.5 Housing

Brookhaven has a large and diverse housing supply. Many of its single family homes have very high market values and many of the recent housing products that have been developed, including units for sale and for rent, have very high asking prices or rents. There is also acknowledgment that some of the city’s rental housing stock, particularly in some areas of Buford Highway, has reached its useful life and either requires major upgrades to be fit for habitation or should be redeveloped.

PRIORITIES

- 5.1. **Need: Preserve safe and affordable housing in the community**
There is great concern that as Brookhaven flourishes as a city it will gentrify and become unaffordable to some of the diverse families and individuals that make Brookhaven a unique place. Preserving safe and affordable housing is a top priority to ensure that the diverse array of Brookhaven community members can continue to live here. MARTA also has a requirement for affordable housing as a part of its Transit Oriented Development initiative, which can help ensure that there is affordable housing in the Peachtree Road Corridor.

- 5.2. **Need: Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city**
The City has identified the poor condition of some of its housing stock during a community



Housing development along Buford Highway

wide audit of apartment complexes. The City should continue to work with DeKalb County to identify funding to improve and preserve affordable housing in the city while improving quality of life within existing developments.

5. Implementation Strategy

A plan without follow-through is just a document on a shelf. The intention of the City of Brookhaven leaders and staff is that the Comprehensive Plan be realistic and achievable and as such, be grounded in the realities of the City’s current budget, competing priorities, and the defined roles and activities to which the City of Brookhaven should dedicate its time. This was the lens from which this implementation strategy was created.

This implementation strategy section identifies key steps and actions to be taken to further the City of Brookhaven’s priorities for the future. It begins with an overview of the five year Community Work Program and is followed by a discussion of priority implementation strategies by each substantive element of the plan. Following this discussion is the identification of responsible parties and partners that will or could potentially play an important role in seeing the plan forward as well as likely or potential funding mechanisms. Appendix A.4 provides supporting implementation strategy details to provide additional guidance for the City and its partners as they implement Comprehensive Plan 2034.

It is important to note that communities that are most successful at achieving their long-term vision are those that establish a tradition and reputation of collaboration, partnership, and accountability. These relationships must stem from City Hall. They include the support of the general community, area businesses, nonprofits, property owners, and other local, regional, state, and federal government agencies. This collaboration creates political will, opens funding opportunities, and creates a buzz in local, regional, and national discussions. As Brookhaven pursues its mission to be a model, urbanized community that has preserved its high quality of life, these partnerships will be vital for success.



Figure 5-1: Community Work Program

The actual five-year “community work program” is provided in Appendix B in table format; it includes work plans from the Comprehensive Transportation Plan, the Parks and Recreation Master Plan, and the Buford Highway Improvement Plan and Economic Development Strategy.



Downtown Decatur GA, a true Transit Oriented Development center, is a benchmark city for Brookhaven. Photo Credit: thdecaturminte.com



The Dresden Road corridor is the result of the Peachtree-Brookhaven LCI study and targeted policies.

5.1. COMMUNITY WORK PROGRAM OVERVIEW

The five year community work program for Comprehensive Plan 2034 is provided in Appendix B, along with action plans from the Comprehensive Transportation Plan, the Parks and Recreation Master Plan, and the Buford Highway Improvement Plan and Economic Development Strategy.

Actions for Comprehensive Plan 2034 were identified through a combination of methods:

- Input and brainstorming with the public via public meetings, online survey, and other comments submitted.
- Stakeholder interview discussions.
- Planning team technical analysis and review of best practices from other communities.
- Review of the Atlanta Regional Commission’s Plan 2040, long-term regional plan and implementation items for local government.
- Coordination with concurrent planning efforts and direction from City staff.

Many ideas were brought to the table over the planning period. Each need and opportunity that was prioritized (see Chapter 4) has corresponding action items that address it. A summary table of all action items by substantive element of the plan is provided in the next Section, 5.2 Key Implementation Strategies.

The Community Work Program provides a complete list of action items and corresponding implementation details, organized by substantive element of the plan then by priority need or opportunity. For each action item, a description of the activity is provided along with a timeframe for action and responsible party.

Figure 5-2: Example from Community Work Program

ID	Description of Activity	Timeframe					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.1.	Align zoning and development regulations with Comprehensive Plan.								
1.1.1.	Revise Zoning Ordinance and Code to align City's zoning, development and related regulations with Comprehensive Plan 2034. (consider Unified Development Code)	X	X				Community Devt, Mayor, Legal	\$100,000	Gen Fund
1.1.a.	Amend zoning map pursuant to 1.1.1.	X					Community Devt	Staff	

Need or Opportunity
 Action Item



5.2. KEY IMPLEMENTATION STRATEGIES

The implementation strategy directly links the priority needs and opportunities identified through the public engagement process and defined in Chapter 4 to specific actions, programs, and policies that the City should undertake to address them. This section 1) highlights key implementation strategies being recommended as a part of the Comprehensive Plan’s five year (2015-2019) work program and 2) provides a summary table of all actions for each priority need or opportunity, organized by each substantive element of the plan. A more detailed description of how all priority needs and opportunities are being addressed, along with case studies and programs for the City to consider, is provided in Appendix A.4, Implementation Strategy Details, and Appendix B, Community Work Program.

Implementation Strategies are provided from a community-wide standpoint. The key action themes for the next five years include the following:

1. Strengthen the regulatory environment.
2. Protect and enhance of what makes us special: neighborhoods, trees, parks, location, diversity, access to transit.
3. Create strong partnerships with other agencies to meet community needs, minimize duplication of services, and leverage partnership financial resources.
4. Prioritize recommendations for parks and recreation and transportation, identified in the Comprehensive Transportation Plan (Appendix C) and Parks and Recreation Master Plan (Appendix D).
5. Leverage the progress occurring in the Blackburn Park Neighborhood Center and Perimeter Center character areas to further the community’s vision for those areas.
6. Continue to create a walkable, attractive community center in the Peachtree Road corridor area.
7. Further the grand vision for Buford Highway to be a healthy, safer, and well-balanced area.
8. Ensure transparency of government activities and promote resident inclusion in City decision-making.



Streetscaping along Perimeter Summit has created a positive streetscaping precedent for the city.



The Brookleigh development along Johnson Ferry Road has set a high standard for redevelopment.

PRIORITY AREAS

While all areas of Brookhaven will require attention over the 2015-2019 period, the two areas that should be prioritized are the Peachtree Corridor Overlay District and the Buford Highway Corridor. Both of these areas are susceptible to major changes over upcoming years, and it is essential that the City ensure that the right policies and programs are in place to facilitate the achievement of the community's long-term vision for these areas. Additionally, parks and recreation and transportation improvements should be among the top priorities of the City.

Buford Highway Corridor

The Buford Highway corridor is identified as a major improvement area by the City and a major redevelopment corridor by the region. It is also targeted for a major trail network along the North Fork Peachtree Creek and location for a community park as well as pocket park space along the corridor to better serve the multi-family residential users in the corridor.

Peachtree Corridor Overlay District

The Peachtree Corridor is targeted for both the City's new Town Center (to likely host City Hall, public space) and MARTA's Transit Oriented Development initiative. The latter of which will transform large expanses of parking at the Brookhaven MARTA station into a walkable, bikeable, and transit center mixed use development. Oglethorpe University is also pursuing a notable new apartment development on its campus to connect to Town Brookhaven. Because of these initiatives, there will likely be increasing developer interest in the corridor. Adjustments to the City's streetscaping and transportation network in the area should get ahead of these likely investments. The City should also revisit its Livable Centers Initiative study for the area along with its overlay district to adjust the vision for the area.

Enhancement and Expansion of Parks Network

A priority of the City's overall vision is to implement park recommendations identified in the Parks and Recreation Master Plan. This should include addressing park needs identified in this process including improvements to the pool at Briarwood Park and dog parks strategically located throughout the city.

There is a strong desire for a linear greenspace along North Fork Peachtree Creek to help serve the unmet need for park space in southern Brookhaven. The wide floodplain and surrounding commercial land uses make this an ideal location for a future park. A detailed park planning study and accompanying land acquisition should begin in the near term to precede redevelopment in the corridor and help catalyze desirable development types along the future greenway. Coordination with the PATH foundation and the Atlanta BeltLine should be conducted to facilitate connectivity with regional trail initiatives, also identified in the Parks and Recreation Master Plan. More details regarding needed park space in the Buford Highway Corridor is provided in the Buford Highway Improvement Plan and Economic Development Strategy.

Transportation Investments

Improving walkability and connectivity are key goals of the comprehensive plan. Good land use decisions and investments that are in line with Brookhaven's long-term vision require close coordination with the Comprehensive Transportation Plan. Implementation of the five year work program of the Comprehensive Transportation Plan should be a priority implementation aspect to further Comprehensive Plan 2034.



LAND USE

How will we preserve our neighborhoods while promoting a walkable community with mixed use activity nodes?

Revise Our Zoning and Development Regulations/ Incentives to Further Our Vision

A number one recommendation of this plan is to align the City’s zoning and development regulations with Comprehensive Plan 2034. This is the single most important implementation aspect of the City’s Future Land Use plan and overall goals, laid out in Chapter 3. Below are some specific strategies that should be pursued:

- Streamline regulations to make them easier for users to understand and the City to administer.
- Ensure pedestrian connectivity standards are an element of development along key corridors.
- Establish streetscape standards and/or incentives along major corridors.
- Establish new zoning district(s) to allow for desirable growth not adequately allowed for in current code, including a new mixed use district.
- Establish requirements and/or incentives for incorporating publicly accessible open space as a part of new development.
- Ensure smooth transition from urban to suburban locations in city. This can be accomplished through appropriate buffer and transitional height plane requirements as well as potential supplemental uses regulations.
- Incorporate standards that adequately address infill development
- The City may want to consider developing design guidelines for the Buford Highway Corridor and Blackburn Park Neighborhood Center.
- Establish new zoning district to allow for small scale neighborhood commercial centers.
- Adopt and/or incorporated a revised tree ordinance. The City was actively pursuing a revised tree ordinance as this plan was coming to a close.
- Revisit the Pedestrian Community (PC) zoning district with recommendations made in the Master Active Living Plan for the Ashford Dunwoody Study Area.
- Adjust the Peachtree Brookhaven Overlay District to refine language and requirements.
- Review the sign ordinance to ensure adequately addresses visual clutter issue concerns.

Land Use Community Work Program Summary

ID	Description of Activity
1.1.	Align zoning and development regulations with Comprehensive Plan.
1.1.1.	Revise Zoning Ordinance and Code to align City's zoning, development and related regulations with Comprehensive Plan 2034. (consider Unified Development Code)
1.1.1.a.	Amend zoning map pursuant to 1.1.1.
1.2.	Address infill compatibility issues in residential areas.
1.2.1.	Conduct neighborhood specific surveys regarding infill uses for designated neighborhoods in the city.
1.2.2.	Pursue adjustments to City's zoning based on findings of 1.2.1, in coordination with action item 1.1.1.
1.2.3.	Prepare a small scale neighborhood commercial (node) zoning district. Coordinate with action item 1.1.1., <i>Revise Zoning Ordinance and Code.</i>
1.3.	Pursue architectural and/or design standards in targeted areas.
1.3.1.	Develop and adopt an overlay district for the Buford Highway corridor to regulate the form and character of redevelopment in the corridor.
1.3.2.	Investigate possibility of establishing design guidelines for Blackburn Park Neighborhood Center.
1.3.2.a.	Investigate possibility of establishing design guidelines for Clairmont Road.
1.4.	Further Brookhaven as a walkable and bikeable community.
1.4.1.	Establish streetscape standards for major roads within the City's Zoning Ordinance and Code review, requiring street trees and Complete Street principles.
1.4.1.a.	Establish streetscape standards for Buford Highway.
1.4.1.b.	Establish streetscape standards for Ashford Dunwoody Road.
1.4.1.c.	Establish streetscape standards for Clairmont Road.
1.4.1.d.	Establish streetscape standards for Peachtree Road.
1.4.2.	Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.
1.4.3.	Implement recommendations of the Comprehensive Transportation Plan that promotes walkability and bikeability.
1.4.4.	Identify opportunities to promote neighborhood commercial centers in targeted areas through incentives or other mechanisms.
1.5.	Review tree ordinance (ensure appropriate protection).
1.5.1.	Review the tree ordinance to ensure that it is working effectively and amend the ordinance if necessary, as a part of task 1.1.1.
	<i>See related action items under Community Facilities and Resources item 2.2.</i>
1.6.	Address visual clutter in the community.
1.6.1.	Continue Code Enforcement efforts.
1.6.2.	Review and amend sign ordinance as needed.
1.7.	Further health and exercise in the community through supportive infrastructure and design.
1.7.1.	Consider the adoption of the Ashford Dunwoody Master Active Living Plan and amend the PC zoning district as appropriate.
1.7.2.	Consider recommendations of the Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study Area.
1.7.3.	Ensure that community gardens and other healthy, local foods initiatives are permitted in City's ordinances.
1.7.4.	Pursue Healthy Communities designation by CDC or other entity.
1.7.5.	Identify locations for community gardens.
1.7.6.	Implement a community garden program.
1.8.	Further a live-work-play community by allowing for mixed-use development in appropriate locations.
1.8.1.	Develop and adopt a new mixed-use zoning district.
1.8.2.	Identify appropriate locations for community events and gatherings; ensure appropriate activities are permitted, such as temporary sale of alcohol.
1.9.	Manage growth and higher density in city.
1.9.1.	As a part of action item 1.1.1, review and update City's buffer, transitional height plane, and connectivity requirements for buildings taller than 2 stories.
1.9.2.	Conduct an update for the Peachtree Brookhaven LCI study, which would include a review of the existing overlay district regulations and recommend necessary changes to be in concert with amended zoning ordinance.

Preserve our Neighborhoods

The issue of infill housing varies across neighborhoods in Brookhaven. This is due to differences in lot sizes and architectural styles between neighborhoods. A one-size fits all approach is not recommended city-wide. Conducting neighborhood specific surveys in Brookhaven Heights, Brookhaven Fields, Ashford Park/ Drew Valley, and other neighborhoods as deemed necessary, is warranted. Infill surveys for each neighborhood should be carried out to identify if current infill regulations need to be amended or if they are achieving compatible infill according to a majority of neighborhood residents. These surveys should be followed with drafting revisions to the city’s zoning code that accommodate the findings of the surveys and a review of effective infill ordinances in the Atlanta Region and other areas. This work can easily be coordinated as a sub-task of refinement of the City’s zoning and development regulations. The Character Areas laid out in Chapter 3 provide a natural starting point for identifying areas that may be appropriate for tailored infill standards.

Enhance City’s Character through Targeted Initiatives

The need for improved streetscaping throughout the city has been identified within the planning process. The desire for more street trees and Complete Street principles with facilities for pedestrians and bicyclists has been identified. Key action items include pursuing architectural and/or design standards in the Blackburn Park Area and Clairmont Road and overlay district, inclusive of design and architectural guidelines, along Buford Highway and establishing streetscape standards within the city’s zoning ordinance that include these factors should be pursued.



Many of Brookhaven’s neighborhoods have a variety of housing ages and types often adjacent to each other



Outdoor seating can promote a more active street life

COMMUNITY FACILITIES + RESOURCES

How will we protect our natural resources and provide the services and facilities to further our quality of life and facilitate desirable growth?

Preserve the Tree Canopy

The preservation of Brookhaven’s tree canopy is considered a major priority of city residents; 90 percent of survey respondents have indicated that preserving the city’s tree canopy should be a major consideration in the comprehensive plan. Recent major developments (Town Brookhaven) have been maligned for their lack of tree preservation.

At this point, there is not complete documentation of the full extent of the city’s tree coverage. This is something that the city can and should document through its Geographic Information System (GIS) and monitor through regular development processes. Having a city arborist on hand on staff is one viable option to help preserve, address and provide direction on tree preservation issues as they arise. The regulating framework for tree preservation should also be addressed within amendments to the City’s zoning and development regulations.

Prepare Infrastructure for New Growth

Increasing building footprints and the pending redevelopment and infill development throughout the city will test the City’s infrastructure capacity, including everything from roads, to water and sewer capacity, to stormwater management and environmental quality. The capacity of these resources must be considered against needed capacity based on the City’s vision for its future. Is there adequate capacity? What major investments are needed? Key action items to prepare infrastructure for pending growth include: 1) documenting the City’s impervious surfaces and updating the city’s stormwater ordinance, 2) completing a water and sewer capacity study and evaluating methods for financing new infrastructure, and 3) implementing the recommendations of the Comprehensive Transportation Plan to increase efficiency of the road network while increasing opportunities for walkability/biking/desirability of taking MARTA or other transit options.

*Community Facilities + Resources
 Community Work Program Summary*

ID	Description of Activity
2.1.	Preserve the city's tree canopy.
2.1.1.	Document and complete analysis of City's tree canopy through GIS mapping program.
2.1.2.	Hire a Land Development Inspector/Tree Arborist to review trees on public/private property or pursue International Society of Arboriculture certification for a member of staff to serve as a City Arborist.
2.1.3.	Pursue Tree City USA designation with the Arbor Day Foundation.
2.1.4.	Establish a tree bank planting program.
2.2.	Stormwater management - evaluate existing program to ensure sufficient capacity to meet needs.
2.2.1.	Inventory all impervious surfaces within Brookhaven using GIS or similar method.
2.2.2.	Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan. Consider incorporation of rain gardens and bio-detention ponds as a stormwater management component and other BMPs.
2.2.3.	Explore conversion of 100 year flood FEMA sites and other vacant lands to stormwater management facilities.
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.
2.4.	Establish policies for burying utilities along strategic corridors.
2.4.1.	Enter into discussions with the local electric and communications provider to discuss costs and options for burying utilities.
2.4.2.	As a part of Zoning Ordinance and Code review (see Land Use), provide policies for burying utilities along specific corridors.
2.5.	Leverage city's creek system for greater access by community, while protecting their long-term health and viability.
2.5.1.	Implement recommendations of City's Parks and Recreation Master Plan.
2.5.2.	Evaluate stream bank restoration on park property. Coordinate with Parks and Recreation Master Plan.
2.5.3.	Deploy stream bank restoration.
2.6.	Establish a Town Center.
2.6.1.	Determine components and needs of a Town Center.
2.6.2.	Undertake a Master Plan to explore strategic location and desirable attributes of Brookhaven's long-term City Hall and civic area needs.
2.6.3.	Explore/inventory available sites.
2.6.4.	Begin process to secure sites for Civic/City Center.
2.7.	Improve coordination with DeKalb County Schools or consider development of a charter school system.
2.7.1.	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.
2.8.	Document historic resources.
2.8.1.	Undertake a historic and archaeological resource survey (including cemeteries).
2.8.2.	Develop historic guidelines for identified resources.
2.9.	Ensure access to emergency services.
2.9.1.	Evaluate ability to maintain emergency services.
2.9.2.	Implement related recommendations of Comprehensive Transportation Plan.

Protect and Enhance the City's Creeks

Nancy Creek and North Fork Peachtree Creek are two important natural assets identified as regionally important resources, discussed in Chapters II and III. The Comprehensive Plan 2034 recommends implementation of the Parks and Recreation Plan which readily addresses trail needs as well as pursuits of a stream bank restoration on park property.

Preserve Our Heritage

The Historic Brookhaven neighborhood and Oglethorpe University are currently designated on the National Register of Historic Places but does not feature a City-designated historic district to preserve the character of these areas. A key action item is to complete a historic and archaeological resource survey for the City to document and identify appropriate protection measures for the City's historic resources. The City should work with the state to identify funding it may be able to leverage for such programs, including the Georgia Heritage Grant and the Preserve America Cemetery Grant.

Prepare for a New Town Center

The Peachtree Road corridor has been identified as the preferred location for a permanent City Hall/ Government Complex by the Steering Committee and the general public (85 percent of community survey respondents). Given the pace of redevelopment within corridor and the current availability of vacant or underutilized parcels, the City should move ahead in the near future with a detailed plan for City Hall. Failure to act in timely manner could result in the loss of ideal locations to future redevelopment. The need and desire for a Government Complex that incorporates the City Court, Police Department and a larger Public Library has been identified numerous times within the planning process. A public greenspace in this area could help serve as a centralized gathering space for city-wide events, which is another identified need in the city. The City of Decatur and City of Suwanee are two examples of successful civic/government centers in Atlanta Region that have become a true focal and meeting ground in their communities. Key actions in the short term include completing a master plan for the location of City Hall, which could potentially be completed as part of a detailed LCI update for the Peachtree Corridor, and beginning the land acquisition process for new land.



Innovative stormwater management can be used to create public space amenities in the city's neighborhoods.



Redevelopment of the MARTA station along Peachtree Road will be a major catalyst for change in the Peachtree Road Corridor

ECONOMIC DEVELOPMENT

How will Brookhaven continue to be desirable and diverse place to live?

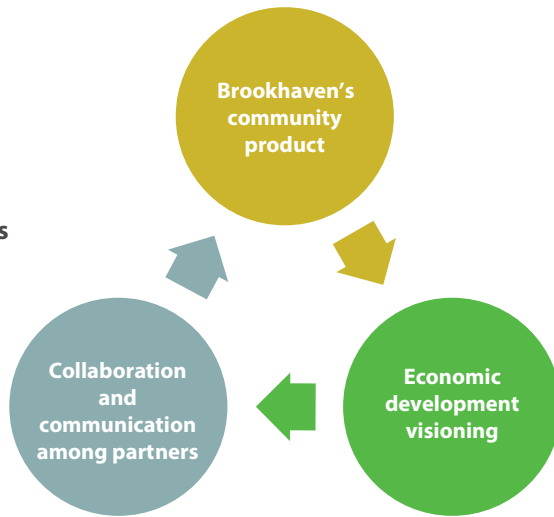
The Economic Development component of this Comprehensive plan outlines the development of a foundation on which the City of Brookhaven and its partners can build its ability to compete and accommodate new companies, support the growth and retention of existing companies, and encourage private capital investment. The Needs and Opportunities recommended encompass the strengthening of three areas: enhancing Brookhaven’s community product, identifying and pursuing appropriate economic opportunities, and fostering collaboration and communication between the City and its existing and potential economic development partners.

Effective economic development is comprehensive and holistic in nature, and the responsibility and accountability, including financial, should necessarily be attributed to a range of partners. It is critical that implementation is advanced through close cooperation and collaboration among public and private leaders, organizations, and citizens. As such, one of the main recommendations is that the City, along with its economic development partners, work together to develop a citywide Economic Development Strategy, which will address many of the recommendations listed in this document, including building consensus around the economic development goals that the City and partners will use to vet opportunities and determining partner roles across an array of economic development initiatives. The City of Brookhaven has the opportunity to develop its short- and long-term vision in its beginning stages and minimize overlaps and miscommunication by coordinating with partners pro-actively rather than reactively. This strong foundation can serve as a pathway to the City of Brookhaven becoming a best practice community in terms of its economic development program.

Economic Development Community Work Program Summary

ID	Description of Activity
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.
3.1.1.a.	Create a citywide Economic Development Plan and Market Strategy.
3.2.	Identify opportunities for community festivals and events.
3.2.1.	Convene a committee of local leaders representing diverse constituencies to gain insight on the types of community events they would support and potentially host or sponsor.
3.2.2.	Promote and advance these events as a platform to celebrate the various cultures represented within the city.
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.
3.3.	Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy.
3.3.1.	Explicitly define the City's vision and core economic development goals to ensure that businesses opening, relocating to, and expanding in Brookhaven create jobs and make investments that are in alignment with those goals.
3.3.2.	Identify the most appropriate business sectors to pursue within various areas within the city.
3.3.3.	Evaluate economic opportunities in proximity to the DeKalb-Peachtree Airport (PDK).
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.
3.4.2.	Consider adopting and implementing an Opportunity Zone.
3.4.3.	Consider adopting and implementing a Tax Allocation District (TAD).
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.
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.
3.5.3.	Invest in customer relationship management (CRM) software.
3.5.4.	Maintain a relationship with Brookhaven businesses.
3.5.5.	Promote and operate the City's business incubation center.
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.
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.
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.
3.8.2.	Incorporate examination of national and metrowide best practices and peer city benchmarking into periodic City data analysis.
3.8.3.	Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.
3.8.4.	Develop work program as part of the citywide Economic Development Plan.
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.

Figure 5-3: Core Implementation Areas for Economic Development



Develop an Economic Development Strategy

As a new city, Brookhaven has the opportunity to establish a strong foundation that can support many years of solid, coordinated, clear economic development initiatives. The City along with its potential economic development partners are all receptive to working together to make sure that Brookhaven is a business-friendly community and that all partners are on the same page about what the city's economic goals should be. A holistic economic development strategy is an important next step that will address many of Brookhaven's economic development needs: bringing all partners and stakeholders to the table to build consensus, fleshing out the city's economic development goals, identifying the types of business sectors the City and its partners want to purposefully grow, determining operational roles, and mapping out implementation steps.

The economic development strategic process should:

- Define the City's vision and core economic development goals to ensure that businesses opening, relocating to, and expanding in Brookhaven create quality jobs and make investments in alignment with those goals.
- Identify the most appropriate business sectors to pursue within various areas within the Perimeter Center, Peachtree Corridor Overlay District, and Lenox Park character areas as well as within the City's various redevelopment opportunities.

Engage with and Promote Local/Existing Businesses

Supporting and growing local and existing businesses in Brookhaven is an important implementation strategy of the Comprehensive Plan. Actions within this survey including regularly survey existing restaurants to identify potential incentives or zoning/permitting needs/opportunities, promote local festivals and events that feature local businesses, and development of a business retention and expansion program in coordination with the City's economic development partners.

Establish Incentives and Leverage Catalysts to Promote Targeted Growth

The City should attempt to align its incentives and eligibility requirements with its priority business sectors, as identified by the Economic Development Strategy. Examples of potential action items include establishing an opportunity zone and tax allocation district along the Buford Highway corridor as well as other areas, as identified in Appendix A.4. These efforts could be included as follow-up to or a component of developing an economic development strategy. These are tools that area communities have leveraged to promote investment and job growth in targeted areas. An additional action is to be actively involved in MARTA station reinvestment to promote a product that will be attractive to business sectors consistent with the City's economic development goals.

Provide Good Information to Prospects

Attracting good jobs and luring prospects to the City requires providing good, targeted information. Key action items include providing good, timely information about the city and its resources on the web and via other sources and leveraging resources at county and regional levels.



POPULATION

How will we continue to build a great community?

A community is largely defined by the people that reside in it. As a primarily residential community, the City’s overall implementation strategy and programs should provide an ongoing focus on how it can best serve and improve conditions for all of its residents. The top three needs heard through public engagement process are creating a sense of place through strategic branding and placemaking, meeting the needs of the aging population, and continuing to engage community members in City decisions and programs.

Define the City of Brookhaven

As a new city, the City is helping highlight the physical entry points will help build a sense of place among residents as well as visitors. The Character Area Map identifies priority gateways - or community welcome points - at the north and south ends of Buford Highway and Peachtree Road, at the northern most point of Ashford Dunwoody Road, at the entry point to Brookhaven at Druid Hills Road, and at the Brookhaven MARTA station. In addition, community members strongly favor the idea of using special landscaping (include trees and shrubbery) to signal entry into the City of Brookhaven. This item is also importantly influenced by creating a new Town Center which will create a unique focal point for the City.

Address the Needs of our Aging Population

Brookhaven is an attractive location for people of all ages and there is a strong desire for it to be supportive of the aging population. The primary strategy to accomplish this is to work with the Atlanta Regional Commission’s Lifelong Communities Program to identify improvements to the City’s operations, programs, and infrastructure that could best support the City. The ARC program offers support to facilitate making places accessible to older individuals as well as other unique age groups. Many needs of the aging population are similar to those of our youngest community members. Lifelong Communities work to achieve three major goals:

- Promoting Housing and Transportation Options
- Encouraging Healthy Lifestyles
- Expanding Information and Access to Services

The ARC has been very successful at promoting this program in communities. Available resources include

its Lifelong Communities Toolkit. DeKalb County is another important partner, providing senior services throughout the county. The North DeKalb Senior Center is located less than a mile north of the City of Brookhaven border, along Peachtree Road. The City can develop a collaborative relationship with DeKalb County and its senior center.

Engage Our Citizenry

Most of the needs and opportunities for Population identified the need for continued and increased engagement of its citizenry. This includes ensuring equal representation of the City’s distinct areas on boards and committees, creating a youth leadership program, and continuing to provide robust public engagement programs for the community members in planning and development decisions. Growing the City’s Arts and Cultural program’s is a component of this. It’s recommended that the City pursue a Public Art Program and partnering with civic, nonprofit, and other organizations that promote the arts.

*Population
 Community Work Program Summary*

ID	Description of Activity
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 wayfinding study for signage.
4.1.2.	Complete strategic lighting and landscaping study for City Rights of Way.
4.1.3.	Establish a "Gateway" monument program.
4.1.4.	Implement Phase 1 of 4.1.1, 4.1.2, and 4.1.3.
4.2.	Promote the aging population.
4.2.1.	Complete the Atlanta Regional Commission Local Government Lifelong Communities Assessment Survey.
4.2.2.	Identify appropriate facilities, programs, and policies to further Brookhaven as a Lifelong Community.
4.2.3.	Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Communities Principles.
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.
4.4.	Enhance City's communications with public.
4.4.1.	Hold public forums, offering community members an opportunity to learn about government services.
4.4.2.	Establish and regularly update a Residents Page on the City's website that shares information on community events and resident accomplishments.
4.4.3.	Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.
4.4.4.	Create a biannual City magazine.
4.5.	Grow the City's arts and cultural offerings.
4.5.1.	Develop a public art program via ordinance.
4.5.2.	Implement a public art program.
4.5.3.	Identify incentives for incorporation of public art in private development; coordinate with action 1.1.1.
4.5.4.	Continue to promote City led or partnered activities and events.

HOUSING

How will we ensure that a diversity of people can live and prosper in Brookhaven?

One of Brookhaven’s most cherished assets is its residential neighborhoods. This appreciation stems from a variety of perspectives. One perspective is from the single family neighborhoods integrated and preserved within a growing urban environment. A second perspective is the affordability of housing along Buford Highway and the important role that plays in adding diversity to the Brookhaven community and providing workforce housing. Community visioning indicated that both of these views should be preserved.

Maintain and Grow our Diversity of Housing Types

Brookhaven boasts a variety of housing types- an attractive and appropriate characteristic for a urbanized, walkable community that supports both families, young professionals, and the aging population. This mix includes a variety of single family housings, townhomes, different size multi-family developments, and mixed use developments with multi-family housing as a key component. Updates made to the city’s code should ensure that different housing types continue to be allowed in appropriate character areas of the city.

Preserve Safe and Affordable Housing

Affordable housing needs should be addressed by two main actions: 1) coordination with the DeKalb County Consolidated Plan and 2) identification of eligible housing rehabilitation housing and development of Inclusionary housing policies in the city. The City has experienced successful redevelopment in the Johnson Ferry area that replaced a development of all subsidized housing with mixed income housing and a variety of other uses. In doing so, a percentage of units were set-aside for lower-income units. A similar policy has been proposed by the Buford Highway Improvement Plan and Economic Development Strategy.

*Housing
 Community Work Program Summary*

ID	Description of Activity
5.1.	Allow for diverse housing types to support life-cycle housing needs, such as accessory units, townhomes, assisted living, and a variety of single family and multifamily units.
5.1.1.	In alignment with Comprehensive Plan, as a part of the City's Zoning Ordinance and Development Regulations, ensure that a variety of housing types and densities are available to ensure a full mix of housing is allowed.
5.1.2.	Complete an analysis to explore application of accessory housing units in different areas of Brookhaven.
5.2.	Preserve safe and affordable housing in the community.
5.2.1.	As multi-family housing redevelops in community, provide incentives for providing affordable housing as a percentage of units.
5.2.2.	Continue code enforcement efforts related to housing.
5.2.2.a.	Add additional code enforcement as necessary.
5.2.2.b.	Cross-train police officers for code enforcement needs (after hours).
5.2.3.	Continue Police Department's Crime Free Housing Program.
5.3.	Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city.
5.3.1.	Complete communitywide audit of city's apartment complexes.
5.3.2.	Conduct interior apartment audit program per ordinance.
5.3.3.	Participate in updates to the DeKalb County Consolidated Plan to identify opportunities to meet Brookhaven affordable housing needs.



Allowing for accessory dwelling units is one way to facilitate affordable housing



5.3. RESPONSIBLE PARTIES + PARTNERS

The responsible parties and partners identified below will play an important role in implementing the comprehensive plan. Additional details on responsible partners are provided in Appendix A.4.

CITY OF BROOKHAVEN

The City of Brookhaven is the key implementer of this plan. For all items in the Community Work Program, the City of Brookhaven has a role. If a need or opportunity was viewed as a priority by the Brookhaven community but not seen as within the purview of Brookhaven’s governing mandate, it was removed from the priority list. For example, the City currently does not control its own school system or provide human services support (healthcare, housing assistance) for its residents. These resources are provided by DeKalb County and DeKalb County Public Schools. Below are entities at the City of Brookhaven that have a lead role in the plan implementation.

- Mayor and City Council
- City Manager
- Community Development Department
- Public Works Department
- Police Department
- Communications Office
- Office of Tourism
- Parks and Recreation Department
- Brookhaven Development Authority
- Legal

COMMUNITY MEMBERS

Community members are a vital piece of Comprehensive Plan implementation. The City goals/ vision should be championed by community members, including property owners, businesses, residents, and other organizations investing in the community. Some of the City’s neighborhood and community organizations include:

- Brookhaven-Peachtree Community Alliance
- Historic Brookhaven Neighborhood Association
- Ashford Park Civic Association
- Brookhaven Heights Community Association
- Drew Valley Civic Association
- Brookhaven Fields Civic Association

LOCAL AGENCIES

Coordination with local agencies will assist with the provision of quality community services and facilities.

- DeKalb County Public Schools
- Perimeter Community Improvement District
- Brookhaven Chamber of Commerce and local businesses
- Friends of Brookhaven Foundation
- Private Schools
- Cross Keys Foundation
- Latin American Association
- Oglethorpe University
- Georgia Piedmont Technical College
- DeKalb County Office of Senior Affairs
- Adjacent municipalities of Sandy Springs, Atlanta, Dunwoody, and Chamblee

COUNTY-LEVEL AGENCIES

Partnerships with County-level agencies will assist Brookhaven in the coordination of City, County and regional implementation efforts.

- DeKalb County Development Authority
- DeKalb Chamber of Commerce
- DeKalb Workforce Development
- DeKalb Community Development
- DeKalb Convention and Visitors Bureau (Discover DeKalb)

REGION- AND STATE-LEVEL AGENCIES

Partnerships with Region and State-Level Agencies will assist Brookhaven in the coordination of regional and state implementation efforts.

- Atlanta Regional Commission
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Metropolitan North Georgia Water Planning District
- Georgia Department of Economic Development
- Georgia Department of Community Affairs
- Georgia Power
- Technology Association of Georgia
- Georgia Economic Development Association
- Southern Economic Development Council
- Historic Preservation Division (Georgia Department of Natural Resources)
- The Georgia Trust for Historic Preservation

PUBLIC PRIVATE PARTNERSHIPS

Public private partnerships provide the opportunity for the City and its sister agencies to partner with the private and non-profit sectors to meet public and private needs, jointly sharing the costs of implementation measures. Public private partnerships have been responsible for Community Improvement District success in the Atlanta Region, major policy and program initiatives, and major infrastructure investments.

5.4. FUNDING MECHANISMS

Funding mechanisms for implementing the Comprehensive Plan will vary. Existing staff time and the City's General Fund will be the two most important sources for seeing the plan forward at this point in time. In addition to these, public/private partnerships, grants, loans, and potentially special bonds can play an important role in carrying forth the community vision. Creative financing tools such as Tax Allocation Districts and incentives such as the State of Georgia's Opportunity Zone can help further desired private investment that accomplishes the future land use vision. Below are important funding sources for implementation. This list does not take into account implementation sources for transportation and parks and recreation program, which are further detailed in the separate, concurrent planning efforts, provided for in the appendices.

CITY OF BROOKHAVEN FUNDING SOURCES

General Fund - The City's General Fund, collected from property taxes, licenses and permits, charges for services, and other items is the greatest source of money available for implementing the City's Comprehensive Plan. The City's 2014 general fund was estimated at \$18.579 million.

Hotel Motel Tax - The City's hotel/motel tax revenue was estimated at \$1.3 million for 2014. 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.

Tax Allocation District - The City has the opportunity to leverage the State's Redevelopment Powers to pursue establishment of a Tax Allocation District to in targeted redevelopment areas of the city where there are socially or economically distressed conditions. The TAD would allow the City to sell bonds to finance infrastructure and other redevelopment costs, then pay them back over time based on increases in property values. This tool would be particularly helpful in the Buford Highway Corridor.

LOANS AND GRANTS FROM OTHER GOVERNMENT ENTITIES

Georgia Environmental Finance Authority (GEFA) - GEFA works to conserve and improve the state's water, sewer and solid waste infrastructure and provides loans for infrastructure improvements. The organization also facilitates land conservation efforts. It would be a good partner for the City as it looks to better leverage and protect Nancy Creek and North Fork Peachtree Creek as well as other environmental conservation efforts. As the City further explores water/wastewater needs, GEFA is a good resources for water and sewer financing needs.

Atlanta Regional Commission - The Atlanta Regional Commission offers a variety of funding and technical assistance for studies and implementation. Among programs that the City of Brookhaven should continue to pursue and consider are the Livable Centers Initiative supplemental study program, update studies programs, and transportation implementation, Community Choices Program, Lifelong Communities initiative, and others.

HUD Community Development Block Grant Entitlement Communities Grants - DeKalb County oversees administration of and allocation of grants to carry out a wide range of community revitalization and development activities. Priority investment areas, particularly those along and near Buford Highway can benefit from these programs.

Georgia Historic Preservation Grants - Opportunities include the Georgia Heritage grant, Historic Preservation Fund grants for Certified Local Governments, and Preserve America Cemetery Grants.

PRIVATE SECTOR

Business Community - The Brookhaven business community will play an important role in seeing the community vision forward and is a potential source for match funding of implementation projects. The Perimeter Community Improvement District in northwest Brookhaven is an important example of this with the ability to further Brookhaven initiatives. Other potential funding partners include the Brookhaven Chamber of Commerce.

Private Donations - The City may benefit from the donations of private entities such as Friends of Brookhaven.



APPENDICES

A Comprehensive Plan

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A.1.1. Public Involvement Summary

APPROACH

Effective outreach provides ample opportunity for citizens to be involved in a plan development process. It educates citizens about the purpose of the planning effort and the important role they play in developing plan outcomes. As a part of Comprehensive Plan 2034, community stakeholders were engaged in several different ways throughout the planning process and were encouraged throughout to actively voice their opinions about the future of Brookhaven.

KEY STAKEHOLDERS

Elected officials, City staff, residents and civic associations, business owners and property owners, and social service agencies are among the many integral entities to take part in the Comprehensive Plan 2034 process. While a number of key stakeholders were engaged throughout the planning process, this effort was led by four teams:

- Planning Team - included City staff and the Consultant Team
- Consultant Team - included Jacobs Engineering (project management, planning), Market Street Services (economic development, demographic analysis) and Sycamore Consulting (public engagement)
- Comprehensive Plan 2034 Steering Committee - included Brookhaven citizens
- General public - included residents, business/property owners, agencies, institutions and others with an interest in the future of Brookhaven

INFORMING COMMUNITY MEMBERS

This process used a variety of tools and techniques to inform community members of the Comprehensive Plan 2034 process including coordination with the City of Brookhaven, the use of online resources and social media outlets, and the establishment of a Steering Committee to help spread the word to different segments of the population.

Close coordination with the City of Brookhaven was at the core of public involvement. This process utilized the City’s established channels of communication to alert the public about the Comprehensive Plan and opportunities to become involved. Creating a central point of communication for this and other planning processes running concurrently ensured consistency in information delivery. Flyers, announcements and other information pertinent to understanding the process were shared with the public through the City’s existing outreach database. Media releases for each public event were drafted and submitted to the Brookhaven Communications Department for distribution to the City’s media outlets.

Webpage Gateway for Plan

An online presence was established to help promote Comprehensive Plan 2034. A City webpage dedicated to the study served as the hub for information and documents throughout the process. Flyers and other public information were placed on the website in advance of public engagement opportunities. This process also took advantage of Brookhaven’s existing social media presence. Flyers and announcements were posted on the Facebook page and Twitter feed in advance of public engagement opportunities.



Community Member Outreach

The Steering Committee played a significant role in informing stakeholders about Comprehensive Plan 2034. Members shared electronic and hard-copy flyers with their networks and neighbors. The group also led the effort to spread the word about the plan through community kiosks, which were used to advertise and promote public engagement events. These non-staffed poster-sized displays were placed in highly visible and commonly visited locations such as City Hall, the Latin American Association, and shopping plazas as well as at community events such as the Brookhaven Food Truck Rally. Steering Committee Members assisted by identifying key locations and took responsibility for the coordination, delivery and retrieval of the kiosks.

ENGAGEMENT OPPORTUNITIES

Stakeholders were engaged through a variety of means, including the establishment of a Steering Committee to guide the process, one-on-one interviews with key stakeholders, a community-wide survey, and a series of public workshops and meetings.

STEERING COMMITTEE

The Steering Committee played an integral role in relaying community needs to the Planning Team as well as communicating details of the planning efforts to the general public. The Steering Committee was also instrumental in providing insight into the best ways to engage the public throughout the process. The committee was engaged in four meetings for the **Comprehensive Plan 2034 process, identified below.** All meetings were open to the general public.

- Meeting 1: Project kick off (March 27, 2014): This **first Steering Committee meeting introduced** the project, including key tasks, the planning time frame, and key elements of the plan, to Committee members. Committee members were also invited to brainstorm on needs and opportunities in the city by planning area.
- Meeting 2: Visioning and goal setting (May 6, 2014): Steering Committee members began to set the vision and goals for Comprehensive Plan 2034. An overview of the Baseline Conditions Analysis

was provided to give members more background information on the existing conditions within the City. The Committee then participated in a vision statement activity and gave their feedback on the preliminary draft character areas map, which led to adjustments in the map prior to presentation to the general public.

- Meeting 3: Needs, opportunities and strategies **identification (May 29, 2014): The group focused on the character areas and implementation strategies for each defined area. This discussion helped to finalize the Character Area Map.** The Committee also began a discussion of some overarching needs and opportunities for each plan element. Lastly, the Steering Committee provided input on the upcoming public workshop and how best to engage the public.
- Meeting 4: Community work program review **(June 26, 2014): At this final Steering Committee meeting, the group gave final feedback on the Comprehensive Plan 2034 vision statement and goals.** The bulk of the meeting was spent reviewing and commenting on the preliminary work program. Next steps and involvement going forward were also discussed.

In addition to these four meetings, joint steering committee meetings were held to allow for coordination with the steering committees of parallel planning efforts (Parks and Recreation Master Plan, Comprehensive Transportation Plan, and the Buford Highway Improvement Plan and Economic Development Strategy) on the below dates:

- Joint Steering Committee Meeting 1: Comprehensive Plan 2034, Parks and Recreation Master Plan, Comprehensive Transportation Plan, and the Buford Hwy Improvement Plan and Economic Development Strategy (April 24, 2014).
- Joint Steering Committee Meeting 2: Comprehensive Plan 2034 and Comprehensive Transportation Plan (June 12, 2014).

The coordination meetings provided committee members an overview of progress to date on respective plans and opportunities for collaboration from each of the planning teams. A summary of each Steering Committee meeting is included in the appendix.

KEY STAKEHOLDER INTERVIEWS

At the onset of the comprehensive planning process, the consultant team conducted interviews with key **community stakeholders, including elected officials**, City staff, and other key partner organizations, including MARTA, Oglethorpe University, the Latin American Association, and area economic development agencies. Interviews were held to help support the baseline conditions analysis, begin to identify key community initiatives, needs, and priorities, and to help inform key discussion points for public involvement activities.

Interviews were held as either one-on-one sessions or small groups meetings and utilized a prepared questionnaire that included a range of discussion points, which gave stakeholders an opportunity to discuss Brookhaven's strengths, needs and opportunities. Key challenges and expected outcomes of the Comprehensive Plan were also topics of discussion. Interviews helped to promote a clear understanding of the City of Brookhaven and provided insight into the overall vision and priority needs and opportunities. A record of the interviews conducted and a full summary of the input received is provided in Appendix A.1.3.

COMMUNITY SURVEY

A community survey was designed to gather input regarding the vision for the City of Brookhaven. The survey included sets of questions highlighting the following topics: daily needs and uses, connectivity **and community identity, redevelopment and infill development, environmental concerns, priorities for next five years, and long term vision. A series of demographic questions were also asked.** The survey was available in English and Spanish online from May 15 through June 12, 2014. The following methods were used to share the link for the online survey:

- Banner ad and link on City of Brookhaven website
- Email from the Project Management Team to the Comprehensive Plan Steering Committee for distribution to personal databases
- Announcement and postcard containing survey address distributed at the May 15 and June 9, 2014 Comprehensive Plan community workshops

Hard copies of the survey were available for distribution at the May 15, 2014 Community Visioning Workshop and were made available at the Latin American Association. A total of 237 surveys were completed. Results of this survey were used to supplement technical analysis completed by the planning team and represented the public's voice regarding the future of the City of Brookhaven, along with other public input collected. A full summary of the community survey and input received is available in Appendix A.1.4.

MEETINGS WITH THE GENERAL PUBLIC

Obtaining input from the general public was a key component of this planning process. Meetings took different formats depending on the information that needed to be shared and collected at a given stage in the process. A brief summary of the formal opportunities to become informed and engaged and what we heard from the public at each session is summarized below.

Public Hearing #1 Kick Off with Council (April 22, 2014):

This hearing served as an opportunity to formally kick-off the Comprehensive Plan 2034 process with the Brookhaven City Council. At this session, a brief presentation was given that discussed the purpose of the comprehensive plan, the make-up of the planning team, the components of the plan, the timeline, and public involvement.

Community Visioning Workshop (May 15, 2014):

The purpose of this workshop was to work closely with community members to set the pace for Comprehensive Plan 2034. The Visioning Workshop was interactive in nature with several opportunities for the public to provide input throughout. The meeting began with an open house period in which attendees were encouraged to provide input on what they believe are the Strengths, Weaknesses, Opportunities and Threats of Brookhaven as well as what they want Brookhaven to be known for in 20 years. This open house portion was followed by a brief overview presentation of the comprehensive planning process, work to date, and meeting goals. A question and answer session followed prior to moving on to small group character area discussions. Prior to adjourning, key highlights from each discussion group **were presented with final remarks from the Planning Team and City.** A total of 30 City of Brookhaven citizens, business owners and other stakeholders attended the visioning workshop to learn more about the comprehensive planning process and to provide input.

Needs & Strategies Workshop (June 9, 2014):

This workshop was designed to gather public input to help set the priority needs and opportunities for Brookhaven and to help inform the City's action **plan for the next five years.** **Feedback from the public** was used to make sure the right priorities were emphasized in Comprehensive Plan 2034. The meeting began with a brief open house period that allowed the public to review displays and handouts and begin providing input. The open house was followed by a formal presentation followed by the needs and strategies workshop activities. Prior to **adjourning, next steps were presented with final remarks** from the planning team, Steering Committee and City. Community members were provided a **final opportunity to ask questions.** **A total of 30** individuals signed in at the workshop. Attendees included members of the Comprehensive Plan Steering Committee and members of the general public as well as other stakeholders.

Joint Open House (July 21, 2014)

The Open House provided the public an opportunity to review highlights from, ask questions about, and provide feedback on the draft plan. The Open House was joint with the Comprehensive Transportation Plan and preceded several hearings at which the public was provided additional opportunities to comment on the plan.

Public Hearing #2 with the Planning Commission (July 23, 2014)

Public Hearing #3 with Council (August 12, 2014)

Public Hearing #4 with the Planning Commission (September 3, 2014)

Public Hearing #5 with Council (September 9, 2014)

Full summaries of each public engagement opportunity is provided in subsequent sections.

A.1.2. Public Involvement Plan

OVERVIEW

Note: The Public Involvement Plan was written to guide public engagement during the planning process and, as such, is written in future tense.

Effective outreach educates all citizens on how they can be involved in developing plan outcomes and encourages participation in the development of the Brookhaven Comprehensive Plan. It is immensely important to promote the Comprehensive Plan to the public and to provide an opportunity for input during the plan **development process from start to finish. This strategy details the many effective outreach techniques that** can be implemented and how community stakeholders can be engaged. The methods are designed to give the public multiple avenues to provide input into the process at key project milestones.

KEY STAKEHOLDERS TO ENGAGE

There are a number of key stakeholders that will be engaged in some way throughout the planning process. **Elected officials, City staff, residents and civic associations, business owners and property owners, places of worship, and social service agencies** are among the many integral entities to involve. This planning process will be led by four teams:

- Project Management Team - includes City staff and the Consultant Team
- Consultant Team - includes Jacobs (project management, planning), Market Street Services (economic development, demographic analysis) and Sycamore Consulting (public engagement)
- Comprehensive Plan 2034 Steering Committee
- General public - includes residents, business/property owners, places of worship, agencies, institutions and others with an interest in the future of Brookhaven

STUDY DATABASE

Effective outreach educates citizens on how they can be involved in developing plan outcomes. This planning effort will utilize Brookhaven's existing database of community contacts to alert the public about the Comprehensive Plan and opportunities to become involved. Additionally, the Consultant Team will collect contact information from individuals who attend meetings, workshops and open house events. With their permission, this information will be shared with the Brookhaven Communications Department for inclusion in the overall study database.

KEY PERSON INTERVIEWS

At the onset of the project, the Consultant Team will conduct interviews with key stakeholders. Key Person Interviews will promote a clear understanding of the community as well as goals and objectives for the City of Brookhaven from differing perspectives. A list of interviewees will be developed by the Consultant Team and submitted to the City of Brookhaven for review. Potential interviewees may include the following:

- Planning Commission Chairperson
- Mayor and City Council members
- City Manager
- Assistant City Manager/Director of Community Development
- Police Chief
- Public Works Director
- Parks and Recreation Director
- Neighborhood Representatives
- Board of Education
- Latin American Association
- Economic Development contacts

Interviews will be conducted one-on-one or in small groups sharing similar interests and will utilize a prepared questionnaire that includes a range of discussion points relevant to each person's role(s) within the community. Interviews will be completed by mid-May in order to ensure concise and timely feedback. Follow up telephone interviews can be held if stakeholders are unavailable during the interview dates/times. Up to 15 key person interviews will be conducted. The Consultant Team will summarize all feedback heard during the interviews into a Common Themes Report ensuring anonymity of the interviewees and their responses.

COMMUNITY SURVEY

Early in the planning process, an online community survey will be distributed electronically to the entire study **database. The online survey will be an efficient way to collect feedback from the general public about their** vision for the Brookhaven Comprehensive Plan study area. Information collected from initial technical analysis and Key Person Interviews as well as initial Steering Committee meetings will help shape the survey content. The survey will remain open for a total of four weeks. The Consultant Team will provide a summary of the survey results for posting to the City website and public review.

MEETINGS WITH THE STEERING COMMITTEE

The Steering Committee will play an integral role in relaying community needs to the Project Management Team as well as communicating details of the planning efforts to the general public. The Steering Committee will also be instrumental in providing insight into the best ways to engage the public throughout the process in a structured format geared towards reviewing information, providing ideas and feedback. Meeting dates for the Steering Committee are as follows:

- Meeting 1: March 27, 2014 | 10:30 AM - 12:30 PM | Brookhaven Municipal Court
- Meeting 2: May 6, 2014 | 10:30 AM - 12:30 PM | Brookhaven City Hall (Community Room)
- Meeting 3: May 29, 2014 | 6:00 - 8:00 PM | Brookhaven City Hall
- Meeting 4: June 26, 2014 | 6:00 - 8:00 PM | Brookhaven City Hall

The Consultant Team will handle all Comprehensive Plan Steering Committee logistics including meeting reminders to Committee, venue set-up, printing of meeting handouts, easels, projector and screen, name **badges, sign in table, markers, flipcharts, and other documentation items.** The Consultant Team will facilitate all meetings and will document and summarize all meetings.

In addition to these four meetings, joint steering committee meetings will be held to allow for coordination among parallel planning efforts with the steering committees of parallel planning efforts (Parks and Recreation Master Plan, Comprehensive Transportation Plan, and the Buford Hwy Improvement Plan and Economic Development Strategy) on the below dates. These meetings will be informational in nature to communicate with the committees input being shared among planning efforts and other coordination occurring between the related efforts:

- Joint Steering Committee Meeting 1 (Comprehensive Plan 2034, Parks and Recreation Master Plan, Comprehensive Transportation Plan, and the Buford Hwy Improvement Plan and Economic Development Strategy): April 24, 2014 | 7:00 - 8:00 PM | St. Martins Episcopal Church
- Joint Steering Committee Meeting 2 (Comprehensive Plan 2034 and Comprehensive Transportation Plan): June 12, 2014 | 6:00 - 7:00 PM | Brookhaven City Hall

MEETINGS WITH THE GENERAL PUBLIC

Obtaining input from the general public is a key component of this planning process. Meetings will take different formats depending on the information that needs to be shared and collected at a given stage in the process. The public will have several formal opportunities to become informed and engaged which include:

- Public Hearing #1: Kick Off with Council - April 22, 2014 | 7:00 PM | Brookhaven Municipal Court
- Visioning Workshop - May 15, 2014 | 6:00 - 8:00 PM | St. Martins Episcopal Church (Gable Hall)
- Needs & Strategies Workshop - June 9, 2014 | 6:00 - 8:00 PM | Brookhaven City Hall
- Open House - July 21, 2014 | 6:00 - 8:00 PM | Brookhaven City Hall
- Public Hearing #2: Planning Commission - July 23, 2014 | 7:00 PM | Brookhaven City Hall
- Public Hearing #3: Council - August 12, 2014 | 7:00 PM | Brookhaven City Hall
- Public Hearing #4: Council Adoption Hearing - October 21, 2014 | 7:00 PM | Brookhaven City Hall

The Consultant Team will handle logistics of all general public engagement opportunities including meeting reminders to the Brookhaven Communications Department for distribution to the public, venue set up, printing of meeting handouts, easels, projector and screen, name badges, sign in table, markers, flipcharts, and other documentation items. The Consultant Team will facilitate meetings and will document and summarize all general public engagement opportunities.

OTHER PUBLIC ENGAGEMENT TOOLS & TECHNIQUES

In addition to the interactive outreach methods detailed above, the Consultant Team will also employ the following tools and techniques throughout the process to inform and engage:

- **Printed Materials** - Graphic flyers will be developed in advance of each public engagement opportunity and submitted to the Brookhaven Communications Department for distribution to the City's email distribution list. **Hard copies of the flyer can also be produced and made available to the Steering Committee and City** to assist in the distribution of announcements throughout the City. The Consultant Team will aim to have **all flyers finalized a minimum of 2 weeks in advance of each meeting.**
- **Community Kiosks** - Non-staffed poster-sized displays that promote the public process can be placed on easels in highly visible and commonly visited locations such as City Hall, shopping plazas, libraries and community centers, or during community events like festivals or farmers markets. They are most effective when placed in advance of upcoming community engagement opportunities. Steering Committee Members can be particularly helpful in this endeavor by identifying key locations and taking responsibility for the coordination, delivery and retrieval of the kiosks. Up to 12 displays will be placed throughout the community at two strategic milestones during the project timeline for a total of 24 kiosks throughout the process.
- **Media Releases** - Media releases will be drafted and submitted to the Brookhaven Communications Department for distribution to the City's media outlets. A media release will be prepared and submitted a minimum of 2 weeks in advance of the two public workshops and Open House for a total of three (3) releases. The City will handle advertising public hearings related to the Comprehensive Plan via its regular announcement process for hearings.

- **Website** - The Consultant Team will take advantage of the existing City of Brookhaven website and webpage dedicated to Comprehensive Plan 2034.
 - General information about the study including an overview of the process, anticipated outcomes, and a schedule will be provided for addition to the existing webpage dedicated to the Comprehensive Plan process.
 - Flyers and other public information will be submitted to the Communications Department for placement on the website in advance of public engagement opportunities.
- **Social Media** - The Consultant Team will take advantage of the existing City of Brookhaven social media outlets including the Facebook page, Twitter feed, and YouTube channel.
 - Flyers and other public information will be submitted to the Communications Department for placement on the Facebook page and Twitter feed in advance of public engagement opportunities.
 - Scheduled content will be submitted for placement on the Facebook page and Twitter feeds.
 - PowerPoint presentation slides from public meetings will be submitted for posting to the City's YouTube channel to the extent that it is available.

Additionally, information will be submitted to the Brookhaven Patch online events calendar and to the Atlanta Regional Commission for inclusion in its regular Community Engagement newsletter.
- **Language Services** - **The Consultant Team will assist the City in providing translated (Spanish) flyers** upon request. Interpretation services can also be made available for public engagement opportunities as needed.

KEY DELIVERABLES

The following are key deliverables described as a part of this Public Involvement Plan:

- Steering Committee meeting minutes
- Summary of Key Person Interviews
- Summary of meetings with the general public
- Summary of Community Survey
- **Printed materials (flyers)**
- Community kiosks
- Media releases
- Social media content (website, Facebook, Twitter, YouTube)
- Language services

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A.1.3. Stakeholder Interviews

OVERVIEW

At the onset of the comprehensive planning process, the consultant team conducted interviews with key **community stakeholders, including elected officials, City staff, and other key partner organizations, including MARTA, Oglethorpe University, the Latin American Association, and area economic development agencies. Interviews were held to help support the baseline conditions analysis, to begin the identification of key community initiatives, needs, and priorities, and to help inform key discussion points for public involvement activities.**

Interviews were held as either one-on-one sessions or small groups meetings. Interviews utilized a prepared questionnaire that included a range of discussion points which gave stakeholders an opportunity to discuss Brookhaven’s strengths, needs and opportunities. Key challenges and expected outcomes of the Comprehensive Plan were also topics of discussion. Interviews helped to promote a clear understanding of the City of Brookhaven and provided insight into the overall vision and priority needs and opportunities.

The majority of interviews were conducted over a two-day period in order to get concise and timely feedback. Additional interviews were held with stakeholders who were unavailable during the two-day interview period. A record of the interviews conducted is provided in Figure A.1-1 below. In addition to these interviewees, meetings with the DeKalb Development Authority and DeKalb Board of Education were pursued but never able to be scheduled.

Figure A.1-1: Stakeholders Interviewed

Organization	Participant/Role in Community	Day
City of Brookhaven	Stan Segal, Planning Commission Chairperson	April 25, 2014
City of Brookhaven	Rebecca Chase Williams, Councilwoman (District 1 Representative)	April 25, 2014
City of Brookhaven	Marie Garrett, City Manager	April 25, 2014
City of Brookhaven	Susan Canon, Assistant City Manager/Community Development Director	April 25, 2014
City of Brookhaven	J. Max Davis, Mayor	April 25, 2014
City of Brookhaven	Joe Gebbia, Councilman (District 4 Representative)	April 25, 2014
City of Brookhaven	Bates Mattison, Councilman (District 3 Representative)	April 25, 2014
DeKalb Chamber Perimeter CID	Yvonne Williams, Perimeter CID President and Chief Executive Officer	May 1, 2014
Brookhaven Zoning Board of Appeals	Tim Nama, Chairperson	May 1, 2014
Latin American Association	Jeffrey Tapia, Executive Director	May 1, 2014
Brookhaven Chamber of Commerce	Todd Lantier, President	May 1, 2014

Organization	Participant/Role in Community	Day
City of Brookhaven	Gary Yandura, Police Chief	May 1, 2014
City of Brookhaven	Richard Meehan, Public Works Director	May 1, 2014
Brookhaven Development Authority	Walt Ehmer, Chairperson	May 7, 2014
MARTA	John Crocker & Jason Ford, TOD Office	May 9, 2014
Oglethorpe University	Lawrence Schall, President	May 19, 2014

COMMON THEMES

The below summary provides a high level overview of recurring themes that resonated throughout the stakeholder interviews, focusing on items such as the Brookhaven’s key strengths, major drivers of change, priority needs and opportunities, long term priorities, and others. While detailed input provided by individual interviewees is not included herein, this information is being utilized by the comprehensive planning team to help with the understanding of baseline conditions and to help inform the development of needs, opportunities, and strategies for the plan.

KEY STRENGTHS

Brookhaven’s location and access to MARTA are among key strengths expressed by stakeholders during the interview process. MARTA sees its Transit Oriented Development (TOD) initiative as a primary way to help create an identity and center for Brookhaven.

The existing neighborhoods and housing stock are also seen as strengths within the City. The variety in housing types and ranges in affordability are a plus.

The abundance of parks is also seen as a key strength in Brookhaven. Stakeholders recognize parks as the legacy and symbol of the City; however, many mentioned that maintaining existing parks and making them more uniform through consistent vegetation and signage would improve residents’ park-going experience.

MAJOR DRIVERS OF CHANGE FOR FUTURE DEVELOPMENT

Many stakeholders understand the great potential for change along the Buford Highway corridor. Despite the challenges in this area, revitalization will drive change in Brookhaven’s future, overall.

Another major driver of change is the shift from a suburban place to one that is more urban, which leads to the need to manage increases in density. The MARTA and TOD as well as additional paths and support of **other modes of travel will influence how the community is able to get around and interact in this more urban environment.** Infill development will also continue to shape the character of the community.

The importance of establishing an identity as a new city and maintaining a government that values community input and exhibits transparency in the decision-making process are also key drivers for change in Brookhaven. **Creating a city center, a center of gravity for the community, will have an important influence on this identity.** Community engagement in City decision-making is an important component to shaping the direction of the City.

PRIORITY NEEDS & OPPORTUNITIES

The priority needs and opportunities expressed for the next five years varied widely. However, there was consistency in the need to improve infrastructure to accommodate current and future growth and capacity. The most popular among infrastructure needs are transportation related improvements including addressing **congestion through traffic management, accommodating alternate modes of transportation, and streetscape improvements.**

The importance of community involvement and sense of community among the City's diverse neighborhoods **and residents was reiterated as a priority need and opportunity for the City for the next five years.** Stakeholders also agreed that the need to create a town center with a greater sense of place should be a priority. Echoing the drivers of change, priority needs also included leveraging the MARTA station area for TOD, ensuring smart development, and continuing to enhance the City's parks system. Preserving the City's existing neighborhoods is another top priority.

LONG TERM OPPORTUNITIES

Ideas for long term opportunities varied widely among stakeholders; however, some responses are as follows:

- Develop land uses around the MARTA station into a higher and better use.
- **Make significant transportation improvements including a Perimeter area shuttle service, increased connectivity, and an improved Johnson Ferry Road intersection.**
- Strengthen schools.
- Create a real live-work-play City and true town center.

PLAN OUTCOMES

The most commonly offered response when asked "What should result from the Comprehensive Plan?" was related to public participation. Many stakeholders expressed the need for inclusion and input from all perspectives so that the result is a community supported plan.

Another anticipated outcome is the desire for a truly implementable plan that offers a realistic short term work program and guidelines in many areas. Many expressed the need for a more concise zoning code that **specifically outlines setbacks. Re-codifying or collapsing some districts as well as creating a new mixed use** district were explicitly stated as necessary plan implementation items. The existing Brookhaven-Peachtree Overlay District was thought of as a good example, though it may need to be revisited to make some improvements to facilitate its implementation, and stakeholders felt that other overlays should be considered for other areas of the City.

Interviewees believe that the Comprehensive Plan should provide policy direction/recommendations for several topics, such as:

- Buffer and transition zones between land uses
- **Regulations on infill housing development**
- Preservation of community character
- Addressing issues with bars and alcohol licenses
- Existing sign ordinance
- Development impacts on stormwater
- Coordination with Comprehensive Transportation Plan and Parks and Recreation Master Plan to further a more walkable environment in the city

Lastly, stakeholders want a Comprehensive Plan that has both short and long term projects that are implementable. Many expressed concern with developing a plan that will simply sit on the shelf.

BRANDING BROOKHAVEN

Along with the idea that Brookhaven needs a physical town center is the need to create an identity and to brand the City. Many ideas were offered for ways in which this can be done including:

- Using and installing public art.
- Developing a consistent signage theme and gateways.
- **Utilizing lighting and landscaping that is unique and significant to Brookhaven.**
- Recognizing and identifying the many historic resources in the city.
- Maintaining a clean and well-maintained city.
- Prioritizing consistent streetscaping along key corridors such as Ashford Dunwoody Road, Buford Highway, Peachtree Road, and Johnson Ferry Road.

ECONOMIC DEVELOPMENT & TRENDS

The most significant changes to occur for the business community in Brookhaven are the continued growth of multifamily residential properties as well as large developments such as Town Brookhaven and Dresden Village Place. Many stakeholders recognize Buford Highway as a major economic asset and opportunity. The cultural diversity, access, great views, and high visibility are all advantageous. However, there are challenges that need to be addressed before its potential can be leveraged and fully realized. Among the concerns is the need to improve pedestrian safety, provide higher quality housing, and improve the connection between the Buford Highway corridor and central Brookhaven.

On the northern end of the City, the Perimeter Community Improvement District (PCID) is seen as a significant contributor to the economic future of Brookhaven. As a non-governmental entity, the PCID has the ability to leverage state and federal funds that may not be available to the City.

Brookhaven would benefit from having a more cohesive relationship between economic development partners such as the Perimeter CID and the Brookhaven Chamber of Commerce. As the Brookhaven Development Authority continues to take form, it will also become a significant partner in developing the city.

UNDERSTANDING AND EMBRACING DIVERSITY

Brookhaven is home to a significant Latino population. The importance of recognizing diversity and finding ways to work together arose in many conversations. The Latin American Association and the Brookhaven Police Department offered the most comprehensive input on the topic of diversity. Both agencies have been collaborating to build a better working relationship with Brookhaven's Latino residents. Some ideas on how to further improve the quality of life for Latino residents include:

- Building trust and creating an environment that feels safe for all residents
- Involving the Latino community on City boards and committees
- Hiring bilingual staff at the City and MARTA
- Translating City materials to Spanish

RECOGNIZING RESOURCES

Because of Brookhaven's prime geographic location, there is no shortage of community resources. Of benefit to the City are the Brookhaven MARTA station (mentioned in several conversations) as well as Oglethorpe University, which continues to grow in land and enrollment. The Latin American Association—a 42 year old **service organization that provides assistance to Latino immigrants—is also a significant resource in Brookhaven.** Other resources include the Brookhaven branch of the DeKalb County Public Library and the City's many public and private schools. As the City continues to take shape, the importance of maintaining these relationships will continue to expand.

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A.1.4. Community Survey Summary

OVERVIEW

Surveys are an important method of information gathering generating data that is essential for developing an understanding of the community and its needs. As such, a community survey was designed to gather input regarding the vision for the City of Brookhaven. The survey included sets of questions highlighting **the following topics: daily needs and uses, connectivity and community identity, redevelopment and infill development, environmental concerns, priorities for next five years, and long-term vision.** A series of demographic questions were also asked.

The survey was made available in English and Spanish online from May 15 through June 12, 2014. The following methods were used to share the link for the online survey:

- Banner ad and link on City of Brookhaven website;
- Email from the Project Management Team to the Comprehensive Plan Steering Committee for distribution to personal databases; and
- Announcement and postcard containing survey address distributed at the May 15 and June 9, 2014 Comprehensive Plan community workshops.

Hard copies of the survey were available for distribution at the May 15, 2014 Community Visioning Workshop and were made available at the Latin American Association.

A total of 237 surveys were completed. Results of this survey were used to supplement technical analysis completed by the planning team and were also be used to represent the public's voice regarding the future of the City of Brookhaven, along with other public input collected.

RESULTS

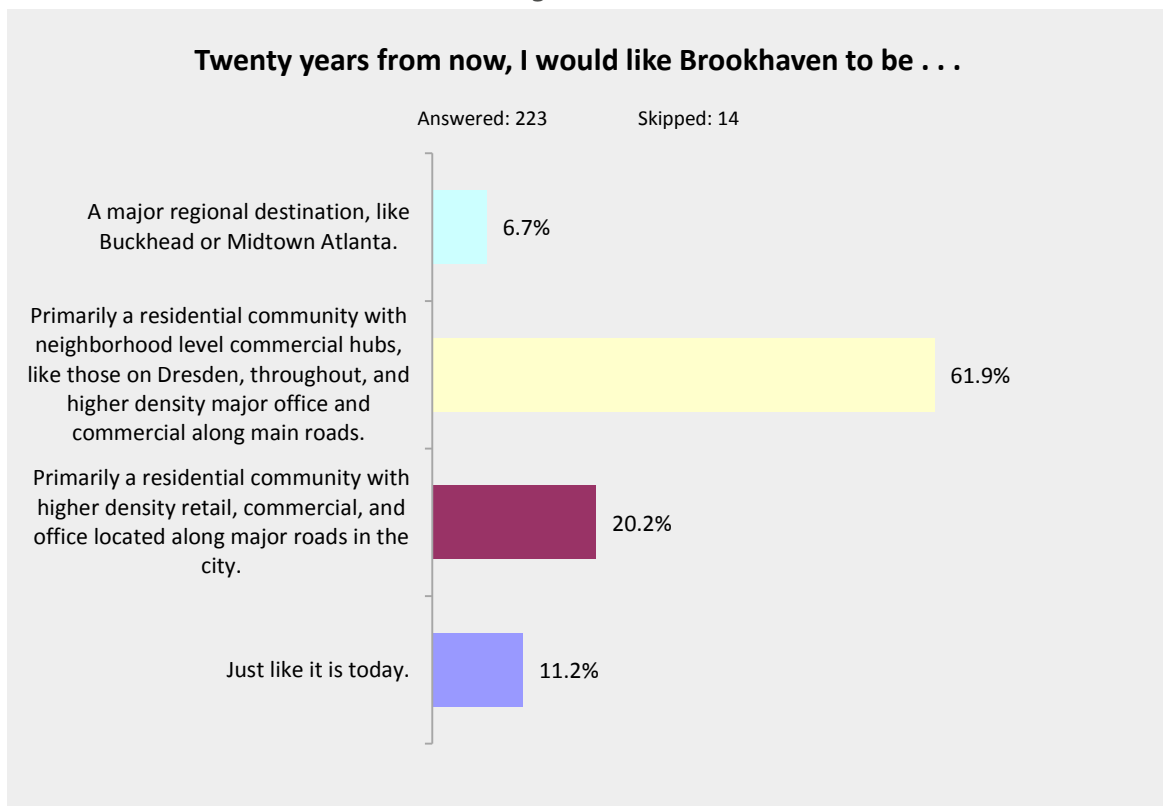
Summary survey results by section of survey are provided on the following pages.

INTRODUCTORY QUESTION

An introductory question encouraged respondents to think about the future of the city and asked “Twenty years from now, I would like Brookhaven to be....” Respondents were allowed to select only one response. Response choices were:

- Just like it is today.
- **Primarily a residential community with higher density retail, commercial, and office located along major roads in the city.**
- **Primarily a residential community with neighborhood level commercial hubs, like those on Dresden, throughout, and higher density major office and commercial along main roads.**
- A major regional destination, like Buckhead or Midtown Atlanta.
- Something else. (Please describe)

Figure A.1-2:

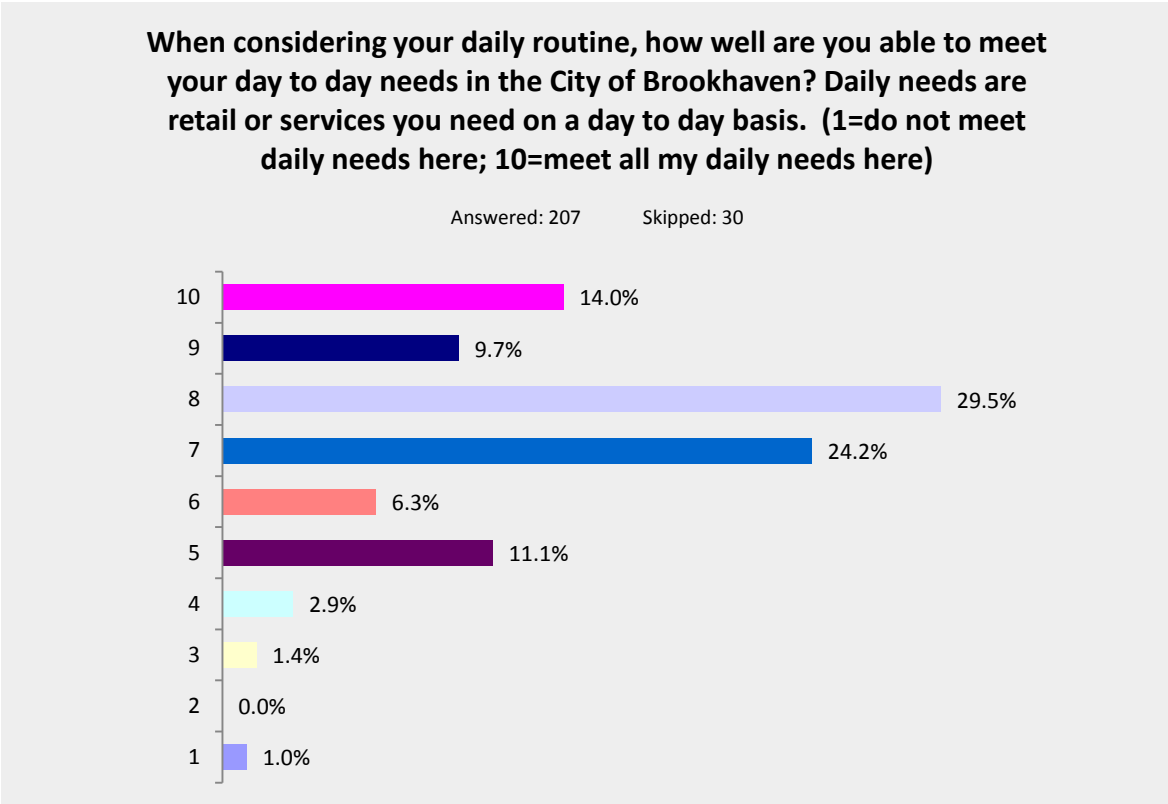


More than 60% would like for Brookhaven to be primarily a residential community with neighborhood level commercial hubs.

DAILY NEEDS & USES

The next set of questions asked about daily needs and uses. First, respondents were asked to consider their daily routine and how well are they able to meet day to day needs in the City of Brookhaven. Daily needs are defined as retail or services needed on a day-to-day basis. Answer choices ranged from 1 to 10, where 1 indicated that the person is not able to meet daily needs in Brookhaven to 10, where all daily needs are met in Brookhaven.

Figure A.1-3:



Most respondents rated the ability for the City of Brookhaven to meet daily needs a 7 or greater with the bulk of the responses being a 7 or 8 on the scale from 1 to 10. This indicates that respondents feel that most of their daily needs are met within the City of Brookhaven.

The next question on this topic asked respondents to review a list of items and indicate the degree to which **there is a sufficient supply in the city.** The list included the following:

- Single family detached homes
- Condominiums
- Townhomes
- Apartments
- Restaurants
- Small shopping nodes in neighborhoods
- Park space
- General shopping/retail
- **Medical offices**
- **Office space**
- Large regional retail
- Jobs requiring a college degree
- Jobs not requiring a college degree
- Housing to support City's workforce

Response options ranged from "Too Much" to "Not Enough." "No Opinion" was also an option.

Sixty-one percent (61%) of respondents believe that there is too much apartment housing. However, respondents believe there is the right amount of single family detached housing (61%), condominiums (48%), **townhomes (51%), general shopping/retail (43%), medical offices (45%), office space (44%), large regional retail (53%)** and housing to support the City's workforce (39%).

Forty percent (40%) feel that more variety is needed in the selection of restaurants. Forty percent (40%) also believe that there are not enough small shopping nodes and 59% feel that there is not enough park space. **The proportion of respondents with no opinion regarding the sufficiency of jobs requiring a college degree totaled 34%. Forty-eight percent (48%) had no opinion regarding the sufficiency of jobs not requiring a college degree.**

CONNECTIVITY & COMMUNITY IDENTITY

The next four questions asked about Brookhaven’s connectivity and community identity. The first asked how the City of Brookhaven can help build a greater sense of community and offered the following list:

- City sponsored festivals, events, parades
- Community gathering places/plazas
- Communications with the public
- In-person opportunities to learn about City services
- Opportunities to serve on City Boards/Committees
- Bi-lingual staff at City Hall

Response options ranged from “Too Much” to “Shortage.” “No Opinion” was also an option.

The greatest percentage (31%) felt that there are sufficient in-person opportunities to learn about City services and 28% believe there are sufficient opportunities to serve on City Boards/Committees. Thirty-eight percent (38%) think there is a need for more variety in City sponsored festivals, events and parades. Approximately 38% believe there is a shortage in City communications with the public and 50% think there is a shortage in the amount of community gathering places and plazas. Regarding the degree to which more or less bi-lingual staff at City Hall is needed, a large majority (64%) have no opinion.

The next question regarding connectivity and community identity asked respondents to indicate how best the City of Brookhaven can create its identity given the following areas:

- Promoting streetscape design standards
- Creating a town center
- Promoting architectural design standards
- **Planting of distinct trees, flowers, greenery**
- Physical entryways that tell people they have arrived in Brookhaven
- **Wayfinding signage throughout the City**
- Hosting special events that bring in outside visitors
- Promoting the City in marketing materials

Response options ranged from 1 to 5 with 5 being the most important, 3 being neutral and 1 being the least important.

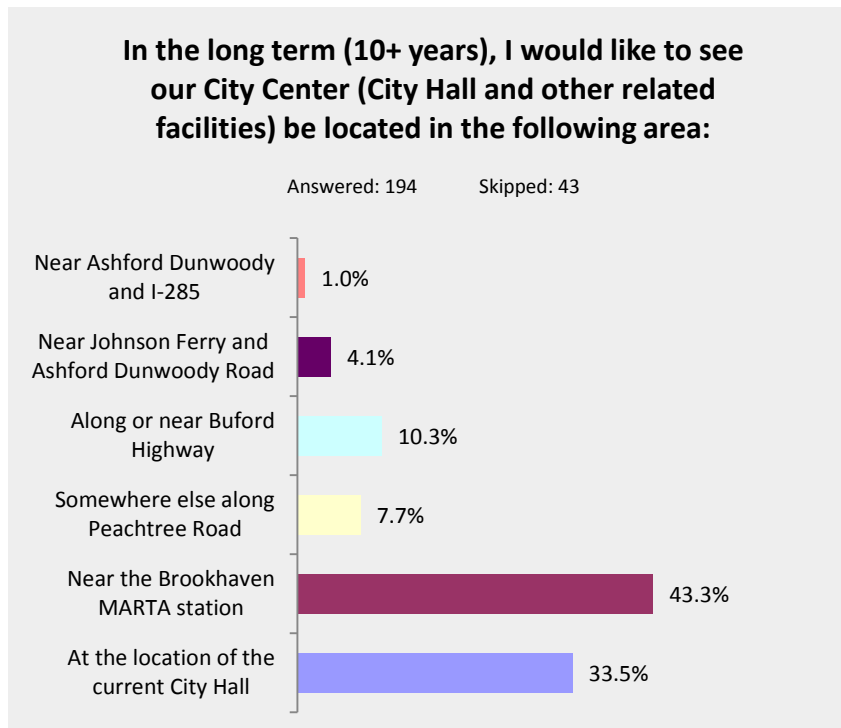
“Promoting streetscape design standards” and “creating a town center” were viewed as most important and received a high proportion of 5 ratings. “Promoting architectural design standards,” “Planting of distinct trees, flowers and greenery”, “Physical entryways that tell people they have arrived in Brookhaven,” “Wayfinding signage throughout the City” and “Hosting special events that bring in outside visitors” received 4 ratings.

Most respondents (41%) did not have an opinion or were neutral on the benefit of “Promoting the City in marketing materials” as a way to create a City of Brookhaven identity.

Regarding the physical location of the City, the next question asked where respondents would like to see the City Center (City Hall and other related facilities) be located. Respondents were asked to select one option from the areas given and also given the option to select other. Responses are shown below. A limited number of people chose other; most of these comments either supported locating city hall along Peachtree Road or otherwise commented on costs or other logistical needs for a city center.

More than 43% selected "Near the Brookhaven MARTA station" as the most population location followed by "At the location of the current City Hall" (34%).

Figure A.1-4:



The final question in the Connectivity and Community Identity section asked to what degree respondents value maintaining ethnic, age and income diversity in Brookhaven's population. Most value ethnic diversity (38%) as well as age diversity (38%). However, diversity of income received nearly identical responses between "neutral" and "strongly value" at 28%.

REDEVELOPMENT & INFILL DEVELOPMENT

The next two questions required “yes” or “no” responses regarding redevelopment and infill development in Brookhaven. The first question asked whether or not new housing in their neighborhood should do any of the following:

- Increase density
- Decrease density
- Maintain density
- Preserve areas with larger lots sizes
- **Allow for flexibility of distance from the street for housing structures**
- Set a standard distance from the street for structures based on average distance of existing structures
- Limit amount of impervious surface coverage
- Maintain the look and character of the surrounding residential neighborhood
- Allow new and different character apart from the surrounding residential neighborhood
- Consider architectural element standards

Respondents answered “yes” to the following:

- Maintain density (70%)
- Preserve areas with larger lot sizes (75%)
- Set a standard distance from the street for structures based on average distance of existing structures (67%)
- Limit amount of impervious surface coverage (69%)
- Maintain the look and character of the surrounding residential neighborhood (69%)
- Consider architectural element standards (57%)

However, most respondents felt strongly against: increasing density (79%); decreasing density (55%); allowing **for flexibility of distance from the street for housing structures (48%); and allowing new and different character** apart from the surrounding residential neighborhood (38%).

The second question about redevelopment and infill development was concerning neighborhood commercial nodes and asked if respondents would like to see small scale commercial uses within walking distance of their home. A large majority (87%) responded “yes” to this question.

The next question asked respondents to rank a list of seven priorities in order of importance. The following list shows how the priorities were ranked where 1 is the most important priority:

1. Addressing traffic congestion.
2. Improving our parks and recreation spaces.
3. Increasing ways to travel around on foot or bike.
4. Pursuing redevelopment in strategic parts of the city.
5. Establishing an identity for our city with signage, strategic streetscaping, events, or other activities.
6. Developing a City Center.
7. Maintaining status quo.

Addressing the issue of traffic congestion ranked as the most important priority for the next five years followed closely by the need to improve parks and recreation spaces. Maintaining the status quo ranked lowest on the list of priorities for the next five years.

LONG TERM VISION

The two questions in the Long Term Vision section were both open-ended questions. The first asked for respondents to imagine Brookhaven 20 years from now and to describe the defining characteristics of the City. "Safe" and "walkable" were the most popular word responses followed closely by "diverse," "green" and "friendly." The full spectrum of responses received is reflected in the graphic below.

Figure A.1-6:



A FEW QUESTIONS ABOUT YOU

The final six questions were demographic in nature and were asked to help determine the characteristics of the population who participated in the survey. From these responses the following characteristics were true:

- Most respondents (73%) live in Brookhaven and 21% both live and work in Brookhaven.
- Most (44%) respondents reside in Planning Area 2 followed by 29% in Planning Area 3 and 23% in Planning Area 1. The remaining 4% of respondents to this question do not live in Brookhaven.
- Most respondents (34%) are age 46 - 60 followed by 32% who are age 32- 45; 15% who are over the age of 60 and 12% who are age 25 - 31.
- Approximately 53% of the survey respondents are women.

Figure A.1-8:

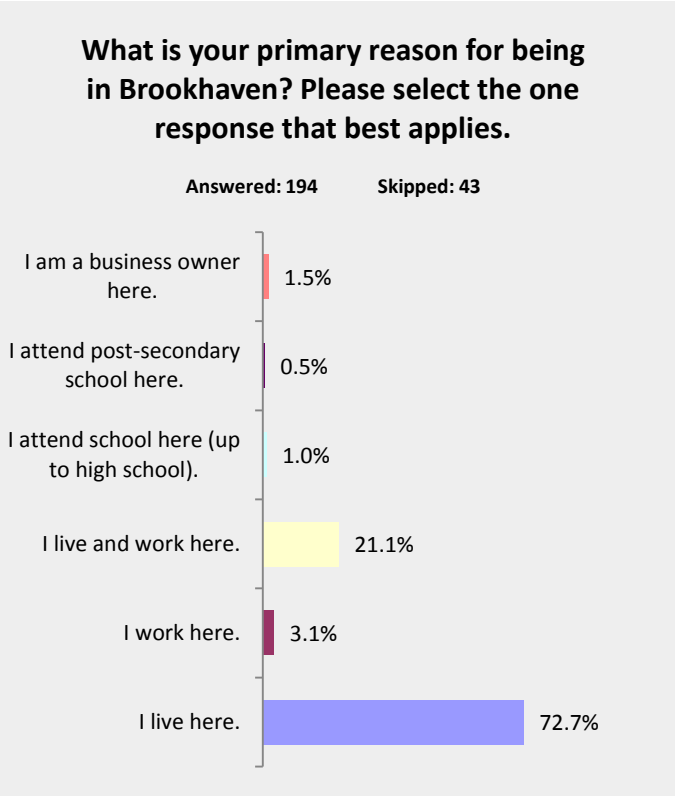
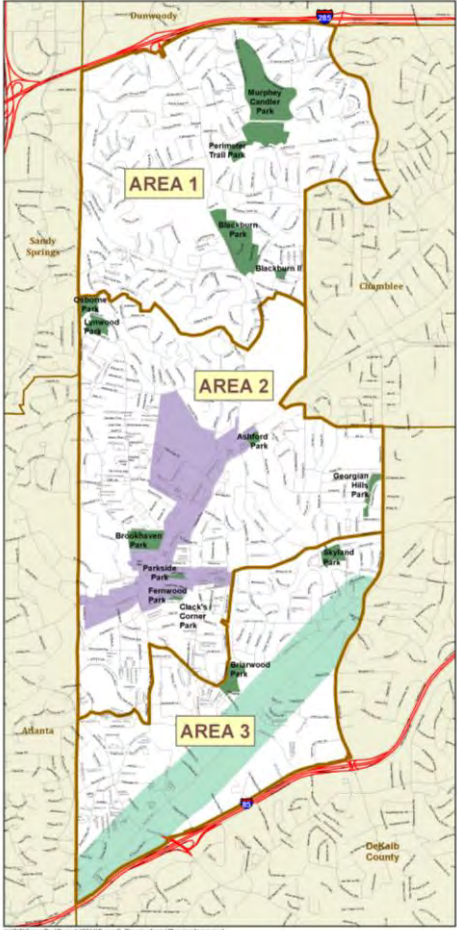
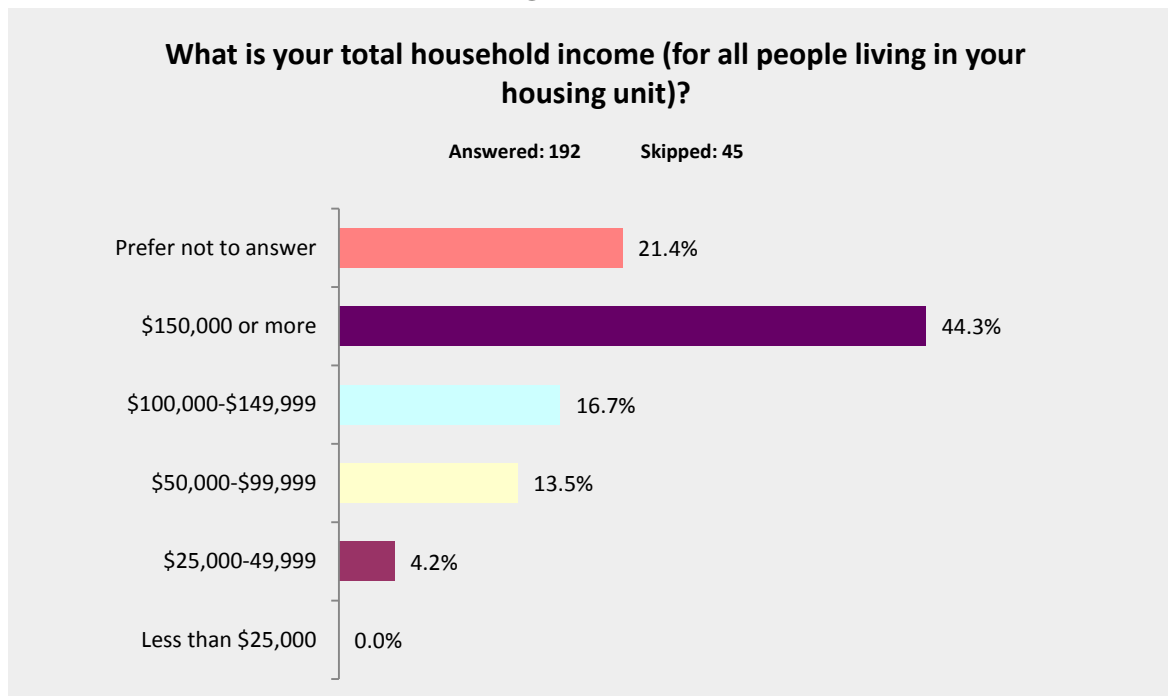


Figure A.1-9: Planning Area Map



- Over 92% of the survey respondents are homeowners.
- A total household income exceeding \$150,000 made up 44.3% of survey participants.

Figure A.1-10:



A.1.5. Steering Committee Meeting Minutes

Date:	March 27, 2014 (10:30 to 12:30pm, Municipal Court)
Purpose:	City of Brookhaven Comprehensive Plan 2034 Steering Committee Kick-off Meeting
Attendees:	List of Steering Committee members and members of the public in attendance is provided at the end of minutes.
Prepared by:	Jacobs

Upon arrival, attendees were provided with a meeting agenda, planning process overview fact sheet, a steering committee and public meeting schedule, and list of committee members.

WELCOME

Marie Garrett, City Manager, started the meeting and welcomed all to the Steering Committee Kick-off for the Comprehensive Plan. The Comprehensive Plan will focus on the future land use vision for the city. Other parallel planning efforts, including the Buford Highway Improvement Plan and Economic Development Strategy, Comprehensive Transportation Plan, and Parks and Recreation Master Plan will be incorporated into the Comprehensive Plan. The recommendations of the Comprehensive Plan will also inform development of the other plans, such as the impacts on future land use vision on transportation needs. The Comprehensive Plan document will include a short-term and long-term work plan. The Planning Commission has authority to recommend City Council to approve the Comprehensive Plan for transmittal for regional and state review.

The City has held its kick-off meetings for the steering committees of other planning efforts this week as well. The City is planning two joint coordination meetings of all the Steering Committees for the various planning initiatives underway.

Steering Committee members were given demographic information from the joint Steering Committee meeting but asked to sign a waiver to not use information beyond informational purposes.

OVERVIEW AND INTRODUCTIONS

Susan Canon, Assistant City Manager/Director of Community Development, reiterated the importance of the planning effort and led introductions of the Steering Committee. It was noted that three Steering Committee members were unable to attend today. It was also noted that three City Council members were present, seated in the audience.

PROJECT OVERVIEW

Amanda Hatton, Jacobs project manager, provided an overview of the planning project, including key tasks, the planning time frame, and key elements of the plan. All cities and counties in the state are required to **have a comprehensive plan and to update it on a five year basis, at minimum. It is exciting time in the City's** history. The Comprehensive Plan sets the overarching long-term vision and short-term action plan for the City. Steering Committee members were encouraged to think big and "make no little plans." The City has been divided into planning areas to facilitate discussion at public involvement meetings.

QUESTIONS AND ANSWERS/DISCUSSION

After the project overview, Committee members offered the following questions and comments:

- Are there any risks going through the process so quickly? The City is required to adopt its Comprehensive Plan by the end of the year. The tight schedule will help the community stay engaged in the planning process and maintain excitement about the plan.
- What does a Quality Comprehensive Plan document look like? The community is encouraged to consider their plan from a fresh perspective. All comprehensive plans completed by localities in Georgia are available online at the Department of Community Affairs. Jacobs will be working to make the plan document concise and user-friendly.
- It is important that the broader community know what is going on with the Comprehensive Plan and be informed of meetings/activities. Local churches, homeowners associations, and swim/tennis clubs should be included in the outreach plan. The planning team/City should consider the best way to reach people. YouTube videos were suggested as an idea. The consultant team will be completing a Public Involvement Plan as one of its initial steps.
- The Steering Committee would like to have the ability to provide input into the Public Involvement Plan (PIP). The consultant team will provide the PIP to the group for input once it is drafted.
- Will the plan start from scratch or use example plans from other communities? The plan must contain certain elements, as required by DCA. It's recommended that the City start fresh, as it started a new city for a reason. The DeKalb Comprehensive Plan will be reviewed by the consultant team as a part of the Baseline Assessment.
- The Comprehensive Plan should consider what's being planned in adjacent communities, including Sandy Springs, Dunwoody, Chamblee, and the City of Atlanta. Pill Hill in Dunwoody is seen as having an important **influence on Brookhaven. Recent LCI studies in Dunwoody and Chamblee should be considered.**
- The working maps for the Comprehensive Plan should include a buffer of surrounding areas.
- What is the role the Steering Committee at public meetings? Steering Committee members are asked to attend and help facilitate discussion. The Comprehensive Plan has a special email address that should be used to submit comments on the planning process outside of public meetings: comprehensiveplan@brookhavenga.gov.

NEEDS AND OPPORTUNITIES BRAINSTORMING

Steering Committee members were invited to brainstorm on needs and opportunities in the city by planning area. Input collected is summarized below. Several comments were city-wide in nature and are listed under overall city needs/opportunities.

AREA 1

- **Traffic/congestion on arterials is a problem.** Through traffic from people coming and going from areas outside of Brookhaven is a problem.
- Additional crosswalks/sidewalks area needed to create a safer pedestrian environment. Johnson Ferry in particular has issues.
- The City needs to support other modes of transportation for longer distances.
- **The area would benefit from having better connectivity to parks.**

AREA 2

- Is this the City Center?
- The MARTA station is an untapped resource.

AREA 3

- Park space is needed.
- It is a hazardous walking area.
- The City would like to open up the creeks to development and make these areas an asset.
- Leverage the international community presence.
- Leverage the view of the Atlanta skyline.
- Preserve the heterogeneity of the area - age, income, religion, etc.
- Preserve affordable housing.

OVERALL CITY NEEDS/OPPORTUNITIES

- Connectivity.
- Walkability.
- Less dependence on the car is desired.
- The City needs big ideas for creating a desirable pedestrian environment.
- Walking access to Brookhaven Park.
- Connectivity with focus on health/exercise.
- The City should look at connecting to the Sandy Springs path project.
- The Chamblee trail is another opportunity for the City to connect to at MARTA station area.
- Small scale commercial nodes are needed.
- The City will need to revisit zoning regulations to make sure smaller commercial nodes are permitted in the code. There may be a need to adjust the regulations.
- There's a need to educate the public about what mixed use residential means for a community. Some people have a negative association but don't fully understand it.
- Johnson Ferry provides an opportunity for Transit Oriented Development.
- Little development nodes along multi-use paths would help connect the city in a meaningful way while supporting other modes of transportation.
- The city needs destinations.
- Make the city navigable.
- Determine the right level of density.
- What is the right mix of multi-family for Brookhaven?
- In order to make Brookhaven work, we need ecosystems that include high density to support the commercial viability as well as walkability of the area.
- Establish an identity and branding for the city - streetscaping, development styles, "One Brookhaven."
- **The community should define where and what is the City Center/Civic Center of Brookhaven. It should be the center of gravity for the community.**

ADJOURN

Prior to adjourning, Committee members were provided with a homework assignment for the next Steering Committee Meeting on May 6 (10:30-12:30pm, location to be determined). The homework assignment included **considering 1) the defining characteristics that should be included in Brookhaven’s long-term vision and 2) what should be preserved or changed in the city in the long term.** The group was reminded that the Public Hearing 1: Kick-off with Council will occur on April 22 at 7:00pm.

ATTENDANCE RECORD

STEERING COMMITTEE MEMBERS

- Thomas Bartolozzi
- Shannon Cameron
- Susan Canon
- Charles Gerrick
- Jack Honderd
- Adrian Schmidt
- Stan Segal

OTHERS IN ATTENDANCE

- LaTria Garnigan
- Marie Garrett
- Ben Song
- Blair Belton
- Jim Eyre
- Amanda Hatton (Jacobs)
- Chuck Button (Jacobs)

Date: May 6, 2014 (10:30 to 12:30pm, City Hall Community Room)

Purpose: City of Brookhaven Comprehensive Plan 2034
Steering Committee Goal Setting Meeting

Attendees: List of Steering Committee members and members of the public in attendance is provided at the end of minutes.

Prepared by: Sycamore Consulting, Inc.

Upon arrival, attendees were provided with a meeting agenda, the Baseline Conditions Analysis, Final Public Involvement Plan, Steering Committee Meeting #1 Homework Assignment, a Future Land Use Map, and a Community Facilities Map.

SUMMARY

Amanda Hatton (Jacobs) welcomed the group and thanked them for being in attendance. After leading the attendees through introductions, she explained that this meeting will begin the process of establishing the basis of the plan. Since the last meeting, the team has focused on the baseline conditions. This meeting will include a brief overview of the baseline conditions analysis, a vision statement activity, a character area activity and an overview of the public visioning workshop.

BASELINE CONDITIONS ANALYSIS

Amanda reviewed the results of the Baseline Conditions Analysis which began with a review of existing plans and policies in and adjacent to Brookhaven. Ranada Robinson (Market Street Services) discussed some key demographic indicators. The team utilized year 2010 census data at the census tract level and draws comparisons for Brookhaven, the Atlanta Metropolitan Statistical Area (MSA) and the state of Georgia. Data shows a high Hispanic population and loss in African American population. Brookhaven is home to a very educated workforce and attracts a population with higher educational attainment. There is a high percentage of people with higher income and those in a lower income bracket nearing poverty, however the middle-class **population is shrinking. Commuting patterns of Brookhaven residents show that most spend less time in traffic** as compared to the Atlanta MSA and the state. There is a higher percentage of the population that utilizes public transit to get to work as compared to other geographies.

Ranada discussed economic development statistics which were gathered using zip code data. The research shows that the fastest growing job sectors are lower paying jobs while there is a decline in higher paying jobs. However, when observing the jobs held by current residents the data shows there is a highly skilled and professional labor pool within the City.

Amanda discussed housing data beginning with an overview of overall housing characteristics. The data shows a high percentage of multi-family units but a large amount of residential uses, in general. Most houses were built in the 1960s. There are an estimated 126 residential neighborhoods and 66 apartment complexes. The City is currently doing an independent analysis of the 66 apartment complexes to be sure they are healthy and safe places to live. This will be complete after the Comprehensive Plan is complete.

Infill housing is described as a dynamic factor in Brookhaven. Most infill is focused to the north and south of Peachtree Road. The City will provide additional data to supplement the infill housing data analysis. There is a low vacancy rate in Brookhaven when compared to county and state. This could potentially be due to the

city's location, accessibility to employment and the mix of housing types. There is a high renter occupancy (approximately 52%) which is higher than the state and county. However, 71% of the rents in Brookhaven are greater than \$999 per month as compared to 45% of the rents in DeKalb greater than \$999. It will be important to consider the impacts of renters in planning for community resources. For owner-occupied units, over 70% are valued at \$300,000 or more. It is important to note that expensive housing may be a barrier to entry for younger potential residents who are looking for a place to settle down and to start a family.

Jonathan Webster (Jacobs) talked about the existing land use analysis which revealed that the primary use is single family residential (59.3%) followed by multi-use residential (12.6%) and commercial (9.9%). The majority **of Brookhaven is built out with remaining property being mostly undevelopable (in a floodplain or within the airport compatible overlay district). However, there is significant redevelopment potential in strategic** locations. Mixed-use development is a trend in the City and there is potential for more to occur. The team took a detailed look at current zoning districts and what is allowable, including the Brookhaven-Peachtree Overlay District. The analysis also reviewed the County Comprehensive Plan and its future designations as well. An important part of this process will be to consider if the City has the right zoning designations and if the most appropriate development is occurring.

Lastly, Amanda discussed community facilities and services. The team has documented services to date offered **by the City. The police department has increased its force to 60 officers. The Park and Recreation Master Plan process has identified 13 city parks. Though the City is currently coordinating with DeKalb County on some services such as fire and rescue, schools, libraries and utilities, it will be important to evaluate what the county is doing in these areas to be sure services delivered meet the residents' needs.**

Cultural resources were outlined including Oglethorpe University and the Historic Brookhaven community. **Natural resources such as waterways and flood areas have also been identified. Lastly, a list of top assets and opportunities for the City was discussed.** Among those listed were the fact that Brookhaven is a regionally **significant location; has a youthful and diverse population, has potential new mixed-use opportunities, and has an opportunity to leverage and incorporate parallel planning efforts.**

VISION STATEMENT ACTIVITY

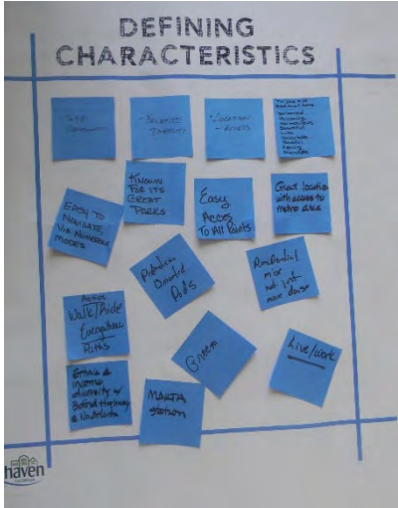
Jen Price (Sycamore) led the group through a visioning exercise beginning with an overview of the Georgia **Department of Community Affairs (DCA) definition of a vision statement and its usefulness in the comprehensive** planning process. Members were given three sticky notes to summarize responses to three homework questions from the previous Steering Committee meeting:

- **What should be the defining characteristics of Brookhaven in the long term?**
- **What will people say about Brookhaven 20 years from now?**
- **What will set the City apart in the metro Atlanta area and make it a unique place?**

Input received from the visioning exercise will be crafted into a draft vision statement. The following pages provide a summary of the input received for each question.

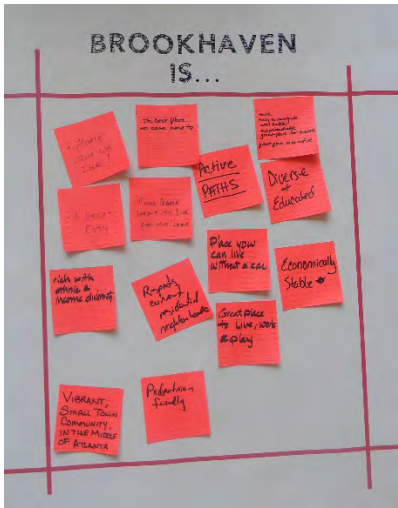
Defining Characteristics:

- Safe community
- Balanced diversity
- Location - access
- The place to be proud to call home: balanced, welcoming, harmonious, beautiful, lush, comfortable, peaceful, appealing, desirable
- Easy to navigate, via numerous modes
- Known for its great parks
- Easy access to all points
- Great location with access to metro area
- Active - walk/ride - everywhere - paths
- Pedestrian oriented pods
- Residential mix not just more dense
- Green
- Ethnic and income diversity with Buford Highway and north Atlanta
- MARTA station
- Live/work



Brookhaven Is:

- Home - where we live
- The best place to come home to
- Safe, easy to navigate, walkable, approachable, great place for businesses, great place to be active
- A great city
- Where people want to live and not leave
- Active - paths
- Diverse and educated
- Rich with ethnic and income diversity
- Respects current residential neighborhoods
- Place you can live without a car
- Economically stable
- Great place to live, work and play
- Vibrant small town community, in the middle of Atlanta
- Pedestrian friendly



What Makes Brookhaven a Unique Place:

- Passive parks
- 3 major interstates border (3 unique areas - 1, 2, 3)
- Connectivity compared to other areas
- Parks & lakes; urban
- A bicycle friendly community designation along with Athens, Roswell and Decatur
- To work-live-play, an oasis, vibrant/green, where business and life can thrive, where you walk/bike/ride easily completely from one end to the other
- Is the best stop on MARTA
- Intermodal by paths & trails
- A Brookhaven beltline that unites the City
- Has great gathering places
- Interconnected green space
- Diverse communities within one City
- Gem of the south
- Great community feeling
- **A defined city center with public plaza**



Responses for each question revealed some clear commonalities among Steering Committee members including the desire for a place that is walkable, bikeable, green, and is a destination.

CHARACTER AREA MAP ACTIVITY

Jonathan began with the Department of Community Affairs’ definition of a character area and then reviewed the draft character area map which are broad areas defined by similar housing types, development and geography. The group was invited to comment on the draft character areas, and to identify where gateways may be considered and where neighborhood-commercial development should be focused. To bring more specificity to the broad character areas, the Team also could possibly develop overlays that would be more detailed. The following comments were received regarding the draft character area map:

- **Gateways were identified along:**
 - Chamblee Dunwoody Road
 - Harts Mill Road
 - Johnson Ferry Road - East and West
 - Peachtree Road - East and West
 - Tobey Road
 - Dresden Drive
 - Buford Hwy - East and West
 - Briarwood Road
 - North Druid Hills Road
 - Roxboro Road
 - Windsor Parkway
 - Mill Creek Drive
 - Perimeter Center Parkway
 - Ashford Dunwoody Road
 - Perimeter Summit Parkway
- **Neighborhood commercial is identified for the intersection of Osborne Road and Windsor Parkway.**
- **A potential park has been identified for the Nancy Creek adjacent parcels along the western city boundary.**
- The area between Osborne Park and Lynwood Park should be investigated for park expansion.
- The northeast corner of North Druid Hills and Cliff Valley Road/Lenox Park Blvd could potentially be a park or neighborhood commercial.
- The southwest corner of North Druid Hills and Cliff Valley Road/Lenox Park Blvd could potentially be a park or neighborhood commercial.
- The triangle parcel between Goodwin Road, Roxboro Road, and North Druid Hills would be an ideal park.
- The parcels on the western side of North Druid Hills south of the merge with Roxboro Road could serve as neighborhood commercial.

NEXT STEPS

The Steering Committee was encouraged to spread the word about the May 15th Public Workshop. The format of the session was discussed and the following feedback was received regarding the best way to engage the public:

- Interaction – should spend most time on workshop portion versus a presentation.
- There is some concern breaking the discussion into three geographies because of the need to create **consensus and to show Brookhaven as a unified area. The committee understands the need to get fine details but caution the Team about coming into the workshop with three pre-defined areas.**
- The Committee suggests starting the conversation with an overview of whole community and then moving into narrow discussions for a time period before letting the groups rotate.

QUESTIONS/COMMENTS/CONCERNS

The following summarizes the questions, comments and concerns raised throughout the discussion.

- Will comments received in the general email inbox be incorporated into the Steering Committee discussions/plan? Yes. The team is monitoring the inbox and is developing a way to summarize and track responses to each. A version of the comments received will be made available to the Steering Committee.
- The founding date for Oglethorpe University should be 1835.
- **Regarding demographics, the team should consider incorporating findings of the Brookhaven Community Insights report (2014) which uses projection data.** There are differences in some demographics between the data presented today and this analysis. Data from the Brookhaven Community Insights report is from a different source and is projected data which explains why there are differences between statistics. The Team will review the data and will take advantage of opportunities to incorporate newly updated demographic data as it becomes available from the Atlanta Regional Commission and the US Census Bureau.
- The Real Estate industry is seeing residents with high incomes and college/advanced degrees as well as some empty-nesters relocating to the Brookhaven. Single family detached purchases have been robust. Renters are relocations to the area who want to experience the City before making a purchase. Today, the **average price point of the housing stock, even for “fixer uppers” is around \$300,000-350,000.**
- Would like to consider comparing Brookhaven against the other cities that are similar.
- **First time homebuyers are typically people moving in from an unaffordable city but who find Brookhaven affordable and are able to buy here. Other first time homebuyers are immigrants. The industry is not seeing the typical first time home buyers (Generation Y and X). Many cannot afford to move because of losses sustained to home values during economic downturn. Homes are available that they could move into, but they are underwater in their current homes and cannot move yet.**
- Brookhaven can use down payment assistance or some mechanism to make people eligible for FHA funding. This has been successful in other places across Atlanta and could be a way to make this area more affordable for new homeowners.
- What is a gateway? Gateways will identify possible entry locations into the City. They are usually on prominent corridors and can be used to identify the geographic area. Gateways should help create a sense of place and identify when you have arrived in Brookhaven.

- The character area map will make a good community council map
- Consider breaking the character area map up by elementary school zones or some other geography to get more focused feedback from the public
- It makes sense to incorporate input from the park and recreation planning process to plan for parks and greenspace in strategic locations.
- This character area map should also integrate the Buford Highway study recommendations.

ATTENDEES

STEERING COMMITTEE MEMBERS

- Susan Canon
- Charles Gerrick
- Jack Honderd
- Collette McDonald
- Adrian Schmidt
- Stan Segal
- Todd Terwilliger

MEMBERS OF THE PUBLIC

- Tom Riley, National Wildlife Federation
- Blair Belton, Drew Valley
- Rebecca Williams, Brookhaven City Council
- D. Woodley
- Don Neustadt, New Homes, Inc. /Pure Energy Solutions

PROJECT MANAGEMENT TEAM

- Paul Culter, Jacobs
- Amanda Hatton, Jacobs
- Jen Price, Sycamore Consulting
- Ranada Robinson, Market Street Services
- Jonathan Webster, Jacobs

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Date:	May 29, 2014 (6:00pm to 8:00pm, City Hall Incubator Room)
Purpose:	City of Brookhaven Comprehensive Plan 2034 Steering Committee Needs and Opportunities Work Session
Attendees:	List of Steering Committee members and members of the public in attendance is provided at the end of minutes.
Prepared by:	Sycamore Consulting, Inc.

Upon arrival, attendees were provided with a meeting agenda. Additional handouts were distributed during the Character Area exercise, including Character Areas and Defining Narrative, Questions for the Steering Committee, and Comment Form.

SUMMARY

Amanda Hatton (Jacobs) welcomed the group and thanked them for being in attendance. After leading the attendees through introductions, she explained that this meeting will focus on Character Area Implementation Strategies and Overarching Needs and Opportunities, with discussions and exercises to solicit input from the attendees. Amanda then gave a brief overview of the public outreach to date, including high-level results from the Visioning Workshop, Community Survey, and Stakeholder Interviews. Additionally, she stated that the survey will remain available until June 12, 2014 and the summary of interviews will be posted to the City’s website.

A comment was made that the attendance at the Visioning Workshop was low and that the more effort must be made for the next workshop. The City replied that the turnout was not unusual for a planning effort. Amanda stated that the project team did have some ideas to increase attendance, to be discussed at the conclusion of the meeting.

CHARACTER AREA IMPLEMENTATION DISCUSSION

Jonathan Webster (Jacobs) led the group in the exercise to discuss the character areas. Using the handouts, he selected key character areas within the City to discuss with the group. For each area, Jonathan posed questions to the group. The questions, noted in italics, are below with the summary of responses.

Perimeter Center: *(JW) The previous plan permits up to 120 units per acre, is this an appropriate density moving forward for this area? Do you envision high or mid-rise development?*

- I see a mix of high and mid-rise. I would like to see the highest density adjacent to I-285 serving as a buffer, with the mid-rise as a step down towards the residential areas.
- I see that area as a real nexus of access. There is I-285 and the MARTA facilities. It is a natural place for higher density, as long as the residential areas are respected.
- **The area should be supported by sufficient lighting.**
- Townhomes would be appropriate.

Murphey Candler-Nancy Creek-Silver Lake: (JW) *Is there a more appropriate name for this area? Are there locations where you could see neighborhood commercial?*

- How about the "Lake District"? The lake is a unique feature.
- **I don't find the name offensive as is.**
- Educational needs: I see Montgomery Elementary as a key priority; it is a key aspect of the northern gateway into the city. It is the top school in DeKalb and it really is in bad shape structure. It must be addressed. Chamblee High School improvements are a good model to consider.
- I would like to see some commercial at the park. I can see a coffee shop or something like that to serve **the park users and ball fields. I could even see a Starbucks.**
- I would not like a Starbucks. I think a concessions run by the Parks and Recreation Department is more appropriate.
- My concern with adding commercial in that area is that a "soft spot" will be created, changing the overall neighborhood character.
- It was concluded that allowing a refreshment use as a part of the parks and recreation program makes sense, but the future land use plan should not propose change in land use within the park.

Blackburn Park Neighborhood Center: (JW) *What is the appropriate density for this area? The previous plan permits up to 24 units per acre.*

- I like the newer development in the area (Brookleigh); that is appropriate to me.
- **Allowing higher densities, with up to five story development, will allow for more flexibility resulting in nicer, creative design, and desirable amenities such as publicly accessible open space and pedestrian facilities.**
- There is not a lot of land left in this area; I assume we are talking about redevelopment? Yes, future growth in this area and most areas of the city would result from redevelopment.
- I would like to see small scale commercial in the neighborhood that just serves the neighborhood and not a regional shopping destination.

Peachtree Corridor Overlay District: (JW) *This area is identified as an ideal location for government complex, is this appropriate?*

- **Yes, specifically somewhere near the MARTA, or the old Harris Teeter.**
- Yes, I think that idea is very compatible with creating a city center in this area.
- I would like to see this area develop creatively with more character and an active pedestrian environment.
- **Parking will be an issue, the corridor is too shallow to do any significant development, but shallow restaurants are a possibility. Potential exists for a pedestrian "promenade" .**
- **The highest center of gravity for the area should be at the MARTA station, with office as a key use.**
- There is opportunity for creative redevelopment with the warehouses down Apple Valley.

Buford Highway Corridor: (JW) *The previous plan allows for 14-18 units in the majority of the area, is that appropriate?*

- We can go higher in this area; this should be the second highest density area in the city after Perimeter Center.
- There is an opportunity for the City to work with GDOT on potentially dropping a travel lane on Buford Highway. More contemporary lighting is desirable.
- The area near I-85 could accommodate high-rises.
- I am concerned over transition, we would need to protect the existing residential areas. There should be a step-down from the Roxboro character area to Buford Highway (similar to what is being discussed for the Perimeter Center area).
- There may be a market for a hotel in the future.
 - We don't want another Red Roof Inn, we want high-rise.
- We always need to think about mass transit in a corridor like this. We need to protect and encourage amenities for transit.
- The City is very interested in redevelopment in the area, however we want to make sure we are protecting the current residents, providing safe and affordable housing. It's complicated to redevelop without displacement.
- We also need to preserve Buford Highway as an international corridor; it is a real asset to the region.
- North Fork Peachtree Creek is a critical feature here in this area.
- The demographics here seem to support smaller pocket parks, or "parklettes". Residents are walking and not driving in the area.
- This area is the least walkable, yet has the most pedestrians in Brookhaven.
- Increasing the density will drive land sales up, so we must be very careful to direct development only where we want it, in order to protect the affordable and ethnically diverse character of the area. Perhaps we need to break this area up, so it is not all one character area.
- What about creating a Tax Allocation District (TAD) or completing a Livable Centers Initiative (LCI) study in this corridor?
 - I am not sure I am saying that; I just think we need set aside certain areas of the corridor for preservation.
- I would like to see a policy of reducing impervious surface in the corridor.
- Higher building heights make sense as you approach I-85, with lower building heights on the western side of Buford Highway. Another way to look at concentrated density and building heights is by activity node, such as around key intersections.
 - **Potential activity nodes identified included North Druid Hills and Buford Highway, Briarwood and Buford Highway, and Clairmont and Buford Highway.**

Lenox Park: (JW) *Is the draft vision for this area as a live/work/play appropriate?*

- **The park needs better access, it is currently “locked” inside an office park.**
- The area is very pretty, but sterile. It is very dependent on the car.
- Neighborhood scale commercial would be good, but not big box. The retail needs to support the neighborhood, not just the tenants of the buildings.
- The area has a 24 hour a day, 7 day a week population but does not have the mix of uses (primarily commercial) to support it.
- Restaurants would be good to support the “play” component.
- Rewriting of the zoning ordinance will follow this Comprehensive Planning process. There we will be able **to define the neighborhood scale uses.**
- What about land covenants? They may preclude some uses.

Ashford Park - Drew Valley: (JW) *Are there any additional locations for appropriate neighborhood commercial in this area?*

- I am against any commercial continuing down Dresden. We need to protect this residential area.
- **I don’t feel the neighborhood could support any additional commercial. Outside traffic would have to be brought in, and that would not be good.**
- We need to solicit input from the neighborhood.
- We can revisit this area after the public workshop.
- What about a linear park along Clairmont Road? Abernathy Greenway Linear Park is a great example.

Concluding the discussion, Amanda asked that the Steering Committee members submit any additional input on any of the character areas on the provided comment forms, and drop them off at City Hall or send via email to the planning team. She then moved directly into the next exercise.

OVERARCHING NEEDS AND OPPORTUNITIES DISCUSSION

Amanda presented to the group boards depicting Draft Community Goals and Needs and Opportunities for Land Use, Communities Facilities and Resources, Housing, and Population. Ranada Robinson, Market Street Services, presented the Needs and Opportunities for Economic Development. Amanda explained the input for the boards came from feedback of the Steering Committee, the Visioning Workshop, and stakeholder interviews. After review of each board, the Steering Committee was asked to comment on the stated needs and opportunities and whether any should be deleted, revised, or added. Below is a summary of the discussion.

Land Use:

- Change “Establish landscaping requirements along major corridors” to “Establish streetscape standards and/or incentives along major corridors” .
- Establish incentives for incorporating publicly accessible open space as a part of new development.
- Establish incentives for donations of public art. Art can be used as a gateway for the City. City could consider completing an Arts Master Plan to guide such investments.
- Remove “Maintain human scale of the city” - wording is awkward and intent unclear.
- City could pursue a Bicycle Friendly Community designation.
- **We should encourage publicly accessible open space within developments in order to be beneficial to the public.**
- Incentives should be explored to provide enhancements, such as sidewalks, sculptures, and public art.
- Clarify visual clutter as being addressed through sign regulations.

Economic Development:

- Concern over “strategic destinations” language. Creating a destination of regional draw was of concern by multiple Steering Committee members.
 - The vision of the City is live/work/play for residents, not to create a destination where others come to and then leave.
 - **City needs a balance of live/work/play uses. We need to create more office development as part of mixed use.**
 - Potentially a movie studio could be a destination.
- It was agreed that this need should be Remove “Redevelopment of old Kroger shopping center” – this is too **specific, and redevelopment is covered by other needs and opportunities.**
- Clarify and expand upon alcohol licensing need.

Community Facilities:

- Reduce franchise fees for utilities.
- Add “Protection of Nancy Creek corridor.”
- Burying utilities throughout the city will also help with preserving and expanding the city’s tree cover.

Housing:

- Add provide for a range of housing types to support diverse populations, such as affordable housing, accessory units, assisted living, and senior housing.
 - A policy regarding accessory housing units requires further discussion and debate.
- **Ensuring compatible infill housing development should be limited to the character area vision and implementation strategies, rather than a community-wide need or opportunity.**
- Support aging in place.

Population

- Accommodate aging in place and address needs for diversity of ages, including ADA compliant facilities and streetscape and community facilities.
- Remove “create a greater sense of community” as this is covered in overarching community goals.

Concluding the discussion, Amanda noted that the attendees could provide any additional comments on the needs and opportunities on the provided comment form.

JUNE 9TH WORKSHOP

Amanda stated that the project team will continue to collect input on the character areas at the upcoming public workshop. In general, the format of the workshop will be highly interactive, with only a short presentation to provide context for the attendees. A comment was made that a graphic resource booklet with Georgia based examples of density would be helpful for the workshop attendees. Amanda then explained a needs and opportunities exercise planned for the workshop. Attendees will be given fake currency and a budget. They will be asked to allocate the funds as a means to prioritize their key areas of opportunity or need. This input will shape the priority needs and opportunities to be addressed in the community work program. **The last five minutes of the workshop will be devoted to next steps.**

The comment was made that attendees may need more flexibility for moving through exercises, instead of directing them to make defined transitions. An open house format was suggested where attendees could visit stations at their own pace. It was suggested that members of the Steering Committee assist at the workshop, serving as ambassadors to help educate attendees and facilitate their participation in the exercises. It was suggested the Steering Committee members arrive at 5:30pm to be ready to assist the public as they arrive.

Returning to the earlier comment regarding attendance at the public workshops, Amanda asked Kristine Hansen-Dederick (Sycamore) to discuss publicity efforts. Kristine explained that kiosks or 2'x3' boards with envelopes of flyers announcing the public workshop were created and available for the Steering Committee to take with them and place at an area of high public traffic. Several committee members volunteered and in total nine kiosks were taken by the committee.

Amanda stated that the project team would be in touch with the Steering Committee early in the week of June 2nd to confirm their role in the public workshop. The meeting was then concluded.

ATTENDEES

STEERING COMMITTEE MEMBERS

- Shannon Cameron
- Jack Honderd
- Collette McDonald
- Adrian Schmidt
- Stan Segal
- Todd Terwilliger

MEMBERS OF THE PUBLIC

- Andrew Wells
- Patricia Hunt
- Andrew Pearson, Seven Oaks Co.
- Alison Lontz, Drew Valley
- George Daniel
- Lance Toland
- Eugenia Poulos
- Blair and Sharon Beltar
- Kathy Forbes
- Bill Roberts, BPCA

PROJECT MANAGEMENT TEAM

- Amanda Hatton, Jacobs
- Jonathan Webster, Jacobs
- Ranada Robinson, Market Street Services
- Kristine Hansen-Dederick, Sycamore Consulting

CITY STAFF

- Susan Canon, Assistant City Manager/Community Development Director
- Marie Garrett, City Manager
- Ben Song, Deputy Director of Community Development

Date:	June 26, 2014 (6:00 to 8:00pm, City Hall)
Purpose:	City of Brookhaven Comprehensive Plan 2034 Steering Committee Community Work Program Session
Attendees:	List of Steering Committee members and members of the public in attendance is provided at the end of minutes.
Prepared by:	Sycamore Consulting, Inc.

Upon arrival, attendees were provided with a meeting agenda, the Community Survey summary, the draft Needs and Opportunities, and the draft Community Work Program.

SUMMARY

Consultant Team Project Manager Amanda Hatton thanked attendees for coming out to the final Steering Committee meeting. She recapped what has occurred on the project since the last meeting, which included the Needs & Opportunities Workshop, a Joint Steering Committee meeting and the conclusion of the Community Survey. A priority needs and opportunities document was drafted as well as a preliminary short term work program.

She explained that the purpose of this final meeting was to review the preliminary work program. The team is also updating the character area map based on additional input and other planning processes occurring concurrently and pulling together the final plan document. The process is nearing completion with an open house on July 21 and the Planning Commission Public Hearing on July 23. The Planning Commission will be encouraged to attend the Open House on July 21 to familiarize themselves with the draft plan prior to the public hearing.

HIGHLIGHTS FROM WORKSHOP + SURVEY

Jen Price provided an overview of the last community workshop, attendance and feedback received. She also discussed the community survey results. It is important to note that the team made an effort to reach Spanish-speaking residents by providing online and paper surveys at the Latin American Association (LAA), yet there were no responses in Spanish. However, that does not mean that residents of Hispanic ethnicity did not respond/participate in the survey. Also, the stakeholder interviews included input from the LAA.

VISION AND GOALS DISCUSSION

Amanda reviewed the draft vision statement and goals. The Steering Committee agreed upon the direction of the draft vision statement but provided the following suggestions:

- Want to focus on the residents. Consider moving “diversity of residents and businesses” to the beginning of the sentence instead of at the end.
- Consider another word to use other than great ‘...and history of GREAT neighborhoods’ ...
 - Vibrant.
 - Extraordinary.

- Delete 'great'.
- Goal F: Transparency
 - How does this apply to what this task is? Should this be a City/government vision or a vision of the Comprehensive Plan?
 - Strike this goal.
- Goal H: Economic Prosperity
 - Edit: support a balanced economic environment that promotes primarily residential with neighborhood **level commercial hubs and higher density office/commercial along main roads.**
- Goal D: Transit Oriented Development Foundation.
 - Reword to "Transit Oriented Development".
- Goal J: Buford Highway
 - Do not want to communicate that the area is going to be drastically changed.
 - Strike 'reinvestment in'.

COMMUNITY WORK PROGRAM DISCUSSION

Next, the group reviewed and provided feedback on the draft Community Work Program. Feedback (shown in italics) received for work program items is summarized by plan element.

- Land Use
 - **Conduct neighborhood specific surveys regarding infill uses for designated neighborhoods in the city.**
 - *This should be completed in 2016.*
 - Develop and adopt an overlay district for the Buford Highway corridor to regulate redevelopment in the corridor.
 - *Identify an appropriate place for the public to gather/where events can be held.*
 - *A regulatory issue: how is alcohol to be handled in these spaces?*
- Community Facilities and Resources
 - Ensure transparency in City Government actions.
 - *Does this belong in the Comp Plan? For the purpose of the Comp Plan, consider striking from the document.*
 - *Consider incorporating into a Strategic Plan/overarching Operations Plan for the City. Will be referenced in the Policies in Community Goals section.*
 - Complete a Master Plan to identify strategic location and desirable attributes of Brookhaven's long-term City Hall and civic area needs.
 - *Replace "Complete" with "Begin/Undertake".*
 - *In what year would this occur? Need to identify the want, need, ideal location early on but push implementation out to 5 years. Begin Master Plan in 2017.*
 - Improve coordination with DeKalb County Schools or development of a City-run school system.
 - *Replace "development" with "coordination".*
 - Undertake a historic and archeological resource survey (including cemeteries)
 - *What is the timing of this? Identifying historic properties is a critical need.*

- Economic Development
 - Devote staff time to work with the DeKalb Convention and Visitors Bureau and/or event promoters and festival planners, property owners, parks, and business districts to identify the most feasible **opportunities that fit with the Brookhaven brand and fill an unmet demand or niche.**
 - *Susan Canon will discuss with City staff.*
 - Promote these events as a platform to celebrate the various cultures represented within the city.
 - *Do we need to take a step back? Recommend that Brookhaven creates a place/environment/opportunity where these activities can occur.*
 - Dedicate staff time to studying the current practices of neighboring and peer cities.
 - *These and others that recommend 'dedicate staff' are based upon the City's ability to fund/provide resources.*
 - Identify ways to connect Brookhaven employers with its educational pipeline.
 - *Do we need to address/focus on this? If these are related to Work Force Housing/Education, should it be in a different section?*
 - Develop a process to align the resources and strategic actions of local governments and education and economic development agencies.
 - *Strike "and education".*
 - *This represents collaboration between City and Educational entities. Elevate to 3.7 (section heading). Much is covered in 2.8.1.*
 - Assemble a committee of decision-making leaders of Brookhaven's major employers and educational assets to identify talent pipeline gaps and opportunities for collaboration.
 - *Strike from work plan.*
 - Expand local Partners in Education program to ensure that business leaders and educational leaders are connecting students and future career options.
 - *Strike from work plan.*
 - Create a best practice mentoring program and job shadowing/internship program for Brookhaven students at various levels, including K-12 and college.
 - *Strike from work plan.*
 - Create a research staff position to maintain data profiles for the website, provide economic-development data analytics for the City, and fulfill data requests from prospective businesses and site selectors.
 - *Strike "Create a research staff position to".*

- Population/Community Building
 - Provide services and facilities to support the aging population.
 - *Replace “Provide” with “Promote”.*
 - Provide opportunities for community members from all districts to serve on boards or committees.
 - *Replace “Provide” with “Promote”.*
 - Create a greater sense of community.
 - *Reword to include ‘communications’. Enhance City’s Communications.*
 - Continue to promote City led or partnered activities and events.
 - *Move to 4.6; cross reference with Economic Development items.*
- Housing
 - Provide diverse housing types to support life-cycle housing needs, such as accessory units, townhomes, assisted living, and a variety of single family and multifamily units.
 - *Replace “Provide” with “Allow for”.*
 - Continue code enforcement efforts related to housing.
 - *Add as ongoing activity support of current Police Department program to create livable environment for residents.*

NEXT STEPS + CONTINUED COMMITTEE ROLE

Lastly, next steps were discussed with the Steering Committee. Though this represented the final Steering Committee meeting, the group is requested to continue to promote and be involved in the community-wide engagement opportunities. It was noted that the draft document will be available for review on the City’s website beginning the evening of the Open House, July 21.

ATTENDEES

STEERING COMMITTEE MEMBERS

- Susan Canon (staff liaison), Assistant City Manager/Director of Community Development
- Shannon Cameron
- J.D. Clockdale
- Charles Gerrick
- Stan Segal

MEMBERS OF THE PUBLIC

- Blair Belton, Drew Valley
- George Daniel

PROJECT MANAGEMENT TEAM

- Paul Culter, Jacobs
- Amanda Hatton, Jacobs
- Jen Price, Sycamore Consulting
- Ranada Robinson, Market Street Services

CITY STAFF

- Ben Song, Deputy Director of Community Development

A.1.6. Community Visioning Workshop Summary

MEETING LOGISTICS

May 15, 2014 | 6:00 – 8:00 PM

St. Martins Episcopal Church (Gable Hall)

ATTENDEES

A total of 30 individuals signed in at the workshop. Attendees included members of the Comprehensive Plan Steering Committee, members of the general public, and media as well as other stakeholders

AGENDA

- Sign-in, Review Displays, & Visioning Input Board
- Welcome + Introductory Presentation
- Questions/Answers
- Character Area Small Group Discussions
- Regroup + Recap + Survey Launch
- Adjourn

SUMMARY

The Visioning Workshop was interactive in nature with several opportunities for the public to provide input throughout. The meeting began with an open house period that allowed the public to review displays and handouts that captured highlights from the existing conditions analysis. During this open house period, attendees were encouraged to provide input on what they believe are the Strengths, Weaknesses, Opportunities and Threats of Brookhaven as well as what they want Brookhaven to be known for 20 years from now. This open house portion was followed by a brief overview presentation of the comprehensive planning process, work to date, and meeting goals. A question and answer session followed prior to moving on to small group character area discussions. Prior to adjourning, key highlights from each discussion group were presented with final remarks from the Planning Team and City.

Strengths, Weaknesses, Opportunities, Threats Activity

An uncensored list of written comments by citizens that provided input as part of the SWOT analysis follows:

Strengths

- Large natural tree canopy
 - Ditto - love the trees!!
- Great neighborhoods and smart people
- Great location - close to Buckhead but not Atlanta/Fulton Co
- Great location - highway access
- #1: Keep and protect the trees
- Brookhaven MARTA station
- Great neighborhoods
- Great people who care
- Natural community alignment
- Oglethorpe University!



Weaknesses

- City Government not transparent
- City government not responsive
- Trying to do too much, too fast without enough public input
- Not enough publicity for public processes
- More greenspace in District 4
- Selling Brookhaven for short term gain
- Zoning variances too easy
- Lowering standards to be business/builder friendly
- Lowering quality
- No vision of politicians
- No arts and culture
- Park and Recreation director doesn't seem to care
- Parks need care and funds
- Politicians 'ruling' vs 'governing' - listen to your constituents
- History of development with no plan

- Town Brookhaven clear cut and paved massive amounts of land. The Jabba the Hut of development

Opportunities

- Develop a livable, commercially attractive area with great restaurants and shopping and entertainment options
- Maintain and develop parks
- Maintain and develop pedestrian friendly/bike friendly areas
- Turn Buford Hwy into a SAFE walkable area with maintained properties. Take advantage of views of city skyline
- Have walkable neighborhood commercial for each neighborhood so people can walk to restaurants and shops instead of getting in cars. Small clusters of stores/shops even is better than nothing
- Promote/protect high quality of life neighborhoods
- Protect fabric of housing stock/character
- Walkable corridors
- Promote local merchants
- Encourage local employment
- Build a park at North Druid Hills and Gail Drive, NE. Right now it is an ugly empty lot.
- High quality model - national standard
- High goals, vision
- Strategically connect cut off neighborhood streets (cul-de-sacs) to make alternative walk/bike corridors off of main thoroughfares
- Need tough, enforceable zoning
- Town Center at Brookhaven MARTA station
- Number of swimming pools in city - now we need to spruce them up and create activities (neighborhood swim teams; summer league)

Threats

- Loss of tree canopy
- Damage to water table
- Over building
- Losing the human scale of the area
- Buford Hwy corridor is run-down, unattractive and unsafe. Should be a priority so not to negate other efforts
- Protection of natural drainage ways
- Protection of housing character - limit mechanisms; too great increase in home sizes.
- Overbuilding

- Excessive coverage [of lots]
- Loss of large lots of trees!
- Politically motivated redevelopment vs adhering to an iron-clad zoning plan
- We have limited commercial land. Don't fritter it away on small-scale projects or encourage assemblages.
- City government has their own agenda. Can't be trusted
- Developers who don't care about the trees and nature
- Not enough quality office space for small firms
- Traffic at Peachtree/North Druid Hills & Johnson Ferry/Ashford-Dunwoody
- Ignorance - short sighted priorities
- Ivy on trees negatively impacts the trees themselves, property, and just basic views of park space or of anything. Keep the trees alive!

In the Year 2034, People will Say that Brookhaven Is...

The public was also encouraged to give input on what people will say about Brookhaven in 2034. *An uncensored list of written comments by citizens that provided input to this activity follows:*



- Livable; high quality of life
- Diverse balanced population - economics/demographics
- Art & culture beacon!
- Dog-friendly
- Green
- Walkable
- Bicycle-friendly
- Responsive and transparent
- High vision, national standard model
- Mix of contemporary and historic
- Pedestrian scaled
- No single use, single story commercial buildings on Peachtree Road
- Sense of community
- Great neighborhoods
- Parking in the rear, buildings pulled up to the sidewalk
- Great walking and bike paths
- Trees along the street are beautiful
- Booming

- Pedestrian friendly
- Neighborhood feel; people on front porches and always talking
- Great community!
- Was smart to preserve trees
- Vibrant
- New and fresh
- Safe and able to walk alone
- Fantastic parks
- Crowded
- Too much traffic
- Green spaces!
- Bike/walk/running paths
- Live/work/play
- Connectivity
- Traffic control and relief

Welcome + Introductory Presentation

The formal portion of the workshop began with a welcome from the City of Brookhaven Assistant City Manager/Director of Community Development, Susan Canon. Consultant Team project manager Amanda Hatton from Jacobs Engineering provided a presentation of the existing conditions analysis which considered demographics, housing characteristics, economic factors, land use, community resources, and natural resources. A brief question and answer questions and comments were offered:

Q. I think there is a need to balance the wishes of the owners with grand plans to develop property. Once the Comprehensive Plan goes into effect, how much will elected officials do to put teeth into it so that variance after variance won't be issued?

A: The Comprehensive Plan won't change any of the City's law. It captures the long term vision of the community. This forum is the pursuit of a consensus on what the vision should be. The plan will likely recommend adjustments to the City's zoning ordinance and development regulations as a tool to implement the vision; these changes would occur separately from the plan update and after adoption, as a part of implementation. The zoning ordinance is a tool to help implement the plan. Any changes to the zoning ordinance would require a public hearing process for the laws to be changed.

Q. Is there a special overlay associated with the Comp Plan? If we decide as a community what we want, there needs to be some structure to ensure that it would

be difficult for implementation of development other than what it included in the long term vision.

A. If the plan is adopted, there will be action items and an implementable work plan for the next five years, including zoning changes and land use recommendations. The implementation program is the nuts and bolts of taking the Comprehensive Plan to the next level. The planning team's goals is to develop an implementable, realistic work plan that the City plans to see through. We want it to be achievable.

Q. Regarding the community resources page, I think it is really missing a lot. We live here. One thing that we have in the area is a beautiful canopy of trees. Trees are taller than buildings. We need to preserve that. We already have some zoning in place that does not recognize our tree canopy. Once it is gone, you can't get it back. Natural resources need to be included in our vision.

A. Thank you for your comment. We will ensure that the tree canopy is documented. We have interviewed all of the elected officials and the tree canopy was discussed during those interviews. It is definitely on the radar screen.

Q. I was at another meeting where it was indicated that there are no parks in district 4 and that it is so densely developed that there is no room for a public park. That is not true. There are multiple areas that would be lovely for walking paths, etc.

A. Thanks for your comment. We have a Parks and Recreation Master Plan underway. We are aware of the deficiency in District 4. We know there is a need for park space in that area.

Q. In some communities, a certain percentage of property is required to be trees and/or green space. Do we have those types of regulations in Brookhaven?

A. The question is more regulatory based rather than planning based. We do have a zoning ordinance and a tree ordinance which covers lot coverage and the impervious surfaces allowed, which then results in how much is open space is required for each development. These ordinances also address the number of trees required for each development.

Character Area Small Group Discussions

Following the question and answer period, attendees were engaged in a workshop to help define character areas within the city. Attendees rotated among three different groups, each of which focused on a different set of character areas within the community. At each character area discussion table, attendees were given maps and a set of color-coded stars that corresponded to the following land uses:

- Red = Neighborhood Commercial
- Blue = Mixed Use
- Gold = Sacred Cows (places where there should be no change)
- Silver = Community Gateways
- Green = Public Space/Improvement

Attendees were asked to think about the future of Brookhaven and to place the stars on the maps where these land uses should go in the future.

Additional questions were asked at each character area discussion table including:

- Should area stay the same or change over time?
- Goals of each area?
- Unique policies or implementation tactics

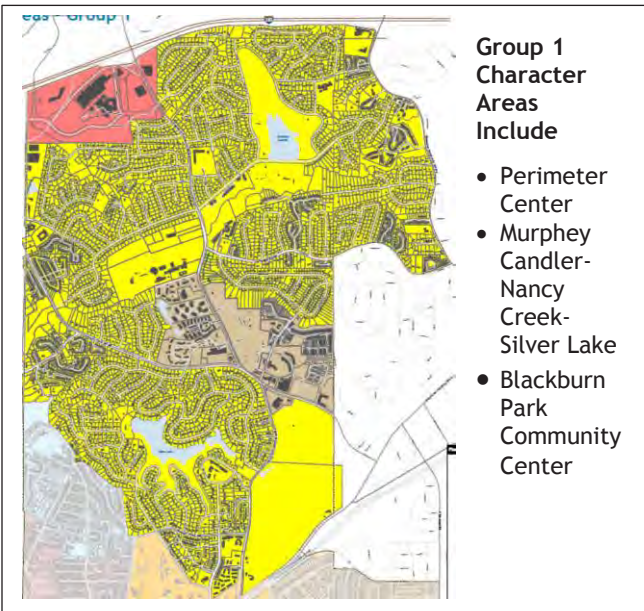
Input received during this activity is summarized below.

Group 1 Character Areas

Summary of Star Activity Input:

Perimeter Center

- Should have a trail connection along Ashford Dunwoody Road to the Connect 400 Trail.
- Gateways are seen as appropriate for Ashford Dunwoody Road and I-285.
- Mixed-use is seen as appropriate for Perimeter Center area adjacent to Ashford Dunwoody Road and adjacent to Perimeter Summit Parkway.
- Potential park space is seen as appropriate for the area south of Perimeter Summit Parkway.



- Neighborhood commercial is seen as appropriate for Lake Hearn area.

Murphey Candler-Nancy Creek-Silver Lake

- Expand trail network along Ashford Dunwoody Road from Blackburn Park to Peachtree Road and from Peachtree Road to Brookhaven MARTA.
- Gateways appropriate for Ashford Dunwoody Road and Johnson Ferry Road, Ashford Dunwoody Road and Perimeter Summit Parkway, Peachtree Road and Ashford Dunwoody Road, the city limits on Johnson Ferry Road, Mill Creek Road, Old Johnson Ferry Road, Harts Mill Road, East Nancy Creek Drive, Remington Road and Windsor Parkway.
- Neighborhood commercial is seen as appropriate for Windsor Parkway and Saybrook Drive and area adjacent to Lynwood Park.
- Mixed-use is seen as appropriate for Murphey Candler Park and Nancy Creek Way and Oak Forest Drive.
- Sacred cows include Murphey Candler Park, Marist School and Silver Lake.
- A potential park location has been identified for the Nancy Creek floodplain adjacent to Johnson Ferry Road. A potential trail should be added along Nancy Creek. Another park has been identified for Silver Lake and Ashford Dunwoody Road and the Brittany Club.

Blackburn Park Community Center

- Mixed-use is seen as appropriate for the Kroger shopping center, Durden Drive, and Donaldson Drive.
- Neighborhood commercial is seen as appropriate for Johnson Ferry Road and Blair Circle, Donaldson Drive and Johnson Ferry Road, seen as neighborhood commercial.
- Sacred cows include Blackburn Park.
- Potential Park location is identified for Johnson Ferry Road and Durden Drive.

Related Input for Group 1 Character Areas:

- Preserve parks/greenspace
- Bernwick is a good area for conservation, walking trails
- Brookhaven needs to coordinate development with neighboring government agencies - formalized structure
- 4 votes for Perimeter Center area to “stay as is”, but managed
- Other citizens do not know enough about the area to vote
- Blackburn Park:
 - Connect to Keswick
 - Greenspace is sacred cow
- Extension of paths to connect to one another
- Congestion is a concern in Perimeter Center

- Perimeter Center
 - Areas adjacent could change to retail/commercial
- Blackburn:
 - Just maintain the park
 - Improve parking
 - Redevelop Kroger to more mixed use
- Extend Nancy Creek Trail to adjacent neighborhoods
- Perimeter Center:
 - It could build out to high density commercial/hotel
 - Not going to be low rise
- Neighborhoods
 - Improve housing stock
 - Maintain current character, but make commercial areas more vibrant
- Blackburn
 - Fix traffic
 - Bring in some mixed use
 - Improvements to park
- What is happening to Brookhaven Park?

Group 2 Character Areas

Summary of Star Activity Input:

Lynwood Park

- Neighborhood commercial is ideal for the intersection of Windsor Parkway and Osborne Road, NE.

Osborne-Mabry

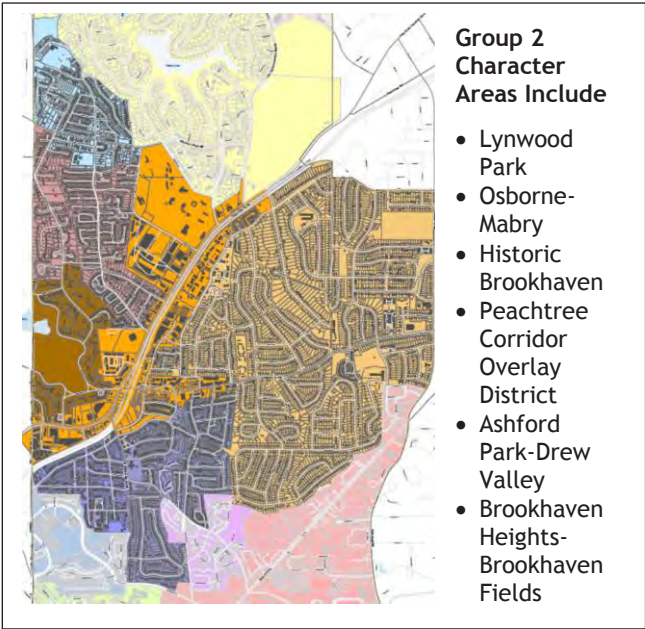
- Improve Brookhaven Park.
- Consider mixed use development at Peachtree and Kendrick Roads.

Historic Brookhaven

- Capital City Country Club is a sacred cow.
- A gateway should be preserved at East Brookhaven Drive.

Peachtree Corridor Overlay District

- Sacred cows are recognized at Oglethorpe University (including a standing of trees on campus), Brookhaven Park, and the Capital City Country Club.



- Neighborhood commercial should be considered on:
 - Dresden Drive at Peachtree Road and Caldwell Road, Peachtree Road at Colonial Drive, North Druid Hills Road, near Brookhaven Park, at the Town Brookhaven development, along Apple Valley Road and E. Osborne Road, and along Hermance Drive as it borders Oglethorpe University.
- Mixed use should be considered at:
 - The MARTA station; on Peachtree Road at Lanier Drive; on Peachtree Road between Kendrick and Osborne Roads; at the Town Brookhaven development as well as along Hermance Drive as it borders Oglethorpe University.
 - On Apple Valley Road between Dresden Road and Fernwood Park with higher density near the park.
 - On Peachtree Road at Brookhaven Plaza and Chestnut Plaza.
- The MARTA station is the most appropriate place for the highest density mixed use along Peachtree Road.
- Greenspace/public improvements should be incorporated into the MARTA station and at the Town Brookhaven development.
- Preserve and enhance park space at Parkside Park and Fernwood Park.
- Gateways are recommended on Peachtree Road as it enters the overlay district from the south; on Peachtree Road at North Druid Hills Road; at the MARTA station/Dresden Road; and as Peachtree Road enters the overlay district from the north at Lanier Drive.

Ashford Park-Drew Valley

- Gateway is appropriate for Dresden Drive at Clairmont Road.
- Neighborhood commercial is appropriate at Dresden Drive and Clairmont Road and Dresden Drive and Consauga Ave. NE, and along Dresden, moving west from Clairmont to Canton Place. It is also appropriate along Clairmont, just north of Manville Drive.
- Mixed use is appropriate for Thompson Road and Dresden Drive and at intersection of Manville Drive and Clairmont Road.
- There are several “FEMA” lots owned by DeKalb County and located in the Drew Valley Neighborhood. These are difficult to maintain but have great greenspace potential.
- Preserve and enhance greenspace at Ashford Park and Skyland Park.
- A park is appropriate for the old runway space along Clairmont Road, across from PDK airport.
- At the curve at along Drew Valley Road there is a detention pond that would be appropriate to convert to a park (similar to Historic Fourth Ward Park). It is popular currently with birders.
- The character of Dresden Drive, east of Consauga to just west of Consauga is appropriate should be preserved (sacred cow).

Brookhaven Heights-Brookhaven Fields

- No input received.

Related Input for Group 2 Character Areas:

- Mixed use is favorable to a certain degree, but people will oppose mixed use with 8 stories.
- There are two tiers in the overlay district, one is two story, and one is six stories. Eight story buildings would only be allowable with some other bonus or incentive provided by the developer.
- Downtown Greenville, SC is a great example of mixed use. It's walkable, has great shops, incorporates some institutional partners, has ample parking, etc.
- We need to define what Brookhaven should be - urban/suburban/pedestrian oriented?
- Huge current issue with Brookhaven Park. It is a key asset to the area, and the County is attempting to take control of 10 acres fronting Peachtree Road. This would limit access to the remaining acreage. We don't want the County to have control over the park.
- Higher density might be appropriate along Peachtree Road, but smaller scale development would be preferred along Dresden Drive. Would like more of a neighborhood feel.
- Town Brookhaven feels too big.
- We can't talk about increasing density without addressing the implications to transportation facilities. Developers would need to pay impact fees to ensure increased density comes with improved infrastructure.
- Skyland Park is currently 'under loved', but the opportunities it affords could be tremendous.
- Detention ponds have the ability to be attractive, with wildlife preserve opportunities. Birders currently go to the pond to watch for birds.
- Higher building heights might be appropriate along the rail line.
- Would like to see Apple Valley turned into a mini Krog Street.
- The abandoned Kroger need to go! That area might be appropriate for mixed use, but the neighborhoods that abut the property would need to be protected.
- Expand the footprint of the Capital City Country Club northward on the Draft Character Area Map.
- Name all unnamed creeks in the city.
- A roundabout makes sense for the intersection of Redding Road/Caldwell Road.

Group 3 Character Areas

Summary of Star Activity Input:

Lenox Park

- Neighborhood commercial is appropriate along North Druid Hills.
- Greenspace behind the corporate AT&T building and Residence Inn (between Lenox Park Boulevard and Lake Boulevard) is ideal for community greenspace.

Roxboro

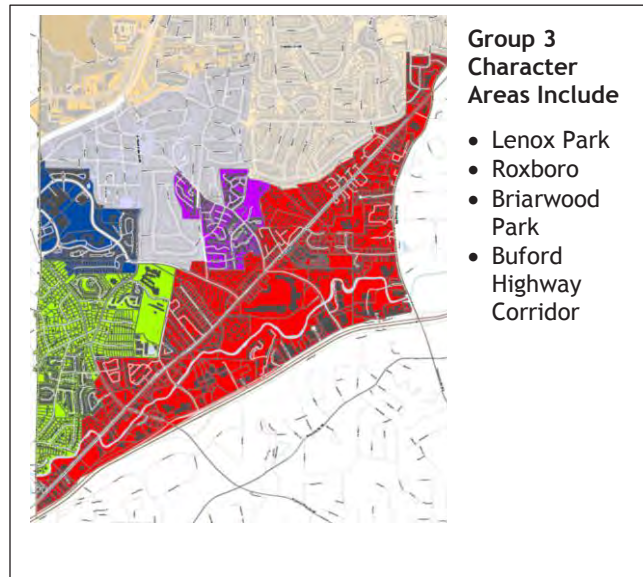
- Neighborhood commercial is appropriate along North Druid Hills between Wright Avenue and North Cliff Valley Way.
- Mixed use is appropriate on the border of Roxboro and unincorporated DeKalb County (at the city/county line).
- The wooded area between Cross Keys High and Woodward Elementary Schools may be a place that can be converted to greenspace for the community. It is approximately 10 acres owned by the DeKalb County School System. This area was also recognized as a sacred cow.
- Land to the east and west of E. Roxboro Road, NE between Goodwin Road and Wright Avenue, NE is noted for future greenspace.
- The triangular space at the E. Roxboro and North Druid Hills split is an ideal location for a gateway.

Briarwood Park

- Improvements are needed in Briarwood Park.
- Briarwood Park is considered a ‘sacred cow’ - should not be replaced but improved.
- Mixed use is appropriate on Briarwood Road, NE on the edge of Briarwood Park.

Buford Highway Corridor

- Mixed use development is ideal for the stretch of Buford Highway from the area near Northeast Plaza (3307 Buford Highway), north to the Clairmont Road intersection.
- The intersections of Clairmont Road at Buford Highway and the southern border of Buford Highway at the City limit are good locations for gateways.



- Neighborhood commercial uses are ideal for the stretch of Buford Highway from the area near Buford Heights Apartments, north to the Clairmont Road intersection.
- Greenspace should be developed along the North Fork Peachtree Creek.
- Northeast Plaza (3307 Buford Highway) and properties directly across from the plaza on Buford Highway should be converted to a mixed use development.
- The land south of the City limit between I-85 and Briarcliff Road between Sheridan Road and Clairmont Road should be annexed into the City.
- Greenspace should be incorporated into the Northeast Plaza property.

Related Input for Group 3 Character Areas:

- Greenspace near Cross Keys should be noted as a resource.
- Possible to annex south of I-85?
- Assemblage north of gateway star (North Druid Hills) is opportunity to gain right of way.
- No sacred cows.
- Shopping center on Buford Hwy - should redevelop with trees.
- Commercial node supports surrounding community.
- Density south of Buford Hwy makes sense; keep traffic out of residential areas.
- Improve Buford corridor for office uses, business development; better quality.
- Buford Hwy needs more/better pedestrian facilities.
- Bike trail would be good.
- No room for a park in Brookhaven Heights.
- Beltline-like trail would be awesome.
- Greenway/trail connection (see map).
- Pocket parks in empty lots.
- Don't see a lot of value in gateway signage.
- Old library is being torn down - what can go here?
- Neighborhood commercial near Cross Keys?
- Are there environmental impact studies for new development? Concern that Town Brookhaven cleared the site of trees. Need more regulation.
- If a tree is a certain age, should be considered individually; need survey of tree resources (i.e., what happened on Kendrick Drive)
- North Peachtree Connectors is spearheading creek trail project.
- Wooded area north of Buford - walking park? Who owns property?
- Mixed use - dense only along Buford; less dense in other areas (like Dresden). Not near neighborhood entrances.
- Briarwood Park is under used. No one knows how improved it is; priority should be to make existing parks better, not build new.
- What is the status of school use agreement between Cross Keys and City of Brookhaven?

Regroup, Recap, & Adjourn

Following the Character Area Small Discussion Groups, the facilitators provided a recap of key findings from their respective groups to all attendees. Attendees were reminded to participate in the online community survey, the input from which will help inform the plan development and recommendations. The meeting concluded with next steps, ways for the public to stay involved, and a final thank you from Susan Canon.

A.1.7. Needs & Opportunities Workshop Summary

MEETING LOGISTICS

June 9, 2014 | 6:00 - 8:00 PM

Brookhaven City Hall (Council Chambers)

ATTENDEES

A total of 30 individuals signed in at the workshop. Attendees included members of the Comprehensive Plan Steering Committee and members of the general public as well as other stakeholders.

AGENDA

- Sign-in, Review Displays
- Welcome + Introductory Presentation
- Questions/Answers
- Workshop Activities
- Recap + Adjourn

SUMMARY

The meeting began with a brief open house period that allowed the public to review displays and handouts and begin providing input. The open house was followed by a formal presentation that began with a welcome from the City of Brookhaven Assistant City Manager/Director of Community Development, Susan Canon. The Consultant Team project manager, Amanda Hatton with Jacobs Engineering, provided an overview presentation of the planning process, project progress, public input to date, and workshop goals and activities. Prior to **adjourning, next steps were presented with final remarks from the planning team, Steering Committee, and City.** Community members were provided a final opportunity to ask questions.

QUESTION & ANSWERS/COMMENTS

Comment: Please consider adding a few sentences describing what each of the meetings are for on the City website to help define the purpose of the meeting.

Comment: The link on the City website to the online survey does not appear to be working. The City and Consultant Team will address this first thing in the morning.

Workshop Activities Summary

Draft Vision & Goals

The draft vision statement and list of goals for the City’s future were displayed for review by the public. Attendees were asked to review the statement and list of goals and to provide feedback via the comment form distributed at the sign in table.

The following comment was received the night of the workshop:

- Diversity must include not only ethnic and cultural diversity but also economic diversity.

In the Year 2034, People will Say that Brookhaven Is...

The public was encouraged to continue to give input on what people will say about Brookhaven in 2034. *An uncensored list of written comments by citizens that provided input to this activity follows:*

- | | |
|--|---|
| <ul style="list-style-type: none"> • Livable; high quality of life • Diverse balanced population - economics/demographics • Art & culture beacon! • Dog-friendly • Green • Walkable • Bicycle-friendly • Responsive and transparent • High vision, national standard model • Mix of contemporary and historic • Pedestrian scaled • No single use, single story commercial buildings on Peachtree Road • Sense of community • Great neighborhoods • Parking in the rear, buildings pulled up to the sidewalk • Great walking and bike paths • Trees along the street are beautiful • Booming • Pedestrian friendly • Neighborhood feel; people on front porches and always talking • Great community! | <ul style="list-style-type: none"> • Was smart to preserve trees • Vibrant • New and fresh • Safe and able to walk alone • Fantastic parks • Crowded • Too much traffic • Green spaces! • Bike/walk/running paths • Live/work/play • Connectivity • Traffic control and relief • Conserve the trees • Sustainable • Open-minded & progressive • A desirable place to live |
|--|---|



- One of the few wooded areas left in town
- The most livable and attractive American city
- Preserve the trees in natural areas!!
- A special place
- A great city and a great place to live, work, and play
- Green spaces
- Tree canopy
- Has a linear park along the river!
- Urban neighborhoods
- A great place to raise a family! Let it be...let it be
- Some place people want to live
- Artsy
- Healthy
- Conserve trees
- A government of the people
- Green, clean and safe
- Wildlife
- Positive
- Should be no problem to be a “Tree City USA” every year

Character Area Feedback

Another portion of the workshop was designed to get feedback from the public on the draft defining narrative for character areas within the city. Each character area was represented on individual display boards that offered a description of the area, the community vision, potential and appropriate land uses. Meeting attendees were asked to place stars in the boxes to the left of each area if they agreed with the information presented. Space was also provided for comments and proposed changes.

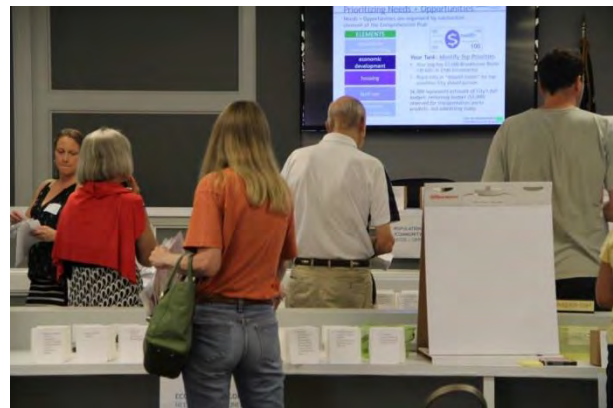


The majority of input indicated overall support for the character area visions and corresponding implementation strategies. Several ideas were provided for additional implementation strategies and some ideas for adjustments to vision statements and appropriate land uses. The greatest amount of input was provided for the Lakes District, the Buford Highway Corridor, and Ashford Park-Drew Valley. *A table of all input received is provided at the end of this summary.*

Priority Needs & Opportunities

The final workshop activity solicited input on how needs and opportunities should be prioritized. Needs and opportunities were organized on display boards according to each substantive element of the Comprehensive Plan, which includes population (community building), economic development, housing, land use, and community facilities and services. Several strategies were listed on each plan element board. A flipchart and markers were made available at each board for attendees to write in any needs and opportunities that may not have been listed on the display boards.

Each attendee was given \$3,000 “Brookhaven Bucks” in \$100 denominations. A deposit box was available for each need and opportunity. Attendees were asked to review all of the needs and opportunities and to place their bills in deposit boxes representing the ones they felt should be the top priorities to be pursued by the City.



The table below summarizes the top two priorities for each plan element category based upon the amount of Brookhaven Bucks placed in each deposit box. The number of votes received for each is shown in the far right column.

1 Community Facilities and Resources		
1.6	Ensure transparency in City government actions.	78
1.7	Preserve the city’s tree canopy.	65
2 Economic Development		
2.4	Leverage the Brookhaven MARTA station to further desirable development along the Peachtree Corridor.	47
2.7	Encourage redevelopment of underutilized parcels along Peachtree Road, Buford Highway, Clairmont Road, and Johnson Ferry Road.	74
3 Housing		
3.1	Preserve safe and affordable housing in the community.	17
3.3	Provide for diverse housing types to support lifecycle housing needs, such as accessory units, townhomes, assisted living, and a variety of single family and multifamily units.	17
4 Land Use		
4.5	Review tree ordinance (ensure appropriate protection).	49
4.14*	Further Brookhaven as a walkable and bikeable community.	60
5 Population (Community Building)		
5.1	Provide translation services for all city services (hire Spanish speaking staff).	19
5.3	Provide opportunities for the public to openly engage in development decisions in the city.	32

Comments and additional needs and opportunities were identified for many of the plan elements. This input is summarized as follows:

1. Community Facilities and Resources

- 1.2: While burying lines seems like a plus there are significant downsides in identifying and fixing problems. Typically, [this] takes longer than if above ground. Consider both sides of that equation carefully.
- 1.4: Make Brookhaven the first city to have a bikeable linear park along a beautiful river - North Fork of the Peachtree Creek!
- 1.7: Manage trees in city. They cannot be ‘preserved’ only conserved
- 1.7: Save canopy by making ivy on trees in the ordinance to keep off the trees. MARTA line trees will be dead from ivy in the next 5 years!
- 1.9: Use creeks for pedestrian paths/connections.
- 1.12: Consider all creeks, not just Nancy Creek.
- 1.13: Coordinate creek water quality with EPA hydrologic units (HUCs).

2. Economic Development

- 2.4: Honor the BPCA/overlay rather than allowing ZBA to undermine!
- 2.6: Identify ways to regularly engage the English and non-English speaking (Chinese, Korean, Thai, Spanish, Vietnamese, Bengali, Bhutanese languages) business communities.
- Teach ZBA the criteria for variances.
- Pursue a better balance of land uses to promote a balanced tax base, focusing particularly on the need for additional office space.

3. Housing

- 3.2: “Assisted living” - Focus on aging population. Don’t want people who have lived in area for a long time to need to leave.
- Increase the number of affordable housing units.
 - I agree! Why not incentivize City contractors who hire Brookhaven workers?
 - Sembler lied - did not deliver housing.

4. Land Use

- 4.14: The coolest cities in the US are walkable and bikeable - even if not everyone walks or bikes! Good development and business will follow, as it has at the BeltLine.
- Convert long-term MARTA parking to public greenspace/plaza,
- Install bike lanes on east/south side of Peachtree from Dresden to Redding (fewer/0 curb cuts).
- Install pedestrian/bike connection (bridge over MARTA) from Town Brookhaven to Post Brookhaven Apartments (creates walking access for Ashford Park, apartments, etc.)

Additional Comments

The comment form allowed space for additional general comments. The following comments were submitted via comment form or provided to facilitators on the night of the workshop:

- A vibrant city will have to meet at least two criteria: (1) all City employees should, if they wish, be able to afford to live, recreate shop and work in the City. (2) All development should be in sync and compliment neighboring and regional jurisdictions.
- Planning Commission staff should be required, if not already required, to make and report on on-site visits as critical to recommendations placed before Commission.
- Developers should be required to specify how their proposals support or add value to vision of character area.
- Planning Commission should be empowered to mandate mediation in cases of conflict to mitigate against zero-sum votes.
- The City of Delray Beach Florida is a good benchmark community to consider when planning the City's downtown; it has been ranked the number one downtown district in country.
- The plan should make recommendations regarding documentation and preservation of the Brookhaven's historic resources. Historic resources include the Oglethorpe University, the old Fischer Mansion, and Historic Brookhaven, and Indian Trail Trace near Stratfield Drive.
- The City should consider designating its parks as national wildlife habitats via the National Wildlife Federation. The designation requires food, water, and cover be provided for habitats. Currently, there are 300 or more habitats in Brookhaven.
- Avellino's Pizzeria on Windsor Parkway is a good example of neighborhood commercial.
- It was suggested that the City should post signs similar to those provided for rezonings to help promote and inform the public about meetings.

Regroup, Recap, & Adjourn

The meeting concluded with next steps, a reminder to provide input by taking the online community survey and a reminder about the next public workshop which will be held on July 21, 2014.

Addendum of Input from Workshop Activities

Full Results from Priority Needs & Opportunities

1	Community Facilities and Resources	Votes
1.1	Balance multi-family growth and commercial/office growth.	13
1.5	Document historic resources.	14
1.12	Protection of Nancy Creek corridor.	20
1.3	Identify infrastructure capacity improvements (water and sewer)needed to support Future Land Use Plan.	21
1.8	Establish a Civic/City Center.	22
1.4	Additional park space in Council District 4 (Buford Hwy area).	23
1.1	Better coordination with DeKalb County schools or development of a City-run school system.	23
1.9	Leverage City’s creek system for greater access by community.	28
1.2	Establish policies for burying utilities along strategic corridors (consider Buford Highway, Peachtree Road, Johnson Ferry, and Ashford Dunwoody).	31
1.11	Stormwater management - evaluate existing program to ensure sufficient capacity to meet management needs.	47
1.7	Preserve the city’s tree canopy.	65
1.6	Ensure transparency in City government actions.	78
2	Economic Development	Votes
2.2	Improve alcohol licensing.	2
2.5	Use the Buford Highway Economic Development Strategy to drive development of citywide incentive policy.	2
2.9	Coordinate/optimize efforts and resources at county and regional levels.	8
2.1	Develop a citywide economic development strategy, leveraging the Buford Highway Economic Development Strategy.	13
2.6	Identify ways to regularly engage business community in feedback on city needs and concerns and vice versa.	16
2.8	Establish additional incentives to further desirable development in city (opportunity zones, TADs, etc.).	17
2.3	Continue to enhance diversify/attract unique restaurants.	23
2.4	Leverage the Brookhaven MARTA station to further desirable development along the Peachtree Corridor.	47
2.7	Encourage redevelopment of underutilized parcels along Peachtree Road, Buford Highway, Clairmont Road, and Johnson Ferry Road.	74
3	Housing	
3.2	Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city.	7
3.4	Increase the number of affordable housing units	7
3.1	Preserve safe and affordable housing in the community.	17

3.3	Provide for diverse housing types to support lifecycle housing needs, such as accessory units, townhomes, assisted living, and a variety of single family and multifamily units.	17
4	Land Use	
4.17	Convert long-term parking at Brookhaven MARTA station to a public plaza or greenspace	3
4.3	Ensure smooth transition from urban to suburban locations in city.	4
4.18	Install bike lanes on the east/south side of Peachtree from Dresden to Redding to increase bike safety	5
4.19	Install bike/pedestrian bridge connection from Town Brookhaven development over MARTA to neighborhoods	5
4.1	Streamline zoning and development regulations.	8
4.2	Establish new zoning ordinances to allow for desirable growth.	8
4.6	Establish requirements and/or incentives for incorporating publicly accessible open space as a part of new development.	8
4.11	Engage DeKalb County Schools in city development proposals.	9
4.9	Welcome and properly manage growth and higher density in city.	12
4.15*	Improve pedestrian safety along Buford Highway.	12
4.1	Align zoning and development regulations with Comprehensive Plan.	13
4.13	Further development of a live-work-play community by allowing for mixed-use development in appropriate locations.	14
4.12	Further health and exercise in the community through design of supportive infrastructure and design.	15
4.8	Address visual clutter in the community.	17
4.4	Establish streetscape standards and/or incentives along major corridors.	22
4.7	Ensure pedestrian connectivity standards are an element of development along key corridors and connecting neighborhoods to key corridors.	23
4.16*	Establish complete streets policies and regulations along key pedestrian and bike routes for both public and private investment.	28
4.5	Review tree ordinance (ensure appropriate protection).	49
4.14*	Further Brookhaven as a walkable and bikeable community.	60
5	Population (Community Building)	
5.5	Create a greater sense of community.	8
5.6	Grow the City's arts and cultural offerings.	9
5.7	Provide services and facilities to support the aging population.	10
5.2	Complete a strategic wayfinding and branding study for the city that considers signage, lighting and landscaping unique to Brookhaven.	11
5.4	Provide opportunities for community members from all districts to serve on boards.	15
5.1	Provide translation services for all city services (hire Spanish speaking staff).	19
5.3	Provide opportunities for the public to openly engage in development decisions in the city.	32

*Requires coordination with City's Comprehensive Transportation Plan.
 Grey highlighting indicates a new need or opportunity identified by the public that was given Brookhaven Bucks.

Full Results from Character Area Activity

Counts equal number of stars provided for each item. Stars indicated agreement with content.

Character Area	Additional Strategies or Comments	Description	Vision	Implementation Strategies						Appropriate Land Uses											
				1	2	3	4	5	6	O	MF	TH	H	MU	R	NC	SF	I	PR	In	
Perimeter Center	Implementation Strategies: 1) Read the AJD author John Kessler who wrote how frightening it was to walk to a Perimeter Center restaurant from an office. Sidewalks! 2) Workforce housing. (1 star)	8	6	10	10	9	6	9													
				1																	
Lakes District	Vision: 1) Five stars around vision statement "residential infill development should be permitted only if it complements character of the surrounding neighborhood." 2) Maintain the existing tree canopy (1 star); Implementation Strategies: 1) Traffic circle at Johnson Ferry Ashford Dunwoody and Donaldson (4 stars). 2) Fix Johnson Ferry Ashford Dunwoody (1 star). 3) Require approval of nearby property owners before allowing any rezoning of existing residential areas (1 star). 4) Prohibit clear cutting of residential assemblages.	2	33	12	10	4	15														6

Figure A.1-11:

Character Area	Additional Strategies or Comments	Description	Vision	Implementation Strategies						Appropriate Land Uses									
				1	2	3	4	5	6	O	MF	TH	H	MU	R	NC	SF	I	PR
Blackburn Park Neighborhood Center	Vision: 1) Move entrance to Blackburn Park north, adding a deceleration and acceleration lane on east side of Ashford Dunwoody. 2) Move playground near tennis center away from road and near parking.	0	8	11	7	6	12	12	6			4							
Lynwood Park	Implementation Strategies: 1) Biking walking on Windsor is dangerous! 2) Developers/home builders should include sidewalks for infill housing. Appropriate Land Uses: 1) National Wildlife Federation Habitat.	0	6	6	6					1					2				
Historic Brookhaven	Appropriate Land Uses: National wildlife federation habitat	3	18	5	3	7									2				2
Osborne	No additional input provided.	0	11	5	8										1				
Peachtree Corridor Overlay District	Vision: 1) Protect the overlay (5 stars). 2) Strengthen the overlay (4 stars). Implementation Strategies: 1) Incorporate a series of safe and frequently spaced pedestrian crossings. 2) Protect the overlay.	1	30	7	15	4	12					1	0	0	0	0	0	0	0

Character Area	Additional Strategies or Comments	Description	Vision	Implementation Strategies						Appropriate Land Uses										
				1	2	3	4	5	6	O	MF	TH	H	MU	R	NC	SF	I	PR	In
	2) Workforce housing. 3) Specify walkable, bikeable, paddle-able park!																			

Grey highlighting indicates that either 1) no additional implementation strategies were provided for the character area or 2) the land use is not recommended in that character area.

Key

Appropriate Land Uses

- O = office
- MF = multifamily housing
- TH = townhomes
- H = hotels
- MU = mixed use
- R = retail
- NC = neighborhood commercial
- SF = single family residential
- I = institutional
- PR = parks and recreation
- In = industrial

Implementation Strategies by Character Area

Perimeter Center

1. Coordinate planning efforts with Sandy Springs and Dunwoody, particularly in regards to large development projects that may have an impact on this area.
2. Ensure that the appropriate zoning is in place to foster dense, mixed use development with high quality design.
3. Coordinate with the Parks and Recreation Master Plan planning process to identify potential locations for future parks within this area.
4. Ensure appropriate buffers and transitions are provided for uses adjacent to single family neighborhoods.
5. Ensure DeKalb County Schools are involved in new development proposals that include housing and will have potential impacts on schools.

Lakes District

1. Expand the multi-use trail network in this area by extending the Nancy Creek Trail south along Ashford Dunwoody Road to the Peachtree Road corridor.
2. Ensure that the proper zoning is in place to maintain the character of the single family residential neighborhoods with infill development.
3. Establish a new zoning district to support neighborhood commercial development in appropriate areas.
4. Pursue operations improvements along Ashford-Dunwoody Road to ease traffic congestion issues.

Blackburn Park Neighborhood Center

1. Incorporate a series of safe and frequently-spaced pedestrian crossings along Johnson Ferry Road and Ashford Dunwoody Road to promote pedestrian connectivity.
2. Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
3. Establish a new zoning district that supports mixed use development in area.
4. Pursue opportunities to connect existing path network with new pedestrian networks.
5. Implement streetscaping standards that promote walkability along portions of Johnson Ferry Road and Ashford Dunwoody Road.
6. Require majority of parking be located in rear of buildings.

Lynwood Park

1. Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.
2. Pursue opportunities to better link Lynwood Park and Osborne Park, as guided in Parks and Recreation Master Plan.

Historic Brookhaven

1. Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 Sq. Ft. or roughly 1/3 of an acre) to ensure the large lot residential character is retained.
2. Explore establishing a City-designated historic district designation for portions of this area to help protect historic structures and guide future development.
3. As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.

Osborne

1. Ensure that the appropriate zoning is in place to maintain the character of the existing single family residential neighborhood.
2. Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area.

Peachtree Corridor Overlay District

1. Complete a strategic plan to identify the location of Brookhaven’s permanent City Hall and civic land uses.
2. Pursue recommendations of the Parks and Recreation Master Plan to make improvements at Brookhaven Park.
3. Update Peachtree-Brookhaven Overlay District to clarify ambiguous and overly prescriptive language.
4. Establish gateways at entrance and exit points of city along Peachtree Road.

Ashford Park-Drew Valley

1. Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
2. Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks.
3. Clarify infill development standards to help ensure consistent redevelopment within neighborhoods.

Brookhaven Heights-Brookhaven Fields

1. Clarify infill development standards to ensure consistent zoning applications within area as redevelopment occurs.
2. Provide appropriate buffers between new Transit Oriented Development (TOD) in adjacent Peachtree Corridor Overlay District and single-family neighborhoods.

Lenox Park

1. 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.

Roxboro

1. Coordinate with the Parks and Recreation Master Plan planning process to identify potential locations for future parks within this area.
2. Promote neighborhood commercial development in designated target areas.

Briarwood Park

1. Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
2. Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
3. Ensure that new developments provide connectivity to Buford Highway activity center area.

Buford Highway Corridor

1. Implement recommendations of the Buford Highway Improvement Plan and Economic Development Strategy.
2. Pursue development of additional park space in area.
3. Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
4. Preserve diversity of area by promoting international businesses and variety of housing multi-family housing type and price points.

A.1.8. Open House Summary

MEETING LOGISTICS

July 21, 2014 | 6:00 - 8:00 PM

Brookhaven City Hall (Council Chambers)

ATTENDEES

A total of 73 individuals registered their attendance at the Open House. Attendees included members of the Comprehensive Plan Steering Committee, the Comprehensive Transportation Steering Committee, Mayor J. Max Davis, City Council members Rebecca Chase Williams and Joe Gebbia, Susan Canon (Assistant/City Manager and Community Development Director), and members of the general public.

SUMMARY

The meeting was an open house format that allowed the public to review displays for Comprehensive Plan 2034 and the Comprehensive Transportation Plan. Comprehensive Plan 2034 displays included a summary of the planning process and project framework, community vision and goals, character area narratives, and implementation strategies and action items by plan element. Transportation Plan displays included intersection/corridor improvements, bike/pedestrian improvements, a summary of survey and public input, special area and corridor projects, and possible solutions.

Supplemental information and handouts were also available for both planning processes including a schedule of upcoming public hearings to the City Planning Commission and City Council. A looping presentation provided a summary of both plans.

Attendees were encouraged to give input in a variety of ways for both plans, including comment forms, sticky note comments placed directly on displays, and comments provided directly to the planning team. Comments received at the meeting regarding Comprehensive Plan 2034 are provided on the following pages.



COMPREHENSIVE PLAN 2034 INPUT

IMPLEMENTATION STRATEGIES + ACTION ITEMS

The majority of the input received was regarding implementation strategies by plan element. Public input is provided in italics below each need/opportunity or action item.

Land Use

- 1.2.1: Conduct neighborhood specific surveys regarding infill uses for designated neighborhoods in the city.
 - *Good idea!*
- 1.4.1: Establish streetscape standards for major roads within the City's Zoning Ordinance and Code review, requiring street trees and Complete Street principles.
 - *Yes!*
- 1.5: Review tree ordinance (ensure appropriate protection).
 - *Identify and let citizens identify important trees and protect them!*
 - *Need the moratorium so citizens can have a chance to review and comment.*
 - *Tree cutting moratorium till new ordinance is adopted.*
- 1.6.1: Continue Code Enforcement efforts.
 - *Let's not let developers tear down small, ranch, attractive homes for these large, ugly McMansions!*
- 1.7.3: Ensure that community gardens and other healthy, local foods initiatives are permitted in City's ordinances.
 - *Great Idea!*
 - *Don't cut trees to accomplish this.*

Community Facilities + Resources

- 2.2.2: Review City's adopted stormwater **management ordinances and update to reflect** recommendations of the Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan. Consider incorporation of rain gardens and bio-detention ponds as a stormwater management component and other BMPs.
 - *Great idea!*
 - *History of city not enforcing former DeKalb standards because not in flood zones - need to make gravel pits/etc. Maybe get developers together to discuss.*
- 2.4.1: Enter into discussions with the local electric and communications provider to discuss costs and options for burying utilities.
 - *Great!*

Economic Development

- 3.1.1.a: Create a citywide Economic Development Plan and Strategy.
 - *Create restaurant and business opportunities along the North Fork Peachtree Creek.*
 - *Not if you have to cut trees to develop land.*
 - *No more dirty waterways.*
 - *Thumbs up!*
- 3.2.1: Convene a committee of local leaders representing diverse constituencies to gain insight on the types of community events they would support and potentially host or sponsor.
 - *Don't give away free use of parks for outside promoters and vendors who make money and drive out of city. This burdens city and residents and provides no economic gain*
 - *Idea: Food trucks in Brookhaven parks on Tuesday or Thursday [at] corner of Osborne and Peachtree; 5000 people came to soccer fest using MARTA*
 - *Not during week! No parking!*
 - *Walkable area - good idea!*
 - *No! Bad idea!*
- 3.3: Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy.
 - *Do not even consider eminent domain.*
 - *Where is North Fork Linear Park?*
 - *Right!*
 - *Nicer for a park*

- *Shut down Pink Pony. Horrible place for families*
 - *It's not a place for families (don't take them there)!*
 - *Leave PP alone!*
 - *I second that emotion.*
 - *Third - who cares?*
- 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.
 - *Will the City do this? Someone else could. If so, it doesn't need to be expensive.*
- 3.6: Leverage the Brookhaven MARTA station to encourage further desirable development along the Peachtree Corridor.
 - *Desirable = walkable!*

Population

- 4.2: Promote the aging population.
 - *Put the aging population in the details - what does "promote the aging pop" mean?*
 - *Yes!*
- 4.2.1: Complete the Atlanta Regional Commission Local Government Lifelong Communities Assessment Survey.
 - *Promote Brookhaven as a Lifelong Community.*
 - *Really good program! We need to be a part of that.*
- 4.4: Enhance City's communication with public.
 - *We need to have posters that have the city website on them so people can know where to go. Collect emails that way.*
- 4.4.4: Create a biannual City magazine.
 - *Why? Okay if paid with City \$.*
- 4.5.1: Develop a public art program via ordinance.
 - *Local organizations can lead this. City can help with zoning.*

Housing

- 5.1.2: Complete an analysis to explore application of accessory housing units in different areas of Brookhaven.
 - *Accessory units - smart idea!*
- 5.2: Preserve safe and affordable housing in the community.
 - *Affordable housing is very important!*
 - *We can't just be a rich community. That's not a good thing.*
 - *Streetlamps for subdivisions.*
- 5.2.2.b: Cross-train police officers for code enforcement needs (after hours).
 - *Code Enforcement for 'dirty' developers who clear cut.*
 - *Agree strongly.*
 - *Needed for weekends when 'dozing' happens*
 - *Amen to that.*
- 5.3.3: Participate in updates to the DeKalb County Consolidated Plan to identify opportunities to meet Brookhaven affordable housing needs.
 - *Check.*
 - *Additional housing comments*
 - *Ban the mansions!*
 - *Not on any but huge lots.*
 - *80% - 90% of developers here are not licensed home builders.*

CHARACTER AREA INPUT

Limited comments were provided on each of the 13 character area narratives on display. Public input is provided in italics below each Character Area.

Osborne

- *Kendrick Road has cut-through traffic issues and could benefit from traffic calming.*
- *A crosswalk is needed at Chalfont Walk and Osborne Road to access the sidewalk on the opposite side of the street.*
- *A bike lane along Osborne Road is desired.*
- *Remove the language about vehicular connections, only pedestrian are desired.*
- *Pedestrian connections to Town Brookhaven are desired in this area.*
- *Behind the package store (Buford Hwy and N. Cliff Valley Way) - lot of trash. It is a wooded area. It needs cleaning up.*

Peachtree Corridor Overlay District

- *The City should hold Food trucks events in Brookhaven Park, like those in Blackburn Park.*
- *The Savoy at Town Brookhaven development violates codes by working at night in spite of numerous violations and fines.*
- *In the Peachtree Corridor Overlay District, the language about the overlay being overly prescriptive should be removed. Too many variances have been issued to developers who have developed under this. We need to hold strong to the vision of the overlay. We need to limit curb cuts on Peachtree Street.*
- *Don't water down LCI overlay.*
- *Limit curb cuts.*
- *Limit curb cuts on Peachtree; promote/push interparcel connections.*
- *Fernwood Park isn't really a park.*
- *Your comment that the "overly prescriptive" language needs to be addressed is a hot button. The language is overly prescriptive in the eyes of developers - not in the eyes of the community. If you re-write the LCI overlay to make it "developer friendly," you will move us farther away from the vision.*

Briarwood Park

- *Briarwood [Park] really needs a lot of Work!!*

Buford Highway Corridor

- *Connect to the Beltline!*
- *Connection to the Beltline.*

OTHER INPUT RECEIVED



- *Access management - limit curb cuts.*
- *Gateway features should not be/include apartment complexes or similar.*
- *Gateway features should not be apartments or similar.*
- *Don't have apartment buildings at the of gateway areas of the city! Especially in Perimeter Center area.*
- *Increases to pedestrian traffic are welcome; vehicular traffic increases are not.*
- *Overall, the concepts look good. How to keep non-compliant development from happening in the meantime? Please train the City organizations on this (e.g., ZBA!!)*

A.1.9. Flyers

What's your
VISION
for Brookhaven?
[we want to know!]

Please join us for a Visioning Workshop

Comprehensive Plan 2034 will help shape the future of Brookhaven. Don't miss this exciting opportunity to share your vision for our city!

<p>VISIONING WORKSHOP</p> <p>Thursday, May 15th</p> <p>6:00—8:00 PM</p> <p>St. Martins Episcopal Church</p> <p>Gable Hall</p> <p>3110 Ashford Dunwoody Road</p> <p>Atlanta, Georgia 30319</p>	 <p>Questions? Contact Susan Canon Assistant City Manager/Director of Community Development 404-637-0500 comprehensiveplan@brookhavenga.gov</p> 
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CITY OF BROOKHAVEN
COMPREHENSIVE PLAN 2034

Comprehensive Plan 2034 will help shape the future of Brookhaven. Don't miss this chance to set the priority needs and opportunities for our city!

NEEDS + OPPORTUNITIES WORKSHOP



Monday, June 9th
6:00—8:00 PM
Brookhaven City Hall
4362 Peachtree Road
Brookhaven, GA 30319

This workshop will help set the priority needs and opportunities and will shape the City's action plan for the next five years. Your input is important to making sure the right priorities are emphasized.

Questions? Contact Susan Canon
Assistant City Manager/Director of Community
Development at 404-637-0500.
comprehensiveplan@brookhavenga.gov

Help us understand the needs of the community! [Click here](#) to take our brief survey or visit www.surveymonkey.com/s/BrookhavenCompPlan. Para una versión en español de la encuesta, [haga clic](#) aquí o vaya al sitio web www.surveymonkey.com/s/BrookhavenCompPlanSpa.



CITY OF BROOKHAVEN
COMPREHENSIVE PLAN 2034

Ciudad de Brookhaven, Plan Integral

El Plan Integral 2034 contribuirá a dar forma al futuro de Brookhaven. ¡No se pierda esta posibilidad de establecer las prioridades y oportunidades para nuestra ciudad!

TALLER SOBRE NECESIDADES + OPORTUNIDADES



Lunes, 9 de junio
6:00—8:00 PM
Municipalidad de Brookhaven
4362 Peachtree Road
Brookhaven, GA 30319

Este Taller contribuirá a establecer las prioridades y oportunidades y a delinear el plan de acción de la Ciudad en los próximos 5 años. Su opinión es importante para asegurarnos de que se aborden las prioridades apropiadas.

¿Tiene preguntas? Comuníquese con Susan Canon, Subgerente de la Ciudad/ Directora de Desarrollo Comunitario, al 404-637-0500.

comprehensiveplan@brookhavenga.gov

¡Ayúdenos a comprender las necesidades de la comunidad! [Haga clic aquí](#) para completar nuestra encuesta corta, o vaya al sitio web www.surveymonkey.com/s/BrookhavenCompPlan. Para una versión en español de la encuesta, [haga clic aquí](#) o vaya al sitio web www.surveymonkey.com/s/BrookhavenCompPlanSpa.

CITY OF BROOKHAVEN
COMPREHENSIVE TRANSPORTATION PLAN

CITY OF BROOKHAVEN
COMPREHENSIVE PLAN **2034**

Joint

OPEN HOUSE

Comprehensive Plan 2034 provides overarching community goals (including the City's Future Land Use Plan), priority needs and opportunities, and a five year community work program.

The **Comprehensive Transportation Plan** examines the multi-modal transportation network within Brookhaven and includes a prioritized list of projects that will address the transportation needs of the city's citizens.

The City Wants Your Input!

Don't miss the final opportunity to learn about and provide input on draft recommendations for the City's first comprehensive plan and comprehensive transportation plan!

Monday, July 21st

6:00—8:00 PM

Brookhaven City Hall
4362 Peachtree Road
Brookhaven, GA



For more information contact Susan Canon
Assistant City Manager/Director of Community Development at
404-637-0500 or
comprehensiveplan@brookhavenga.gov.

A.1.10. Press Releases + Public Hearing Ads

For release on 4/23/14

BROOKHAVEN SEEKS INPUT ON COMMUNITY VISION FOR COMPREHENSIVE PLAN 2034

The City of Brookhaven is embarking upon a process to form a long range plan for the City's future that will help guide growth and development over the next 20 years. This plan - Comprehensive Plan 2034 - will serve as a blueprint for the future growth and development of the City of Brookhaven. Community members are **invited to participate in the first of three public workshops on May 15 at Oglethorpe University.**

Community involvement is key in developing a Plan that truly captures the spirit and desire of the different voices of the city. As such, there will be many opportunities for the public to become engaged. The planning process kicks off with a community visioning workshop that will set the pace for Comprehensive Plan 2034 by gathering input on community goals. City of Brookhaven citizens, business owners and other stakeholders are urged to attend the visioning workshop to learn more about the comprehensive planning process and to provide input.

The visioning workshop will be held on Thursday, May 15th from 6:00 - 8:00 PM at the following location:

St. Martins Episcopal Church
Gable Hall
3110 Ashford Dunwoody Road
Atlanta, Georgia 30319

Parking is available in a surface parking lot on the church campus. St. Martin is also served by MARTA Route 25.

All are welcome and encouraged to attend this interactive and informative workshop.

The City of Brookhaven was officially incorporated on December 17, 2012. Having adopted and relied upon DeKalb County's Comprehensive Plan since incorporation, the City brought on a team of consultants to develop Comprehensive Plan 2034. The planning process is being managed by the Brookhaven Community Development Department. The planning process was formally kicked off at the April 22 City Council Hearing. The final plan document will include overarching community goals, priority needs and opportunities, and a five year community work program. The anticipated completion date is October 2014.

For more information on Comprehensive Plan 2034, contact the Assistant City Manager/Director of Community Development, Susan Canon, at 404-637-0500 or comprehensiveplan@brookhavenga.gov.

For release on 5/22/14

BROOKHAVEN COMPREHENSIVE PLAN 2034 MOVES INTO NEEDS & OPPORTUNITIES PHASE

The City of Brookhaven invites community members to a Needs and Opportunities Workshop on Monday, June 9 from 6pm to 8pm at City Hall. This workshop comes at a significant phase in the planning process. Public input received will help set the priority needs and opportunities for Brookhaven and help inform the City's action plan for the next five years. Feedback from the public is important in making sure the right priorities are emphasized.

Needs & Opportunities Workshop Details:

June 9, 2014

6:00 - 8:00 PM

Brookhaven City Hall

4362 Peachtree Road, Brookhaven, Georgia 30319

Parking is available in a surface parking lot behind City Hall. MARTA Route 25 also serves City Hall.

All community members are also encouraged to provide input via the online community survey being held in support of the Comprehensive Plan, which will be available until June 12. The survey is offered in English and Spanish and can be accessed from the City's website at <http://www.brookhavenga.gov>.

The Needs and Opportunities Workshop is the second of two workshops being held. The Comprehensive Plan 2034 kicked off with a public hearing on April 22 with City Council followed by the Community Visioning Workshop on May 15. The Community Visioning Workshop was open to all community members, who were given an opportunity to learn more about the comprehensive planning process and to provide input. City of Brookhaven citizens, business owners and other stakeholders weighed in on the community vision and goals. An Open House will also be held on July 21 to present the draft plan to the public.

The Comprehensive Plan will serve as the blueprint for the future growth and development of the city. This community-led process is designed to form a long range plan for the City's future that will help guide growth and development over the next 20 years.

The City of Brookhaven was officially incorporated on December 17, 2012. Having adopted and relied upon DeKalb County's Comprehensive Plan since incorporation, the City brought on a team of consultants to develop Comprehensive Plan 2034. The planning process is being managed by the Brookhaven Community Development Department. The final plan document will include overarching community goals, priority needs and opportunities, and a five year community work program. The anticipated completion date is October 2014.

For more information on Comprehensive Plan 2034, contact the Assistant City Manager/Director of Community Development, Susan Canon, at 404-637-0500 or comprehensiveplan@brookhavenga.gov.

For release on 7/10/14

BROOKHAVEN COMMUNITY ENCOURAGED TO ATTEND JOINT OPEN HOUSE

KEY RECOMMENDATIONS FOR LAND USE AND TRANSPORTATION NEEDS TO BE PRESENTED

The City of Brookhaven will host a joint open house on July 21 (6pm-8pm) for community members to review and provide input on recommendations contained within its draft Comprehensive Plan 2034 and draft Comprehensive Transportation Plan. Both plans have been under development since March 2014 and mark **the first communitywide transportation and land use plans developed for Brookhaven since incorporated**. The plans have largely been molded by public input, which has been collected via a series of steering committee meetings, public meetings, surveys, and other input methods.

- Comprehensive Plan 2034 provides overarching community goals (including the City's Future Land Use Plan), **priority needs and opportunities, and a five year community work program**.
- The Comprehensive Transportation Plan examines the multi-modal transportation network within Brookhaven and includes a prioritized list of projects that will address the transportation needs of the city's citizens.
- **The open house is the final public meeting for community members to learn about and to provide valuable input on two major City initiatives.**

Joint Comprehensive Plan 2034 and Comprehensive Transportation Plan Open House

July 21, 2014

6:00 – 8:00 PM

Brookhaven City Hall

4362 Peachtree Road, Brookhaven, Georgia 30319

Parking is available in a surface parking lot behind City Hall. MARTA Route 25 also serves City Hall.

The Comprehensive Transportation Plan will be considered for adoption by City Council in late August. The Comprehensive Plan is targeted for regional and state review between August and October following public hearings with the Planning Commission and City Council; plan adoption is targeted for October.

The Comprehensive Transportation Plan and Comprehensive Plan 2034 are two of the planning initiatives being undertaken by the City of Brookhaven at the present time. The Parks and Recreation Master Plan and the Buford Highway Improvement Plan and Economic Development Study are both currently underway as well. While each planning study focuses on different aspects of Brookhaven's future, the City is taking special care to ensure coordination among all plans.

The City of Brookhaven was officially incorporated on December 17, 2012. Having adopted and relied upon DeKalb County's Comprehensive Plan since incorporation, the City brought on a two teams of consultants to develop Comprehensive Plan 2034 and the Comprehensive Transportation Plan. Both planning processes are being managed by the Brookhaven Community Development Department.

For more information on Comprehensive Plan 2034, contact the Assistant City Manager/Director of Community Development, Susan Canon, at 404-637-0500 or comprehensiveplan@brookhavenga.gov.

PUBLIC HEARING NOTICE (COMPREHENSIVE PLAN KICK-OFF)

www.championnewspaper.com

The Champion Legal Section, Thursday, April 10, 2014

Page 19C

If any objections are filed, a hearing will be scheduled for a later date. If no objections are filed, the petition may be granted without a hearing.
Jeryl Debra Roah
Probate Judge
By Rhonda Flor
PROBATE CLERK/DEPUTY CLERK
555 N. McDonough Street, Room 1100
Decatur, GA 30030
404-371-2601

Temp Guardian
270-3559843/403.041760
CITATION
GEORGIA, DEKALB COUNTY
ESTATE NO. 2014-056
IN RE: PETITION OF MARION MCKINER FOR TEMPORARY LETTERS OF GUARDIANSHIP ESTATES OF SHANVA N. HEMPHILL, AND/OR(S) DATE OF MAILING, IF ANY: DATE OF SECOND PUBLICATION, IF ANY: 4/10

Temp Guardian
270-3559843/403.041760
CITATION
GEORGIA, DEKALB COUNTY
ESTATE NO. 2014-056
IN RE: PETITION OF MARION MCKINER FOR TEMPORARY LETTERS OF GUARDIANSHIP ESTATES OF SHANVA N. HEMPHILL, AND/OR(S) DATE OF MAILING, IF ANY: DATE OF SECOND PUBLICATION, IF ANY: 4/10

Temp Guardian
270-3559843/403.041760
CITATION
GEORGIA, DEKALB COUNTY
ESTATE NO. 2014-056
IN RE: PETITION OF MARION MCKINER FOR TEMPORARY LETTERS OF GUARDIANSHIP ESTATES OF SHANVA N. HEMPHILL, AND/OR(S) DATE OF MAILING, IF ANY: DATE OF SECOND PUBLICATION, IF ANY: 4/10

Temp Guardian
270-3559843/403.041760
CITATION
GEORGIA, DEKALB COUNTY
ESTATE NO. 2014-056
IN RE: PETITION OF MARION MCKINER FOR TEMPORARY LETTERS OF GUARDIANSHIP ESTATES OF SHANVA N. HEMPHILL, AND/OR(S) DATE OF MAILING, IF ANY: DATE OF SECOND PUBLICATION, IF ANY: 4/10

to the petition, a hearing on the matter shall be scheduled at a later date.
Jeryl Debra Roah
Probate Judge
By Rhonda Flor
PROBATE CLERK/DEPUTY CLERK
555 N. McDonough Street, Room 1100
Decatur, GA 30030
404-371-2601

Leave To Sell
280-356013/403.010.417.424wg
NOTICE

Leave To Sell
280-356013/403.010.417.424wg
NOTICE

Leave To Sell
280-356013/403.010.417.424wg
NOTICE

Leave To Sell
280-356013/403.010.417.424wg
NOTICE

This the 27th day of March, 2014,
Jeryl Debra Roah
Judge of the Probate Court
By: Sheila N. Price
Clerk of the Probate Court
555 N. McDonough Street
Room 1100
Decatur, GA 30030
404-371-2601

Will
300-356004/403.410.417.424wg
NOTICE

Will
300-356004/403.410.417.424wg
NOTICE

Will
300-356004/403.410.417.424wg
NOTICE

Will
300-356004/403.410.417.424wg
NOTICE

300-356022/410.417.412A, 51wg
NOTICE
PROBATE COURT OF DEKALB COUNTY
RE: PETITION OF VIRGINIA PARKER TO PROBATE IN SOLEMN FORM THE WILL OF GROVER DE LUCA, DECEASED, UPON WHICH AN ORDER FOR SERVICE WAS GRANTED BY THIS COURT ON MARCH 28, 2014

Will
300-356022/410.417.412A, 51wg
NOTICE
PROBATE COURT OF DEKALB COUNTY
RE: PETITION OF VIRGINIA PARKER TO PROBATE IN SOLEMN FORM THE WILL OF GROVER DE LUCA, DECEASED, UPON WHICH AN ORDER FOR SERVICE WAS GRANTED BY THIS COURT ON MARCH 28, 2014

Year's Support
301-355763/327.43.410.417.424wg
NOTICE

Year's Support
301-355763/327.43.410.417.424wg
NOTICE

Year's Support
301-355763/327.43.410.417.424wg
NOTICE

granted without a hearing.
Jeryl Debra Roah
Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

310-356006/403.410.417.424wg
NOTICE
PROBATE COURT OF DEKALB COUNTY
RE: PETITION OF MALICE CARITHERS ELEY, FOR A YEAR'S SUPPORT FROM THE ESTATE OF JACK AUGUSTUS ELEY, DECEASED, FOR DECEDENT'S SURVIVING SPOUSE, HAVING BEEN DULY FILED IN THIS COURT ON OR BEFORE APRIL 28, 2014, WHO SAID PETITION SHOULD NOT BE GRANTED.

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

310-356007/410.417.412A, 51wg
NOTICE
PROBATE COURT OF DEKALB COUNTY
RE: PETITION OF BARBARA SPENCER BASTIN, FOR A YEAR'S SUPPORT FROM THE ESTATE OF CLINTON BOWEN BASTIN, JR., DECEASED, FOR DECEDENT'S SURVIVING SPOUSE, HAVING BEEN DULY FILED IN THIS COURT ON OR BEFORE MAY 5, 2014, WHO SAID PETITION SHOULD NOT BE GRANTED.

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

310-356008/403.410.417.424wg
NOTICE
PROBATE COURT OF DEKALB COUNTY
RE: PETITION OF SHARON PETERS FOR A YEAR'S SUPPORT FROM THE ESTATE OF MELVIN PETERS, DECEASED, FOR DECEDENT'S SURVIVING SPOUSE, HAVING BEEN DULY FILED IN THIS COURT ON OR BEFORE APRIL 28, 2014, WHO SAID PETITION SHOULD NOT BE GRANTED.

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

Probate Judge
By: Michele Wingard
Probate Clerk/Deputy Clerk
555 North McDonough Street
Room 1100
Decatur, GA 30030
(404) 371-2601

320-355984/403.041760
NOTICE OF PUBLIC HEARING
Appeal of Denial of Application for Occupational Tax Certificate

Public Hearing
320-355984/403.041760
NOTICE OF PUBLIC HEARING
Appeal of Denial of Application for Occupational Tax Certificate

Public Hearing
320-355984/403.041760
NOTICE OF PUBLIC HEARING
Appeal of Denial of Application for Occupational Tax Certificate

Public Hearing
320-355984/403.041760
NOTICE OF PUBLIC HEARING
Appeal of Denial of Application for Occupational Tax Certificate

PUBLIC HEARING NOTICE (AUTHORIZATION TO TRANSMIT)

www.championnewspaper.com

The Champion Legal Section, Thursday, August 14, 2014

Page 13C

to the petition, a hearing on the matter shall be scheduled at a later date.

Jeryl Debra Rosh
PROBATE JUDGE
By: Jacqueline King
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street, Rm 1100
Decatur, GA 30030
404-371-2701

270-361869 8/14/821JH
CITATION
ESTATE NO. 2006-1487
GEORGIA, DeKALB COUNTY
IN RE: PETITION OF Geneva B. Odister FOR TEMPORARY LETTERS OF GUARDIANSHIP ESTATE OF **Keon L. Browner, MINOR(S)**
DATE OF MAILING, IF ANY: N/A
DATE OF SECOND PUBLICATION, IF ANY: 8/21

TO: Frederick L. Fort father of Keon L. Browner, Minor
You are hereby notified that a petition for the appointment of a temporary guardian has been filed regarding the above-named minor. All objections to the Petition described above either to the appointment of a temporary guardian or the appointment of the petitioner(s) as temporary guardian(s), must be in writing, setting forth the grounds of any such objections, and must be filed with this Court no later than 14 days after this notice is mailed, or 10 days after this notice is personally served upon you, or ten days after the second Publication of this notice if you are served by publication. All pleadings must be signed before a notary Public or Georgia probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the below address/telephone number for the required amount of filing fees.

*****NOTE: If a natural guardian files an objection to the creation of the temporary guardianship, the Petition will be dismissed. If a natural guardian files an objection to the appointment of the petitioner(s) as guardian(s), or if a parent who is not a natural guardian files an objection to the petition, a hearing on the matter shall be scheduled at a later date.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough St, Rm 1100
Decatur, GA 30030
404-371-2601

290-360996 7/31/87,8/14/821JW
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-1225
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Barbara D. Dpera** Petition By Personal Representative for Waiver of Bond and Grant of Certain Powers
Robert John Spera have petitioned for waiver of bond and for the grant of certain powers contained in O.C.G.A. §§53-12-22. All interested parties are hereby notified to show cause why said petition should not be granted. A hearing will be scheduled at a later date. If no objections are filed, a hearing will be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Jacqueline King
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2701

270-361870 8/14/821JH
CITATION
ESTATE NO. 2014-1203
GEORGIA, DeKALB COUNTY
IN RE: PETITION OF **William A. Mary Ann Nettles** FOR TEMPORARY LETTERS OF GUARDIANSHIP ESTATE OF **Carlos L. Truesdale Jr., MINOR(S)**
DATE OF MAILING, IF ANY: N/A
DATE OF SECOND PUBLICATION, IF ANY: 8/21

TO: Carlos L. Truesdale and **Ebony Nettles** mother and father of **Carlos L. Truesdale Jr., Minor**
You are hereby notified that a petition for the appointment of a temporary guardian has been filed regarding the above-named minor. All objections to the Petition described above either to the appointment of a temporary guardian or the appointment of the petitioner(s) as temporary guardian(s), must be in writing, setting forth the grounds of any such objections, and must be filed with this Court no later than 14 days after this notice is mailed, or 10 days after this notice is personally served upon you, or ten days after the second Publication of this notice if you are served by publication. All pleadings must be signed before a notary Public or Georgia probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the below address/telephone number for the required amount of filing fees.

*****NOTE: If a natural guardian files an objection to the creation of the temporary guardianship, the Petition will be dismissed. If a natural guardian files an objection to the appointment of the petitioner(s) as guardian(s), or if a parent who is not a natural guardian files an objection to the petition, a hearing on the matter shall be scheduled at a later date.

Jeryl Debra Rosh
PROBATE JUDGE
By: Jacqueline King
PROBATE CLERK/DEPUTY CLERK

Miscellaneous

290-360996 7/31/87,8/14/821JW
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-1217
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Ray M. Pownall** Petition By Personal Representative for Waiver of Bond and Grant of Certain Powers
Michael Pownall and **Jacqueline Powell** have petitioned for waiver of bond and for the grant of certain powers contained in O.C.G.A. §§53-12-22. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before August 25, 2014. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough St, Rm 1100
Decatur, GA 30030
404-371-2601

290-360996 7/31/87,8/14/821JW
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-1225
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Barbara D. Dpera** Petition By Personal Representative for Waiver of Bond and Grant of Certain Powers
Robert John Spera have petitioned for waiver of bond and for the grant of certain powers contained in O.C.G.A. §§53-12-22. All interested parties are hereby notified to show cause why said petition should not be granted. A hearing will be scheduled at a later date. If no objections are filed, a hearing will be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough St, Rm 1100
Decatur, GA 30030
404-371-2601

290-360996 7/31/87,8/14/821JW
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-1225
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Barbara D. Dpera** Petition By Personal Representative for Waiver of Bond and Grant of Certain Powers
Robert John Spera have petitioned for waiver of bond and for the grant of certain powers contained in O.C.G.A. §§53-12-22. All interested parties are hereby notified to show cause why said petition should not be granted. A hearing will be scheduled at a later date. If no objections are filed, a hearing will be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

Year's Support

310-360774 7/24/71,8/14/821JH
NOTICE
ESTATE # 2014-1155
The petition of **Minerva Lee Holt**, for a year's support from the estate of **William Frederick Holt**, deceased, for decedent's surviving spouse, having been duly filed, all interested parties are hereby notified to show cause, if any they have, on or before August 18, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough St, Rm 1100
Decatur, GA 30030
404-371-2701

290-361710 8/7/81,8/21/828JH
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-4532
IN RE: Estate of **Jeremiah B. McCarthey** By Personal Representative for Waiver of Bond and Grant of Certain Powers
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Jeremiah B. McCarthey** By Personal Representative for Waiver of Bond and Grant of Certain Powers
The petition of **Jeremiah B. McCarthey** for a year's support from the estate of **ROBERT KIRKLAND EARLY**, deceased, for decedent's surviving spouse, having been duly filed all interested parties are hereby notified to show cause, if any they have, on or before August 25, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

2013-1866
The petition of **IRIS SCHEFFEL**, for a year's support from the estate of **ROBERT KIRKLAND EARLY**, deceased, for decedent's surviving spouse, having been duly filed all interested parties are hereby notified to show cause, if any they have, on or before August 25, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough St,
Rm 1100
Decatur, GA 30030
404-371-2601

Will

300-360805 7/24/71,8/14/821JH
NOTICE
ESTATE # 2014-1157
PROBATE COURT OF DEKALB COUNTY
IN RE: PETITION OF **NOVIA R. L. LURE** FOR THE WILL OF **FRANCES O. LUCAS**, DECEASED, UPON WHICH AN ORDER FOR SERVICE WAS GRANTED BY THIS COURT ON JULY 14, 2014
TO: YUL DEAN, JOSEPH COLLINS AND ALL INTERESTED PARTIES
All interested parties and all singular heirs of said decedent, and to whom it may concern: This is to notify you to file objection, if there is any, to the above referenced petition, in this Court on or before August 18, 2014. BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before August 18, 2014. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough St, Rm 1100
Decatur, GA 30030
404-371-2601

310-361711 8/7/81,8/21/828JH
NOTICE
ESTATE # 2014-1260
The petition of **FRANCES REBECCA GAINES**, for a year's support from the estate of **JOHN PATRICK GAINES**, deceased, for decedent's surviving spouse, having been duly filed all interested parties are hereby notified to show cause, if any they have, on or before September 8, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

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PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

Year's Support

310-360774 7/24/71,8/14/821JH
NOTICE
ESTATE # 2014-1155
The petition of **Minerva Lee Holt**, for a year's support from the estate of **William Frederick Holt**, deceased, for decedent's surviving spouse, having been duly filed, all interested parties are hereby notified to show cause, if any they have, on or before August 18, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

290-361710 8/7/81,8/21/828JH
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-4532
IN RE: Estate of **Jeremiah B. McCarthey** By Personal Representative for Waiver of Bond and Grant of Certain Powers
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Jeremiah B. McCarthey** By Personal Representative for Waiver of Bond and Grant of Certain Powers
The petition of **Jeremiah B. McCarthey** for a year's support from the estate of **ROBERT KIRKLAND EARLY**, deceased, for decedent's surviving spouse, having been duly filed all interested parties are hereby notified to show cause, if any they have, on or before August 25, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

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PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

2013-1866
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Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 North McDonough Street
Room 1100
Decatur, GA 30030
404-371-2601

310-361050 7/31/87,8/14/821JH
NOTICE
ESTATE # 2014-1160
The petition of **Alyce B. Odister**, for a year's support from the estate of **Neal Odister**, deceased, for decedent's surviving spouse, having been duly filed, all interested parties are hereby notified to show cause, if any they have, on or before August 25, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Michelle Wingard
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

310-361711 8/7/81,8/21/828JH
NOTICE
ESTATE # 2014-1260
The petition of **FRANCES REBECCA GAINES**, for a year's support from the estate of **JOHN PATRICK GAINES**, deceased, for decedent's surviving spouse, having been duly filed all interested parties are hereby notified to show cause, if any they have, on or before September 8, 2014, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the Petition may be granted without a hearing.

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PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

Year's Support

310-360774 7/24/71,8/14/821JH
NOTICE
ESTATE # 2014-1155
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Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 North McDonough Street
Room 1100
Decatur, GA 30030
404-371-2601

290-361710 8/7/81,8/21/828JH
NOTICE
IN THE PROBATE COURT OF DEKALB COUNTY
STATE OF GEORGIA
Est. No. 2014-4532
IN RE: Estate of **Jeremiah B. McCarthey** By Personal Representative for Waiver of Bond and Grant of Certain Powers
GEORGIA, DeKALB COUNTY
PROBATE COURT
IN RE: Estate of **Jeremiah B. McCarthey** By Personal Representative for Waiver of Bond and Grant of Certain Powers
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Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
Rm 1100
Decatur, GA 30030
404-371-2601

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Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 N. McDonough Street,
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Decatur, GA 30030
404-371-2601

granted without a hearing.

Jeryl Debra Rosh
PROBATE JUDGE
By: Rhonda G. Veal
PROBATE CLERK/DEPUTY CLERK
556 North McDonough Street
Room 1100
Decatur, GA 30030
404-371-2601

Public Hearing

320-361048 7/31/87,8/14/821JH
NOTICE OF PUBLIC HEARING
Notice is hereby given pursuant to the Georgia Zoning Procedures Act that the Planning and Zoning Board of the City of Clarkston will hold a Public Hearing on **++Tuesday, August 19, 2014 at 1:00 p.m.++**, regarding proposed revisions to Chapter 15.5 of the City of Clarkston Code of Ordinances. The hearing will take place in the Council Chamber, City Hall, 3921 Church Street, Clarkston, Georgia. All interested parties are invited to attend.

320-361761 8/7/81/84
STATE BOARD MEMBER TO HOLD PUBLIC HEARING
August 19, 2014
Barbara Hampton to Host State Board of Education Sixth District Public Hearing
The State Board of Education will hold a public hearing on the proposed Sixth Congressional District on **++Tuesday, August 19, 2014,++** The meeting will be held from 7:00 - 8:30 at Dunwoody High School, 5035 Vermark Road, Dunwoody, GA. The purpose of the hearing is to hear comments from interested citizens and educators within the congressional district regarding the performance and problems of public education. This includes hearing comments from interested citizens and educators within the congressional district regarding the performance and problems of public education. This includes hearing comments from interested citizens and educators within the congressional district regarding the performance and problems of public education. This includes hearing comments from interested citizens and educators within the congressional district regarding the performance and problems of public education.

320-361776 8/14/821JW
ADVERTISEMENT OF PUBLIC HEARING
TO WHOM IT MAY CONCERN:
The Georgia Department of Transportation will hold a public hearing on the proposed **++4460 Hardse Street NE, 2647 Pharr Road NE, 2648 Knox Street NE, and 1148 Avenue SE++** have been inspected by the Code Enforcement Section based upon allegations that one or more structures on the properties are unfit for human habitation or otherwise in violation of the Atlanta Housing Code. The Director/Commander of the Code Enforcement Section has found such structure(s) or property(s) to have several code violations that cause the structure or property to be unfit for human habitation, unsafe and detrimental to health, safety, morals and the general welfare of the inhabitants of the City of Atlanta. The Director/Commander of the Code Enforcement Section has referred this matter to the In Rem Review Board, an independent body authorized to hear the matter. The Board has the authority, after public hearing and specific findings of fact, to order the structure(s) or the property(s) either demolished or cleaned and cleared, depending on the percentage of deterioration. A title search has revealed owner(s), persons in control or possession, or otherwise holds an interest in the property. As such, you have the right to file an answer to this notice in writing and/or to appear in person at the hearing and to send representatives to give testimony at the hearing concerning the property. The rules of evidence prevailing in courts of law or equity shall not be controlling in the hearing. You are invited to appear at a hearing before the In Rem Review Board in Committee Room #1, 2nd

320-361776 8/14/821JW
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A.1.11. Media Coverage*



Brookhaven moves forward with park and comprehensive city planning efforts

March 11, 2014 | Filed under: City of Brookhaven | Posted by: thebrookhavenpost

Brookhaven, GA Mar. 11, 2014 – The City of Brookhaven is moving forward with two large-scale planning initiatives for city parks and comprehensive land use.

The city has selected planning firm Lose & Associates, Inc. to lead the Brookhaven Parks and Recreation Master Plan and engineering firm Jacobs to lead the Brookhaven Comprehensive Plan 2034. Both firms participated in a formal evaluation process.



The Brookhaven Parks and Recreation Master Plan will evaluate existing conditions and identify future needs for city parks and facilities. Lose & Associates, Inc. will work with city staff and members of the public to create benchmarking standards and goals for upgrades and expansion efforts, including the creation of a community work program. The proposed planning timeline for this project is approximately 18 weeks and will cost \$90,000.

The Brookhaven Comprehensive Plan 2034 will be a 28-week long study that looks at future growth and development for the entire city over the next 20 years. Jacobs will work with city staff and members of the public to address community goals, needs and opportunities. The plan will include appropriate land use measures, economic development goals, and future population needs related to city services, housing, transportation and community facilities. This project is expected to cost \$147,950.

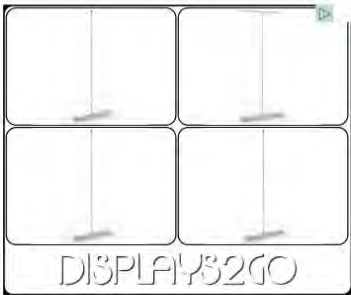
Both planning processes will include a nexus among other large-scale city planning initiatives, including the Brookhaven Comprehensive Transportation Plan and the Buford Highway Improvement Plan and Economic Development Strategy.

Members of the public are welcome to share input at Brookhaven Steering Committee Meetings for the respective projects or in written email to the respective project email addresses listed below:

- Parks and Recreation Master Plan: parksandrecreationplan@brookhavenga.gov
- Comprehensive Plan 2034: comprehensiveplan@brookhavenga.gov
- Comprehensive Transportation Plan: transportationplan@brookhavenga.gov
- Buford Highway Improvement Plan & Economic Development Strategy: bufordhwyplan@brookhavenga.gov

Related planning documents including meeting minutes, schedules, agendas, draft illustrations and draft plans will be available for public review at brookhavenga.gov.

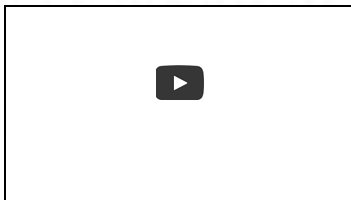
<http://brookhavenpost.co/brookhaven-moves-forward-with-park-and-comprehensive-city-planning-efforts/14338>



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7/16/2014

Brookhaven Moves Forward with Park and Comprehensive City Planning Efforts - Government - Brookhaven, GA Patch

Brookhaven



News | Government

Brookhaven Moves Forward with Park and Comprehensive City Planning Efforts

The Brookhaven Parks and Recreation Master Plan will evaluate existing conditions and identify future needs for city parks and facilities.

Posted by [Hunt Archbold](#) (Editor) , March 12, 2014 at 04:37 AM



0

More



Courtesy City of Brookhaven

Patch Staff Report

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<http://brookhaven.patch.com/groups/politics-and-elections/p/brookhaven-moves-forward-with-park-and-comprehensive-city-planning-efforts>

1/5

7/16/2014

Brookhaven Moves Forward with Park and Comprehensive City Planning Efforts - Government - Brookhaven, GA Patch

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7/16/2014

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The Champion
DeKalb County

320-356726

3 months ago | 9 views |

320-356726 4/10,4/17wgCITY OF BROOKHAVENNOTICE OF PUBLIC HEARINGTopic: ++City of Brookhaven Comprehensive Plan 2034++Purpose: To provide a community briefing regarding the plan development process, to explain opportunities for public participation in plan development, and to obtain input on the proposed planning process.Date: Tuesday, April 22, 2014 Time: 7:00 p.m.Location: 2 Corporate Boulevard, Suite 125, Brookhaven, Georgia 30329

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7/16/2014

Brookhaven to hold 2034 Comprehensive Plan Commencement Public Hearing | Brookhaven GA | The Brookhaven Post

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Brookhaven to hold 2034 Comprehensive Plan Commencement Public Hearing

April 19, 2014 | Filed under: City of Brookhaven | Posted by: thebrookhavenpost

Brookhaven, GA, April 19 - The City of Brookhaven will hold a public hearing for the 2034 Comprehensive Plan during the next City Council Meeting on Tuesday April, 22.

The meeting will begin at 7:00 p.m. in Brookhaven's Municipal Court, 2 Corporate Boulevard Suite 125, Brookhaven GA 30329



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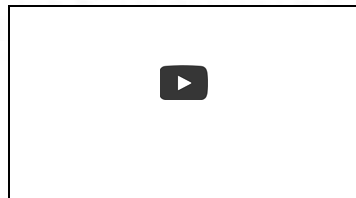
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Brookhaven residents planning city's long-term future - Reporter Newspapers

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Posted by [Guest](#) on May 15, 2014.

Brookhaven residents planning city's long-term future

The relatively new city of Brookhaven began May 15 to form a long-term vision for its future. And the city asked residents to take charge of the planning process.

A public Visioning Workshop for the city's Comprehensive Plan 2034 was held at St. Martin's Episcopal Church, and several residents turned out to provide input in several ways. City officials made it clear that resident input was the driving force to the plan.

Citizen engagement is "making sure that where the city is going is based on a foundation of where the community wants it to go," said Amanda Hatton of Jacobs Consulting, which is working with the city on the planning process. "It's the foundational element of the comprehensive plan."

According to the city timetable, the information that was gathered will be assimilated and rolled out at a public hearing on June 9 at Brookhaven City Hall. A City Council public hearing will be held in August, and the formal Comprehensive Plan 2034 is scheduled to be adopted on Oct. 21.

The emphasis on community input was received warmly by at least one person.

"More than needed" was how resident Holly Snow described the process. "(Engagement) has to be a high priority for the city for continued success."

She added that there needs to be a "hard-wired" mechanism for communication between Brookhaven, which became a city in December 2012, and nearby Sandy Springs and Dunwoody.

The two-hour session May 15 allowed attendees to give input in two ways. One was by writing suggestions on wall posters, which had such themes as "Our Threats" and "Our Opportunities."

The other was by participating in groups that shifted among three category areas, which were aimed at eliciting suggestions for such things as gateway areas into the city, commercial development, and trail networks.

Also, a question and answer session was held.

The plan that emerges will be guiding the development of a city that is overwhelmingly residential, and largely white and under 40 years of age.

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Brookhaven residents planning city's long-term future - Reporter Newspapers

Data supplied at the workshop showed that 59 percent of the city's land use is single-family residential, and 12.6 percent is multi-family residential. About 70 percent of the population is white, and 25.8 percent of the population of 49,222 (per 2010 Census) is 25-34 years old.

So it's understandable that some of the feedback that emerged concerned livability factors.

One resident said the city has a "beautiful canopy of trees ... I think we need to preserve that. Once those things are cut down, we can't get that back."

Assistant City Manager Susan Canon replied that reviewing the tree ordinance "is on the radar screen."

Hatton noted that comprehensive plans are required by state law, and that a short-term, five-year "work program," which would conclude in 2019, is also mandatory. A new work plan must be formulated when the current one expires.

Another area that the comprehensive plan could touch on is redevelopment. With just 2.7 percent of the city's land labeled undeveloped, there is "significant" redevelopment potential, Hatton said.

Brookhaven residents also can take a survey on the comprehensive plan on the city website (www.brookhavenga.gov). Also, there is a special email address for plan input: comprehensiveplan@brookhavenga.gov.

Said resident Gayle Sherlag, "There should be more opportunities for public input. It's a great opportunity to make the city a more livable one."

—Steve Burns



<http://www.reporternewspapers.net/2014/05/15/brookhaven-residents-planning-citys-long-term-future/> [5/19/2014 9:08:01 AM]

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Citizens get vocal about future of Brookhaven

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by LaTria Garnigan

May 20, 2014 09:11 AM | 683 views | 0 | 3 | |

The city of Brookhaven is moving ahead with its 2034 comprehensive plan and last week held a visioning workshop for the public to weigh in on what the city can look like in the future.

At the workshop, there were several maps up for view, along with a couple of posters where residents could write down their personal thoughts on the strengths, weaknesses and needs of the city.

Amanda Hatton, with Jacobs Engineering Group and the project lead for the plan, said the goal of the meeting was to collect ideas of the vision of the city, which will ultimately set the pace for the comprehensive plan.

"We want to establish a community-based, long-term vision for the city's future," she said.

While the plan spans a 20-year period, it will be broken up in five-year increments, said Hatton. That will allow the city leaders to have an implementable program to pursue.

After a brief overview of some aspects of Brookhaven and a review of possible development projects, the room was split into three small groups, with each taking a section of the city and inputting their ideas of where certain development should be, what should be preserved — in regards to historic Brookhaven and tree canopy — and what should be utilized as public space/park areas. After working on a certain section for a few minutes, the groups switched until all had been able to submit their ideas about all three areas of the city.

Several ideas came out of the groups: mixed-use development around Blackburn Park, gateways that identify when someone is entering or leaving Brookhaven and improvements along Buford Highway.

During her presentation, Hatton presented the top assets and opportunities for the city — significant redevelopment of old commercial along key corridors, the potential for new mixed-use opportunities, the chance to have more tailored zoning districts and leveraging and incorporating "parallel planning" efforts.

Some of the weaknesses residents wrote included — not enough public input, no arts and culture, doing too much too fast and the need for more publicity for the public process. In regards to strengths, they included the city having great neighborhoods, a large natural tree canopy and "smart people."

The consensus from the workshop was that residents wanted a comprehensive plan that included more public input and smart development, while also preserving many of the natural resources residents have come to enjoy.

The next public workshop will focus on needs and strategies and will be June 9 from 6 to 8 p.m. at Brookhaven City Hall, 4362 Peachtree Road.

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Audiocast: City holds "Needs and Opportunities" Comprehensive Plan Workshop

June 10, 2014 | Filed under: City of Brookhaven | Posted by: thebrookhavenpost

Brookhaven, GA, June 10 – As part of the city's Comprehensive Plan 2034 initiative, the City of Brookhaven held a "Needs and Opportunities Workshop" at City Hall Monday. This was the second workshop pertaining to the Comprehensive Plan.

Community Planner/Project Manager with Jacobs Engineering, Amanda Hatton, gave attendees an overview of the workshop and explained the evenings activities.

Participants went around the room to various stations to give their opinions of "Needs and Opportunities."

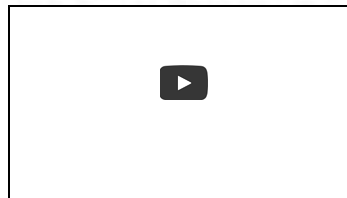
More chances for citizens to get involved in the city's long-term scoping efforts are coming up.

Here is a link to the calendar showing items and their meeting dates. <http://brookhavenga.gov/home/showdocument?id=783>

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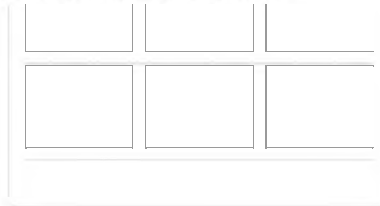
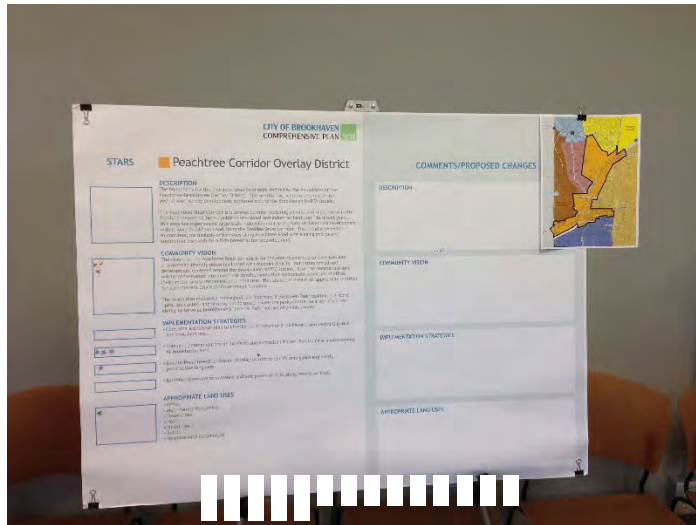


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Mayor and Council authorization to transmit Comprehensive Plan to the
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Brookhaven drills into comprehensive plan - Dunwoody Crier: News

Brookhaven drills into comprehensive plan

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Posted: Tuesday, July 29, 2014 5:45 am | Updated: 9:22 pm, Mon Aug 4, 2014.

By Talia Tirella For The Crier |

The city of Brookhaven held a public open house showcasing their comprehensive plan for 2034 along with their comprehensive transportation plan.

Comprehensive Plan 2034 is composed of larger goals that Brookhaven wishes to achieve by that year. Projects involve a future land use plan, as well as catering to the city's present and future needs and priorities.

The city intends to focus on larger projects such as making improvements to roadways, but also intends to fix neighborhood specific problems and work on neighborhood priorities and needs.

Some of the city-wide priorities presented at the open house include: revisions to zoning and development regulations, completion of a master plan for a new town center, implementation of the comprehensive transportation plan and parks and recreation master plan, analyzing housing needs, implementation of a Complete Streets policy, adopting and improving a new tree ordinance, determining infrastructure capacity for future land use and establishing more inclusive housing policies, among others.

Some citizens feel that certain projects should take priority over others. Resident Sally Eppstein said, "I think that the most important project they could start with is the multi-purpose paths and bike lanes, as well as adding a bike trail along North Peachtree Creek."

According to a pamphlet offered to the public at the open house, three distinct elements shape the city's overall plan. They include community goals, needs and opportunities, and the community work program.

The community goals that help to shape the city's plan include land use and transportation coordination, an enhanced park service, preservation of neighborhoods, promotion of diversity, promotion of the Buford Highway Gateway, sustainability, establishment of a unique identity, pursuing a transit-oriented design and promoting economic prosperity.

Some goals may sound familiar, but those such as the Buford Highway Gateway are unique to the Brookhaven comprehensive plan. Plans for Buford Highway include adding intersections and turn lanes, as well as changes to heavily trafficked roads that lead to Buford Highway.

The city also plans to preserve the diversity of the Buford Highway area by maintaining affordable housing and promoting development, but also seeks to make the area pedestrian friendly by adding new pedestrian paths and a park in the nearby area.

The city's other transportation plans include adding multiple bike paths and bike lanes in keeping with their goal of being a sustainable city.

There are distinct plans for each section of Brookhaven based on needs of residents and opportunities for the city to help improve each distinct area of Brookhaven. Plans for each area are slightly different, but most include adding additional development and encouraging mixed-use properties, maintaining and improving existing parks, improving on and building a better sidewalk system, preserving the tree canopy, preserving traditional neighborhood areas, maintaining affordable housing options, increasing pedestrian safe areas and adding more pedestrian path connections, focusing on sustainability and maintaining high-density areas and commercial developments as a large tax base for the city.

Because there are so many areas of improvement, there is no set plan with regards to what project comes first. Megha Young, a consultant

http://www.thecrier.net/news/article_21d28322-16b5-11e4-b7a7-0019bb2963f4.html?TNNNoMobile

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9/10/2014

Brookhaven drills into comprehensive plan - Dunwoody Crier: News

from Gresham, Smith & Partners, said that the city will begin prioritizing what the public thinks are the most important projects and then look at the available funding.

“They’ll be looking for the project that can get them ‘the most bang for their buck,’ the project that residents are most likely to prioritize,” said Young.

Councilman Joe Gebbia (District 4) is excited about the plan and added his opinion that “there’s no reason we [Brookhaven] can’t be the next Buckhead!”

When asked what project he thought should begin first, Gebbia said that he was, of course, biased toward the development of Buford Highway, an area he feels “has a high potential for economic growth.”

According to a schedule last updated on June 27, city council will be holding a third public hearing on Aug. 12 and also hearing the comprehensive transportation plan presentation and adopting the parks and recreation plan as well as plans pertaining to Buford Highway.

The council decided last week to defer voting on the new tree ordinance in order to hear more public opinion and hold a Special Called Meeting to be held on July 29 at 6:30 p.m. at City Hall.

Mayor Davis also announced a State of the City address, to be held on July 31 at 6:30 at the Holiday Inn Atlanta Perimeter.

Road repairs throughout Brookhaven have begun, and the council said last week that those repairs are ahead of schedule.

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Brookhaven Planning Commission supports zoning map changes

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by LaTria Garnigan

July 29, 2014 09:52 AM | 1033 views | 0 | 2 | |



The Brookhaven Planning Commission voted to recommend adoption of an official zoning map, which includes three amended properties, to the city council.

At last week's meeting, the commission heard from Michelle Alexander, director of planning with Pond and Co., about the updates to the ordinance.

Brookhaven adopted a zoning map from DeKalb County Jan. 15, 2013, said Director of Community Development Susan Canon. She said the city and the public noticed discrepancies, and the city decided to do an audit with plans to readopt the zoning map.

"We've done everything to perfect this map to the best of our ability," said Canon.

Of the 14,000 parcels, 980 had to be corrected, said Alexander, and the information also had to be imparted into data form. At the meeting, there were three parcels left to vote on: 1050 Lenox Ave., which changed from R75 to RA5; 2484 Appalachee Drive, which changed from R60 to R75 and 2136 Havenwood Trail, which changed from R85 to RM85.

As part of the motion, Canon said those three parcels would be included in the vote for the map, which will be transmitted to city council for a vote.

Commission member John Funny wanted to clarify that the public was duly notified of the changes.

"Let's make certain residents are fully aware of what's about to take place because it could change matters relating to their property," he said. "I would hate to have citizens come up and say they didn't know about it. Canon assured the commission that residents were notified, especially those property owners of the 980 parcels that were changed.

The commission also heard from Amanda Hatton, project leader from Jacobs Engineering, about the Comprehensive Plan 2034. The commission did not vote for a recommendation, but instead used the meeting as a public hearing. Hatton identified 13 character areas of the city, which each have a unique development perspective: Perimeter Center, Lakes District, Blackburn Park Neighborhood Center,



Lynwood Park, Historic Brookhaven, Osborne, Peachtree Corridor Overlay District, Ashford Park/Drew Valley, Brookhaven Heights/Brookhaven Fields, Lenox Park, Briarwood Park, Roxboro and Buford Highway Corridor.

http://neighbornewspapers.com/view/full_story/25508117/article-Brookhaven-Planning-Commission-supports-zoning-map-changes?

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The next public hearing is set for Sept. 3, with tentative city council adoption Nov. 18.

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MARTA's proposed Brookhaven Station development offers challenges, report says | SaportaReport

MARTA's proposed Brookhaven Station development offers challenges, report says

Posted in David Pendered
Date: September 3rd, 2014, 9:19 am

By David Pendered

MARTA wants to engage a developer to build a live-work-play community in the 2-year-old city of Brookhaven, where a proposed 30-year plan appears to embrace dense urban development.

MARTA is seeking developers for its Brookhaven Station. MARTA intends to develop homes, offices and shops on almost half the station's sparsely used lot, and replace those parking spaces in structured parking.

The project may not be easy, according to a MARTA report that states: "The positive involvement of [Brookhaven and DeKalb County] could be a challenge to bring about. It will take careful negotiation and cooperation, of which ARC [Atlanta Regional Commission] could help facilitate. The largest hurdle, however, could be the participation of private money lenders."

Brookhaven's proposed [Comprehensive Plan 2034](#) seems to support MARTA's development concept. The proposed plan speaks in positive terms of three recently built mixed-use communities that embody the planners' vision for dense developments in Brookhaven:

- Town Brookhaven, which the Brookhaven plan describes as, "a 48 acre pedestrian-friendly urban village, which includes 460,000 sq. ft. of retail, 950 residential units, 20,000 sq. ft. of office, and 20 restaurants";
- Brookhaven Village, along the Dresden Drive corridor north of the Brookhaven Station, which the Brookhaven plan says is, "transforming into an urban boulevard with multi-family residential above street-lined retail. This development form provides retail, services, restaurants, and offices within walking distance of surrounding neighborhoods";
- Perimeter Summit, located in the Perimeter Mall area in the southwest quadrant of the intersection of I-285 and Ashford Dunwoody Road, is described as, "another mixed-use node in the community with office and multi-family housing."

The Brookhaven City Council is slated to adopt Comprehensive Plan 2034 at its Nov. 18 meeting, following a final public hearing on Sept. 9. The plan was unveiled at a council meeting on Aug. 12.

Jacobs is serving as the project manager and lead consultant. Sycamore Consulting is coordinating public engagement and Market Street Services is overseeing economic development and demographics analysis.

For its part, MARTA has asked developers that are interested in the project to [submit their qualifications](#) by Sept.



As MARTA seeks to develop its Brookhaven Station, the city of Brookhaven is poised to adopt a long-range plan that commends a similar development, Town Brookhaven, as a, "pedestrian friendly urban village." Credit: sembler.com



The city of Brookhaven's proposed Comprehensive Plan 2034 cites MARTA's Brookhaven Station as a priority area for redevelopment. Credit: brookhavenga.gov

9/10/2014 MARTA's proposed Brookhaven Station development offers challenges, report says | SaportaReport

18. MARTA will screen the responses and invite those that pass muster to submit their proposals at a later date.

The proposed Brookhaven Station development represents MARTA's efforts to move forward with a two-fold plan to increase its revenues by developing land near a transit station. MARTA has long identified its Brookhaven Station as a candidate for development.

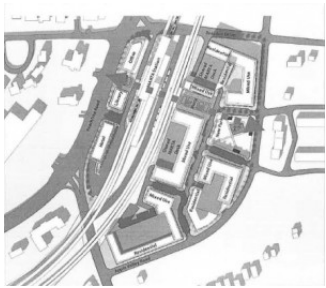
First, MARTA will make money through long-term leases on the ground beneath the planned development. A report prepared for MARTA says MARTA could expect to collect \$640,000 a year by leasing 10 acres. The price presumes land values in the area of \$1.6 million an acre, according to the report by Bleakly Advisory Group.

For developers, the benefit of entering a 99-year ground lease with MARTA is the lower cost of land. The lease rate of the ground lease would be 4 percent, compared to a debt rate of 6 percent if the developer were to finance a property purchase.

Second, MARTA expects a boost in ridership of its trains and buses once the development opens. That's because a portion of the individuals who live in the homes, and work in or visit the commercial spaces, are expected to become transit passengers.

MARTA commissioned a market analysis in 2013 of potential development sites including the Brookhaven Station. The report determined the station could support the following components:

- "Up to 10,000 square feet of retail and/or up to 15,000 square feet of office space;
- "Up to 300 residential units, including apartments and condominiums; and
- "62,000 square feet civic use."



MARTA has provided this conceptual plan of the redevelopment of its Brookhaven Station. Credit: itsmarta.com

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About David Pendered
 David Pendered, Managing Editor, is an Atlanta journalist with nearly 30 years experience reporting on the region's urban affairs, from Atlanta City Hall to the state Capitol. Since 2008, he has written for print and digital publications, and advised on media and governmental affairs. Previously, he spent more than 26 years with The Atlanta Journal-Constitution and won awards for his coverage of schools and urban development. David graduated from North Carolina State University and was a Western Knight Center Fellow. David was born in Pennsylvania, grew up in North Carolina and is married to a fifth-generation Atlantan. [View all posts by David Pendered →](#)

9/10/2014

Brookhaven to consider planning initiatives - Reporter Newspapers



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Posted by [Ann Marie Quill](#) on September 8, 2014.

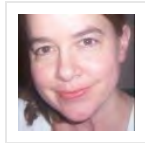
Brookhaven to consider planning initiatives

Brookhaven's city council will consider its four planning initiatives – the Comprehensive Plan 2034, the Buford Highway Plan, the Transportation Plan and the Parks & Recreation Master Plan at its regular council meeting on Tuesday, Sept. 9, at 7 p.m.

Public comment will be allowed on all four. The plans are available at [this link](#) and the meeting agenda is can be found at [this link](#).

The city council meets at City Hall, 4362 Peachtree Road, Brookhaven.

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About [Ann Marie Quill](#)

Ann Marie Quill is Associate Editor at Reporter Newspapers.

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Parks Master Plan among key Brookhaven planning initiatives to be considered for adoption Tuesday

September 9, 2014 | Filed under: City of Brookhaven | Posted by: The Brookhaven Post

Brookhaven, GA, September 9 – The City of Brookhaven’s City Council and Staff will convene to consider adopting key Planning Initiatives Tuesday: the Comprehensive Plan 2034, the Buford Highway Plan, the Transportation Plan and the Parks and Recreation Master Plan.



4362 Peachtree Rd. Site of New Brookhaven City Hall

At 4:30 PM there will be a Work Session ([Agenda Here](#)) and at 7:00 pm the City Council will convene for a Regular Council Meeting ([Agenda Here](#).)

There is also a 3:00 PM Special Called Meeting, but no agenda has been published as of the time of this Post. We are told Council will convene and enter into Executive Session to discuss either personnel, real estate or litigation matters. If an agenda is published, it will be [here](#).

During the 7:00 PM Regular Council Meeting there will be an Open Public Hearing.

All meetings will be heard in Council Chambers on the third floor of City Hall at 4362 Peachtree Road.

To download and view the plans in their current form, follow the links below.

- [Comprehensive Plan 2034](#)
- [Buford Highway Improvement Plan](#)
- [Transportation Plan](#)
- [Parks and Recreation Master Plan](#)

If you have input on any of the Planning Initiatives, Tuesday could be your last opportunity before these key planning initiatives are adopted.

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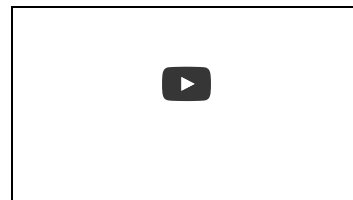
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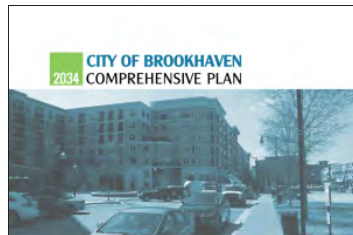
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Brookhaven to transmit Comprehensive Plan to State and ARC for review

September 9, 2014 | Filed under: City of Brookhaven, City Services, Planning and Zoning | Posted by: The Brookhaven Post

Brookhaven, GA, September 9 – Tuesday evening, the City of Brookhaven’s City Council adopted a resolution to transmit the city’s Comprehensive Plan 2034 to the State of Georgia Department of Community Affairs (GDCA) and the Atlanta Regional Commission (ARC) for their review.



As part of their review, the plan will be compared to other jurisdictions in the surrounding area.

Adopting this resolution does not mean the Comprehensive Plan is approved. It only means the plan as it stands will be transmitted to the ARC and the GDCA as part of the process.

Mayor J Max Davis said, “We’ve heard positive feedback on this plan. It’s not the final plan and we will take the next two months for more citizen input.”

Jacobs Engineering, the creator of the Comprehensive Plan says, “This document is the result of a collaborative effort of the Brookhaven community, including community members, City of Brookhaven elected officials, the Comprehensive Plan 2034 Steering Committee, and the Planning Team, consisting of both City of Brookhaven staff and the consultant team.”

The Plan can be downloaded in its current form at the link below:

- [Comprehensive Plan 2034](#)

The City of Brookhaven is required to have a Comprehensive Plan in place by the end of the year.

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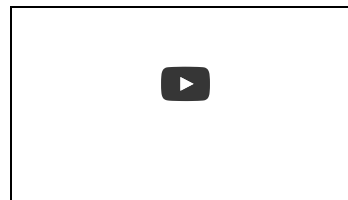
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Brookhaven approves parks, transportation plans, defers Buford Highway plan - Reporter Newspapers

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Posted by [Ann Marie Quill](#) on September 9, 2014.

Brookhaven approves parks, transportation plans, defers Buford Highway plan

The Brookhaven City Council on Sept. 9 gave final approval to two of its planning initiatives.

The Transportation Plan and Parks & Recreation Master Plan were given the final ok, while the Comprehensive Plan 2034 will be transmitted to Georgia's Department of Community Affairs and the Atlanta Regional Commission for review as required by state law.

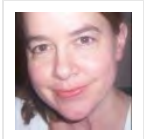
Councilmembers stressed that the plans are not set in stone, and projects still have to budgeted for and approved by council. Following public input, some changes to the park plan included adding a master plan for each park in the city as part of the overall plan and removing both a suggested parking deck for Murphy Candler Park and 250 parking spaces for Brookhaven Park from the plan.

The council deferred voting on the Buford Highway Improvement Plan until October.

The public will have 60 days to continue providing input on the Comprehensive Plan while it's under review by the state, and the council is set to tentatively make a final vote on it following a Nov. 18 public hearing.

The plans can be found on the [city's website](#).

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About [Ann Marie Quill](#)

Ann Marie Quill is Associate Editor at Reporter Newspapers.

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A.2. Supporting Technical Analysis

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A.2.1. Land Use

This section details the land use analysis that has been conducted as a component of the Baseline Assessment. This includes a review of DeKalb County’s Comprehensive Plan for future development plans and policies relevant to the City of Brookhaven. It also includes an analysis of the existing land use composition within the city. An inventory of vacant and underdeveloped land has been included to identify areas where land use change may occur. A review of the City’s zoning ordinance and an assessment of major development trends have also been included.

REVIEW OF DEKALB COUNTY’S COMPREHENSIVE PLAN

A review of DeKalb County’s most recent comprehensive plan (amended in December 2011) was conducted to identify any potential policy guidance for the city. This plan represents the last documented public vision for the entire city prior to incorporation and was consulted to assist in the development of preliminary character areas within this plan.

The plan includes a Future Development Map, which delineates 11 character areas in Brookhaven. These are shown in Figure A.2-1. Each character area narrative within the plan includes a general description, permitted land uses and appropriate implementation measures to be pursued.

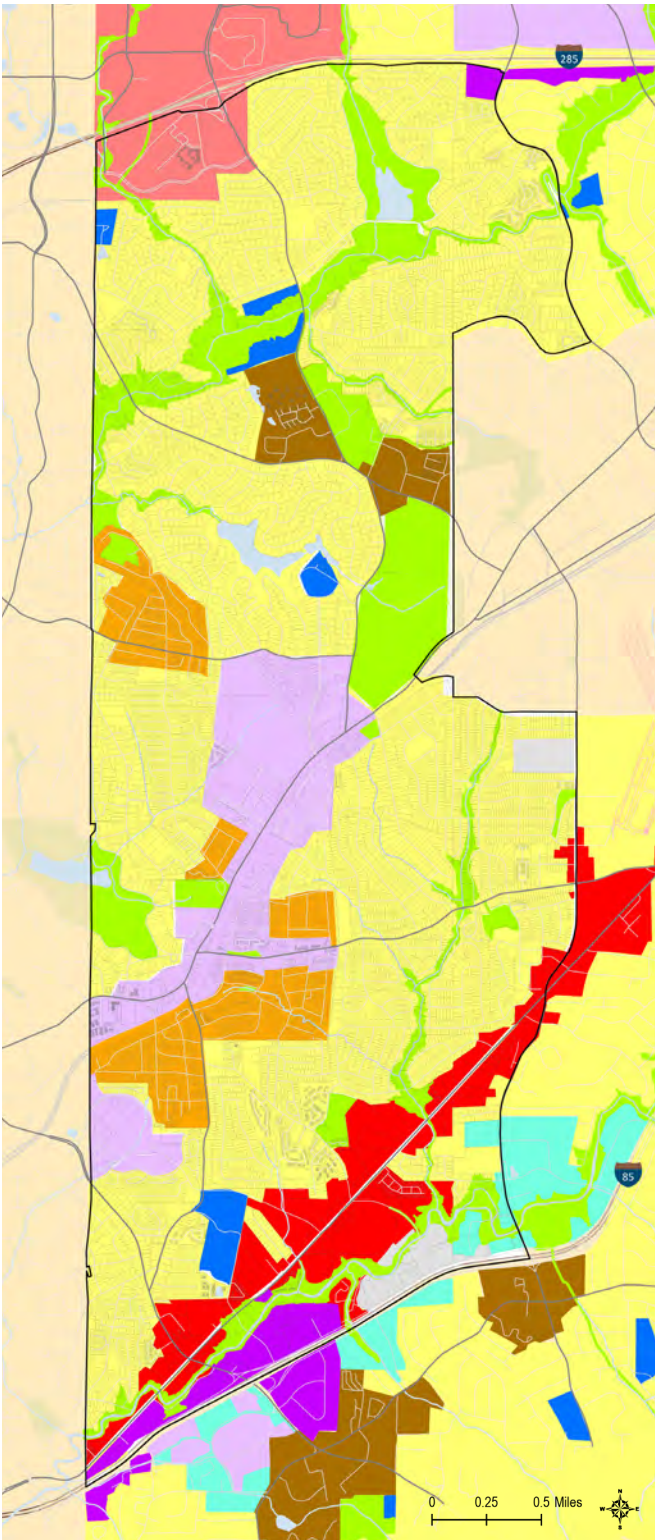
The Buford Highway corridor is designated as a Commercial Redevelopment Corridor. These areas **are defined as unattractive commercial corridors** in need of redevelopment, with declining strip centers and an auto-orientated design. Appropriate land uses **include mixed-use, commercial, office, townhomes,** and institutional uses. Implementation measures **include big box/greyfield redevelopment, establishing** economic development districts, mixed-use zoning, and sign control.

The Peachtree Road corridor and Lenox Park area are both designated under the Town Center character area. The intent of this designation is to encourage a concentration of residential and commercial land uses, which promote walkability and increased transit usage. Appropriate land uses include **townhomes, apartments, condominiums, office,** retail, and institutional uses. The permitted density in these areas is up to 60 dwelling units per acre. Implementation measures include on-street parking, mixed-use zoning, density bonuses, and staggered height limits where development is adjacent to single-family residential neighborhoods. Many of these

implementation measures have been incorporated within the Peachtree-Brookhaven Overlay District, which currently regulates development along the Peachtree Road corridor. To emulate Town Center characteristics the Lenox Park area will require a **more compact development pattern with a finer-grain** of land uses.

The northwest corner of the city is designated within the Regional Center category. This area includes **several high-rise office developments, multifamily,** and hotel uses. This character area is intended to contain dense concentrations of high-intensity **commercial and office developments, which serve** the greater region. Residential densities up to 120 units per acre are permitted in these areas. Implementation measures include Transit Oriented Development (TOD), mixed-use zoning, on-street **parking, and flexible parking standards.** The boundaries of this character area do not show any expansion of the existing high-intensity development into the surrounding single-family neighborhoods.

The Blackburn Park area is designated within the Neighborhood Center category. The intent of this designation is to promote pedestrian-friendly development centered around a neighborhood focal point, which in this location is Blackburn Park. Appropriate land uses in this area include a mixture of retail, neighborhood commercial, multi-family **residential, and office uses.** This area currently features a mix of retail, neighborhood commercial and pedestrian-oriented residential development. There is the potential to build upon the neighborhood village character through the effective redevelopment of existing commercial uses.



Several neighborhoods within the city are designated within the Traditional Neighborhood category. These include Lynwood Park, Brookhaven Fields, Brookhaven Heights, and Ashford Park. The intent of this character area is to preserve the style and appeal of older neighborhoods, which often include grid-like street networks, on-street parking, and narrow lots. Land uses seen as appropriate for these areas include detached single-family residential, apartments, neighborhood commercial, schools, and religious institutions.

A large percentage of the city is classified as Suburban Residential. This category represents areas where suburban-style residential subdivision development has occurred. In these areas, increased connectivity and accessibility are encouraged. Appropriate land uses include detached single-family residential, townhomes, neighborhood commercial, schools and civic uses. Implementation measures include building trail networks, encouraging compact commercial development, traffic calming, and appropriate infill development.

The Highway Corridor character area is designated for a portion of the city between I-85 and Buford Highway and for the commercial area adjacent to I-285 and Chamblee-Dunwoody Road. These areas predominantly consist of retail but also feature mid-rise office development, including the Corporate Square office park. The intent of this character area



Figure A.2-1: Zoom in of DeKalb County’s Future Development Map (See larger map in Appendix A.3)

is to designate major highway corridors that are **appropriate for high-intensity commercial, office, industrial and residential development.** Appropriate implementation measures for these areas include **sign controls, greyfield redevelopment, and mixed-use zoning.**

Areas designated within the Institutional character area include Cross Keys High School, Marist School, Our Lady of the Assumption Catholic Church and School, and a portion of the St. Joseph’s Hospital campus. **This category is defined as large areas designated for religious, civic, educational or governmental purposes.** Implementation strategies **to be pursued include flexible parking standards and walkable community design.**

The Light Industrial designation has been applied to an area adjacent to the I-85 access road, which is currently zoned Industrial (M). This area is predominantly comprised of retail uses however. Land uses seen as appropriate in this character area include light industrial, manufacturing, warehouse/distribution, and wholesale/trade. Implementation measures include access management, adaptive reuse, buffers, and flexible parking regulations.

The southeast corner of the city is designated within the Office Park character area. **This represents an extension of the Century Center office area located on the eastern side of Clairmont Road.** This area is currently a mix of apartments, strip commercial, and office development. Implementation measures include flexible parking standards, density bonuses, mixed-use zoning, and walkable community design.

The Conservation-Greenspace category within the city includes parks, golf courses and areas within the FEMA designated 100-yr floodplain. **The intent of this character area is to preserve areas with significant natural or ecological features, as well as environmentally sensitive recreational facilities for public enjoyment.** Implementation measures include Transfer of Development Rights (TDR), eco-tourism, conservation easements, and environmental planning criteria.

EXISTING LAND USE ANALYSIS

To assess the overall development character within the city, an analysis of the existing land use composition was conducted. Figure A.2-3 shows the acreages and percentages of land uses by type. The Atlanta Regional Commission’s most recent LandPro data set (2010) was used as a source.

The results show that the City of Brookhaven is virtually built-out with no sizable vacant parcels **available for significant development. Only 2.7 percent of the city is classified as undeveloped** and these areas can primarily be found within **floodplains and stream buffers.** **In light of this, the primary avenue of land use change within 20-year planning horizon is anticipated to result from the redevelopment of existing commercial and residential land uses.**

SINGLE-FAMILY RESIDENTIAL

Single-Family Residential is the most common land use category in the city, representing 59.3 percent of the land area. The character of these neighborhoods is diverse and varies significantly in regards to architectural style, home size, lot size, block size and street network. The city features historic neighborhoods dating back prior to the 1940s, numerous mid-century neighborhoods established between 1940-1960, and many subdivisions built in recent decades.

Figure A.2-2: City of Brookhaven Existing Land Use Composition

Land Use Type	Acres	Percentage
Single-Family Residential	4,306.67	59.3%
Multi-Family Residential	914.34	12.6%
Commercial/Office	717.96	9.9%
Park-Recreation-Conservation	566.37	7.8%
Public-Institutional	306.17	4.2%
Forest-Undeveloped	194.13	2.7%
Under Construction	175.85	2.4%
Transportation-Communication-Utilities	84.32	1.2%

Source: ARC LandPro 2010

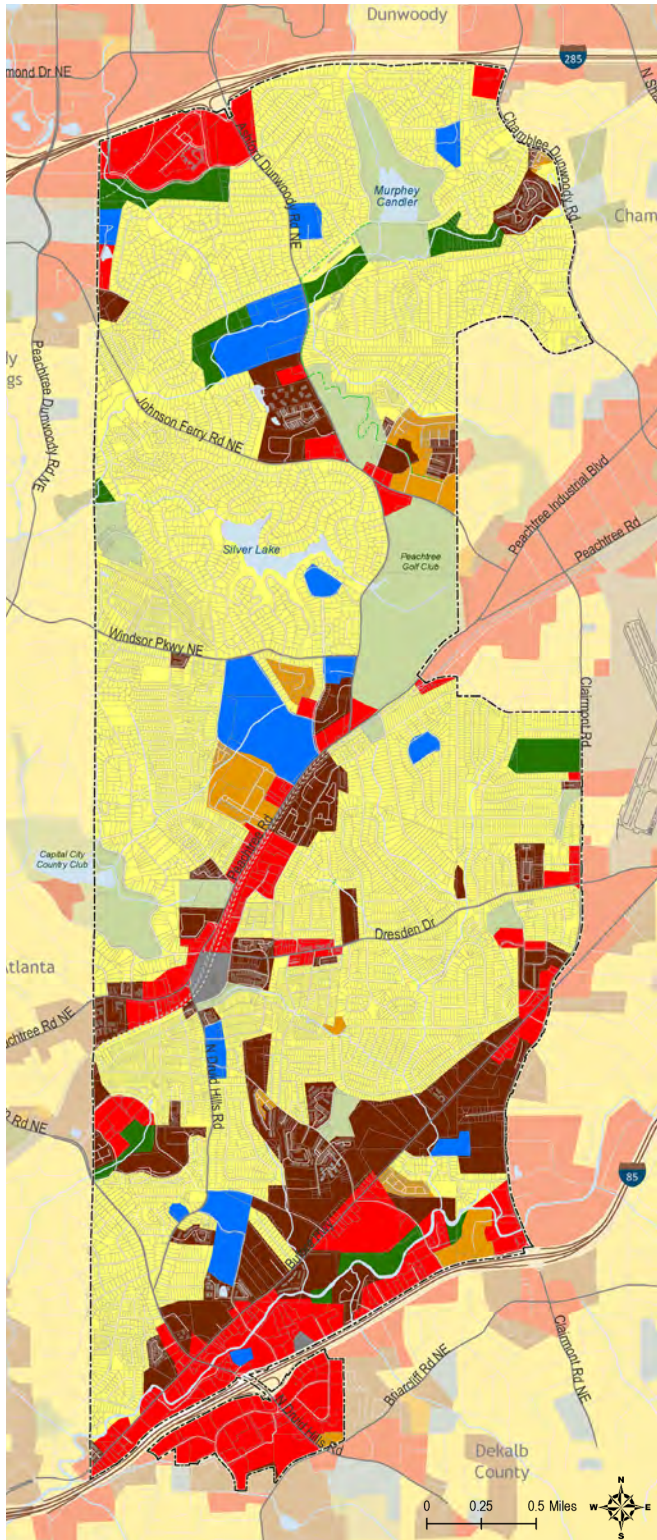


Figure A.2-3: Existing Land Use Map (See larger map in Appendix A.3)

MULTI-FAMILY RESIDENTIAL

Multi-Family Residential is the second most common land use category within the city comprising 12.6 percent of the city. This category includes apartments, condominiums, and townhome communities. Brookhaven contains 66 apartment complexes, with the majority of these being found adjacent to Buford Highway. Other clusters of apartments can also be found in the Lenox Park area, Peachtree Road corridor, and the Blackburn Park area. Apartment ages range from recently constructed units in Town Brookhaven and the Dresden Drive corridor to complexes that are many decades old in the Buford Highway corridor.

COMMERCIAL/OFFICE

Commercial/Office land uses are the third most common land use category within the city comprising 9.9 percent of the total land area. This category includes large shopping centers, office development, and strip retail and small neighborhood retail uses. The majority of the city's retail uses can be found along the Buford Highway corridor, Peachtree Road corridor, and the Bradford Park area. Large-scale office development can be found within Lenox Park, Corporate Square, and the Perimeter Center area adjacent to I-285.

PARK-RECREATION-CONSERVATION

Park-Recreation-Conservation uses are the fourth most common land use category within the city. This includes 12 parks within the city, as well as the Capital City Golf Course and the Peachtree Golf Course. **The five largest parks in the city are Murphey Candler Park, Blackburn Park, Brookhaven Park, Skyland Park, and Briarwood Park.** This category also includes conservation areas, which consist of reservoirs within the city. Three large reservoirs are found within Brookhaven, these include Murphey Candler Lake, Silver Lake, and Brookhaven County Club Lake.

PUBLIC-INSTITUTIONAL

The fifth most common land use classification is Public-Institutional. This includes schools, institutions of higher education, and religious institutions. This category is largely comprised of educational facilities, which include Oglethorpe University, Marist School, Ashford Park Elementary, Montclair Elementary, Kittredge Magnet School, Montgomery Elementary and Cross Keys High School. Religious institutions within this category include the Brookhaven Baptist Church, Congregation Or VeShalom, St. Martin in the Field Episcopal Church and School, and Our Lady of the Assumption Catholic Church and School. Other notable land uses are the Boys and Girls Club, located **on North Druid Hills Road, and the YMCA playing fields, adjacent to Nancy Creek.**

FOREST-UNDEVELOPED

The Forest-Undeveloped category represents 2.7 percent of Brookhaven's land area. This is largely **comprised of land within the floodplains of Nancy Creek and North Fork Peachtree Creek.** It also includes undeveloped land south of Perimeter Summit Parkway, west of Clairmont Road adjacent to Peachtree-DeKalb Airport, and within Lenox Park.

UNDER-CONSTRUCTION

The Under-Construction category represents land undergoing construction when the land use inventory was conducted in 2010. At the time it was primarily land cleared for development in various stages of build-out. Since 2010, these developments have been completed and include Town Brookhaven, The Heights at Brookleigh, Hearthside Brookleigh, Danbury Parc, and The Park at Oglethorpe.

TRANSPORTATION-COMMUNICATION-UTILITIES

The Transportation-Communication-Utility category is the smallest within the city and represents only 1.2 percent of the total land area. This category is comprised of two major uses, the Brookhaven MARTA station and the electrical substation within the **Corporate Square office park.**

VACANT AND UNDERDEVELOPED LAND

An important component of the land use planning process involves identifying areas where land use change is likely to occur within the 20-year planning horizon. This is necessary to ensure future development is adequately planned for in regards to City service provision and to ensure needed development regulations are in place. To assist in this, a map of vacant and underdeveloped land was developed to highlight areas where land use change is likely. This is shown in Figure A.2-4. This map does not represent Brookhaven’s vision for where development or redevelopment should occur but rather shows where the potential exists given the existing land use characteristics.

Vacant land is depicted in green in Figure A.2-4. This category is comprised of land parcels that are **undeveloped without an identifiable use**. Vacant land can be found in a few isolated locations within the city. Several undeveloped parcels can be found **within the floodplains of Nancy Creek and North Fork Peachtree Creek**. The development potential of these parcels is limited because they are subject to development restrictions found within the city’s **floodplain management and stream buffer ordinances**. These parcels may be ideal locations for future park expansion or the development of greenway trails.

There are several locations within the city where vacant parcels have the potential to accommodate high-intensity development. These include parcels **within the Lenox Park office development and land adjacent to Perimeter Summit Parkway**. These sites provide opportunities for additional density within existing employment centers. Both of these areas are currently zoned **Office-Institutional (O-I)**, which



Figure A.2-4: Vacant and Underdeveloped Land Map
 (See larger map in Appendix A.3)

permits office buildings, hotels, educational facilities and religious institutions.

Two large parcels of vacant land can be found along Clairmont Road to the west of Peachtree-DeKalb Airport (PDK). The parcel adjoining Clairmont Road is currently zoned Industrial (M) and the parcel abutting Skyland Drive is zoned for Single-Family Residential (R-75). **The eastern third of the parcel abutting Clairmont Road falls within the Airport Compatible Use Overlay District, which restricts structure heights and land uses within this area.**

Underdeveloped land is comprised of parcels where redevelopment is probable within the 20-year planning horizon and/or where the current use does **not appear to reflect the ‘highest and best use’ of the land.** This has been determined based upon an assessment of redevelopment potential, development trends, and previous planning efforts.

The largest concentration of underdeveloped land is found within the Buford Highway corridor. This includes strip commercial uses, older outdated **apartment complexes and office developments with large expanses of developable surface parking.** **Parcels containing outdated low-rise office buildings (typically two-stories) have also been considered underdeveloped as they have the potential to accommodate redevelopment of a higher economic value.** Single-family residential and condominiums in **good to fair condition were not identified as likely for redevelopment given the challenges to redevelopment resulting from parcel acquisition.**

The trend of residential redevelopment is already evident in several locations along the corridor. This is in the form of new apartment and townhome communities. This trend is likely to continue as land becomes more valuable in central Atlanta and development pressures grow to replace outdated housing units and commercial uses with developments **that generate higher economic benefits.** In addition to residential redevelopment, the corridor has **the potential to experience significant office and commercial redevelopment given the area’s access and visibility from I-85 and proximity to existing office markets.**

The Peachtree Road corridor is another location where commercial, industrial, and surface parking uses are likely to face redevelopment pressures. Low-rise

commercial and industrial uses do not reflect the **‘highest and best use’ of land within this corridor,** which permits development densities of 6-8 stories. **They also do not reflect the vision for the corridor** presented within the Brookhaven-Peachtree LCI study or Peachtree-Brookhaven Overlay District, which call for dense pedestrian-friendly mixed-use development centered around the Brookhaven MARTA station.

The Clairmont Road corridor is another section of the city where redevelopment pressures are likely. The declining desirability for single-family residential uses along this heavily traveled corridor is evident in **the number of conversions from residential to office uses.** It is likely this area will continue to experience development pressures to transition into a commercial corridor. The consolidation of multiple single-family residential lots to permit the development of larger, more economically valuable commercial uses is possible.

The commercial area around Blackburn Park is **considered to be underdeveloped because the ‘highest and best use of the land is currently unrealized.** This **area has been identified in DeKalb County’s most recent comprehensive plan as being appropriate for compact village center development.** The existing commercial uses in the area have the ability to accommodate redevelopment that would better achieve this development type, through incorporating mixed-use residential, neighborhood-scale retail oriented towards the street, and public open space.

Another commercial area considered to be underdeveloped is the cluster of commercially zoned property (C-1) at the corner of Windsor Parkway and Osborne Road. The existing commercial use and vacant land in this area have the ability to be developed into a node of neighborhood commercial that could serve as a major amenity for the Lynwood Park neighborhood.

The large parcel containing a mid-rise office building at the northwest corner of Ashford Dunwoody Road and Perimeter Summit Parkway is considered underdeveloped because it contains large areas of surface parking capable of accommodating redevelopment. A development plan has been proposed for this site that would add multi-family **residential and another office building, while incorporating structured parking decks.**

REVIEW OF EXISTING ZONING REGULATIONS

This section provides a summary of Brookhaven’s zoning ordinance. When Brookhaven was incorporated in 2012, the City carried over the zoning districts and regulations that were in place under DeKalb County’s zoning code. The City may desire to amend these regulations to become more Brookhaven specific, as local zoning issues become apparent. Zoning is the primary tool used by local governments to regulate and enforce land use policies.

The ordinance provides a list of zoning districts permitted within DeKalb County’s character area designations. This should be amended when this plan is adopted to reflect new character area designations within the city.

Figure A.2-5 details the zoning district composition within the city. The city is primarily comprised of **Single-Family Residential zoning districts (71.7 percent of the total land area)**. This includes nine districts with variations in permitted lot sizes, accessory uses, and required setbacks. The second most prevalent district type is Multi-Family Residential (**11 percent of the total land area**). This includes five districts in the city with variations in the permitted number of units per acre. These districts range from permitted densities of 6 units per acre (RM-150) to 30 units per acre (RM-HD).

Figure A.2-5: City of Brookhaven Zoning District Composition

Zoning Type	Acres	Percentage
Single-Family Residential (R-50, R-60, R-75, R-85, R-100, R-150, R-A5, R-A8, RA)	4,453.60	71.70%
Multi-Family Residential (RM-75, RM-85, RM-100, RM-150, RM-HD)	683.7	11.00%
Office-Institution (O-I)	494.38	7.96%
Industrial (M)	259.6	4.18%
Local Commercial (C-1)	141.04	2.27%
Office-Commercial-Residential (OCR)	46.6	0.75%
Single-Family Cluster Residential (R-CH)	34.86	0.56%
Pedestrian Community (PC)	29.77	0.48%
Traditional Neighborhood (TND)	22.07	0.36%
Neighborhood Shopping (NS)	21.02	0.34%
General Commercial (C-2)	18.1	0.29%
Residential Neighborhood Conservation (R-NCD)	6.31	0.10%
Office-Distribution (O-D)	2.5	0.04%
Residential Duplex Triplex (R-DT)	1.01	0.02%

Source: City of Brookhaven

The Office-Institution (O-I) district is the third most prevalent zoning designation within the city. This district is found within the Lenox Park office area, Perimeter Center area, and Oglethorpe University. Principal uses include colleges and universities, hotels, places of worship, and offices. This designation does not permit multi-family residential.

The Office-Commercial-Residential (OCR) district is found in two locations, the Town Brookhaven site and Dresden Drive mixed-use development. The intent of this district is to permit mixed-use developments of medium intensity, which contain a combination of office, commercial and residential. The goal of this district is to promote pedestrian-oriented development and reduce dependency on the automobile. A wide variety of residential and retail uses are permitted within this district.

The Neighborhood Shopping (NS) district is intended to provide neighborhood retail shopping in convenient proximity to all city residents. The purpose of the district is to provide for shopping areas that are compatible in scale and size with the scale of adjoining neighborhoods. No individual building can exceed 50,000 square feet in total floor area or exceed a height limit of two stories (25 feet). Retail uses are limited to those that would service the needs of the immediate neighborhood. Some of the permitted uses include restaurants, pharmacies, convenience stores, dry cleaners, and salons. Parcels zoned NS are relatively rare within the city. To ensure the intention of the district is better realized the NS district should be expanded significantly to neighborhoods found throughout the city.

The Pedestrian Community (PC) district is a special district found along Johnson Ferry Road, near Blackburn Park, east of Ashford-Dunwoody Road. This includes the Heights at Brookleigh apartments and the Hearthside Brookleigh senior housing community. The purpose of this district is to encourage the development of cohesively planned, pedestrian-oriented, human-scaled places. Regulations are in place to ensure a consistent development pattern in regards to building facades, frontages and setbacks. Nine foot wide sidewalks are required for all residential streets. This area also features an extension of the PATH Foundation’s Nancy Creek Trail, which provides a pedestrian connection to Blackburn Park and Murphey Candler Park. A wide variety of uses are permitted within this district including single-family residential, townhomes, multi-family residential, retail, neighborhood shopping, offices and mixed-use.

In addition to the base zoning districts described above, the City also employs overlay zoning districts to regulate development. These include the Airport Compatible Use Overlay District and the Brookhaven-Peachtree Overlay District.

The Airport Compatible Use Overlay District includes the area immediately west of Peachtree-DeKalb Airport, adjacent to Clairmont Road. The purpose of the overlay is to protect the airfield from encroachment of incompatible uses, structures, and natural vegetation. Three use restrictions apply within this area. No use will be permitted that results in electrical interference with radio communications between aircraft and airfield. In addition, no public assembly, restaurant, or educational classroom uses shall be permitted that result in a density of occupation greater than twenty-five persons per acre. Also, no existing residential use shall be permitted to continue after it has been discontinued for a period of 180 days. Special permits are required for any material change to the use of land within this overlay.

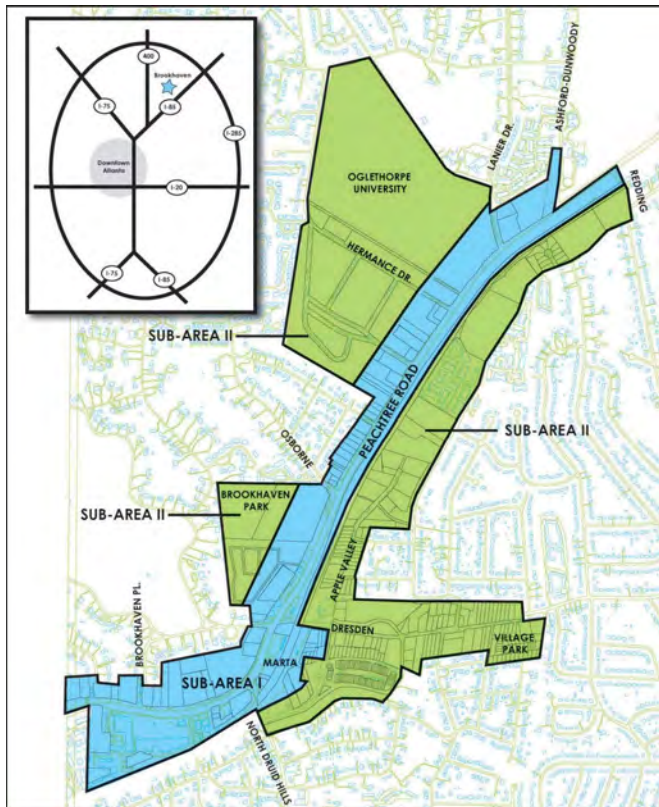


Figure A.2-6: Brookhaven-Peachtree Overlay District

Source: Brookhaven-Peachtree LCI Study

The Brookhaven-Peachtree Overlay District is based upon the urban design and development guidelines developed as part of the Brookhaven-Peachtree Livable Centers Initiative (LCI) Study conducted in 2005-2006. The purpose of the overlay is to promote a dynamic, mixed-use district surrounding the Brookhaven MARTA station. It regulates the design of streetscapes, buildings, parking areas, and site layouts. It includes two tiers, which regulate the maximum height of buildings. Within the Peachtree corridor building heights are limited to 6-8 stories. In areas closer to single-family residential neighborhoods building heights are limited to 4-6 stories. Permitted land uses within the overlay include mixed-use, neighborhood commercial, multi-family residential, townhomes, office, hotel, and civic uses.

DEVELOPMENT TRENDS

This section examines two major development trends within the city. These include a move towards pedestrian-friendly mixed-use development **and residential infill redevelopment within older neighborhoods.**

MIXED-USE DEVELOPMENT

The most notable mixed-use development within the city is Town Brookhaven. This development has **a zoning designation of OCR (Office-Commercial-Residential)** which is a category used to promote the redevelopment of existing commercial or light industrial uses into mixed-use developments of medium intensity. The development also falls within the boundaries of the Brookhaven-Peachtree Overlay District, which seeks to ensure the vision of the Brookhaven-Peachtree LCI Study. The vision calls for mixed-use TOD in areas near the Brookhaven MARTA station.

Town Brookhaven has been successful in achieving a portion of this vision. The development is a 48 acre pedestrian-friendly urban village, which includes 460,000 sq. ft. of retail, 950 residential units, 20,000 **sq. ft. of office, 20 restaurants, and limited surface parking.** It features a grocery store, movie theater, athletic club and two big-box retailers.

Another notable mixed-use area developing within the city is the Dresden Drive corridor, known as Brookhaven Village. This area is also included within the boundaries of the Brookhaven-Peachtree Overlay District. The corridor is transforming into an urban

boulevard with multi-family residential above street-fronting retail. This development provides retail, services, and restaurants within walking distance of surrounding neighborhoods. The comprehensive plan should focus on identifying appropriate locations and tools to facilitate mixed-use development and to ensure land use regulations are conducive to this form of development.

INFILL HOUSING

Within the past decade significant residential infill development has occurred in older neighborhoods throughout Brookhaven. This is particularly evident in Ashford Park, Drew Valley, Lynwood Park, Brittany, Brookhaven Heights, and Brookhaven Fields. This development type can present numerous issues relating to neighborhood cohesiveness, historic character, privacy, light, construction impacts, and increased density and heights of buildings. DeKalb County has implemented several overlay districts **in neighborhoods experiencing infill to help control and mitigate the negative impacts of this type of development.**

Given the City's high quality of life, desirability and proximity to major employment centers this trend is expected to continue. In light of this, the comprehensive plan should thoroughly examine this issue and adequately address it through appropriate policies and strategies to minimize any negative **impacts that may occur from future residential infill.**



Town Brookhaven



Infill Housing

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A.2.2. Community Facilities and Resources

The resources local governments provide and the facilities they maintain contribute greatly to the quality of life and economic prosperity of a community. This baseline information provides an inventory of conditions to date. Answering the question of whether these services and facilities will remain adequate as the local development landscape and demographics change over time is a critical component of comprehensive planning. The planning process will further explore opportunities for changes in Brookhaven’s community facilities and resources.

CITY SERVICES + FACILITIES

This section documents all of the services and facilities provided to the community by the City of Brookhaven. Figure A.2-7 is the Community Facilities and Resources Map and shows all the community facilities in the City, including those provided by the City of Brookhaven and those provided by other governmental entities, including state, county, and federal governments.

POLICE

The Brookhaven Police Department protects and serves the city. The Department believes its community-based policing philosophy will increase the presence of public safety. It also strives to partner with the community to create strong relationships with residents, businesses, community organizations, schools and other groups.

The Department officers started operations during the summer of 2013 with a goal of obtaining three-minute response times. There are currently 60 full time officers split among three divisions including Uniform Patrol, Support Services, and Criminal Investigations.

1. The Uniform Patrol Division is the City’s first responders to 911 calls and provides proactive patrols across 6 geographical zones. Patrol officers work 12-hour shifts with a four shift rotation of 9 patrol officers and two sergeants per shift. Patrols are carried out by both uniformed and plain clothed officers and include bicycle patrols to provide better relations with residents.

2. The Support Services Division manages community policing, neighborhood watch, traffic enforcement, accident investigations, and crime suppression efforts. The Division also oversees the department’s public service representatives, who answer the phones 24 hours a day and provide administrative assistance.
3. The Criminal Investigations Division handles all investigations and crime scene processing. It also oversees the Office of Professional Standards which manages internal affairs and employment background screening.

PARKS AND RECREATION

In September 2013, the Parks and Recreation Department assumed operations for the 14 parks within the City limits. The Department manages all maintenance, upgrades and activities within the city parks. Full details of the City’s parks and recreational facilities are documented within the Parks and Recreation Master Plan.



Recreational Fields at Blackburn Park

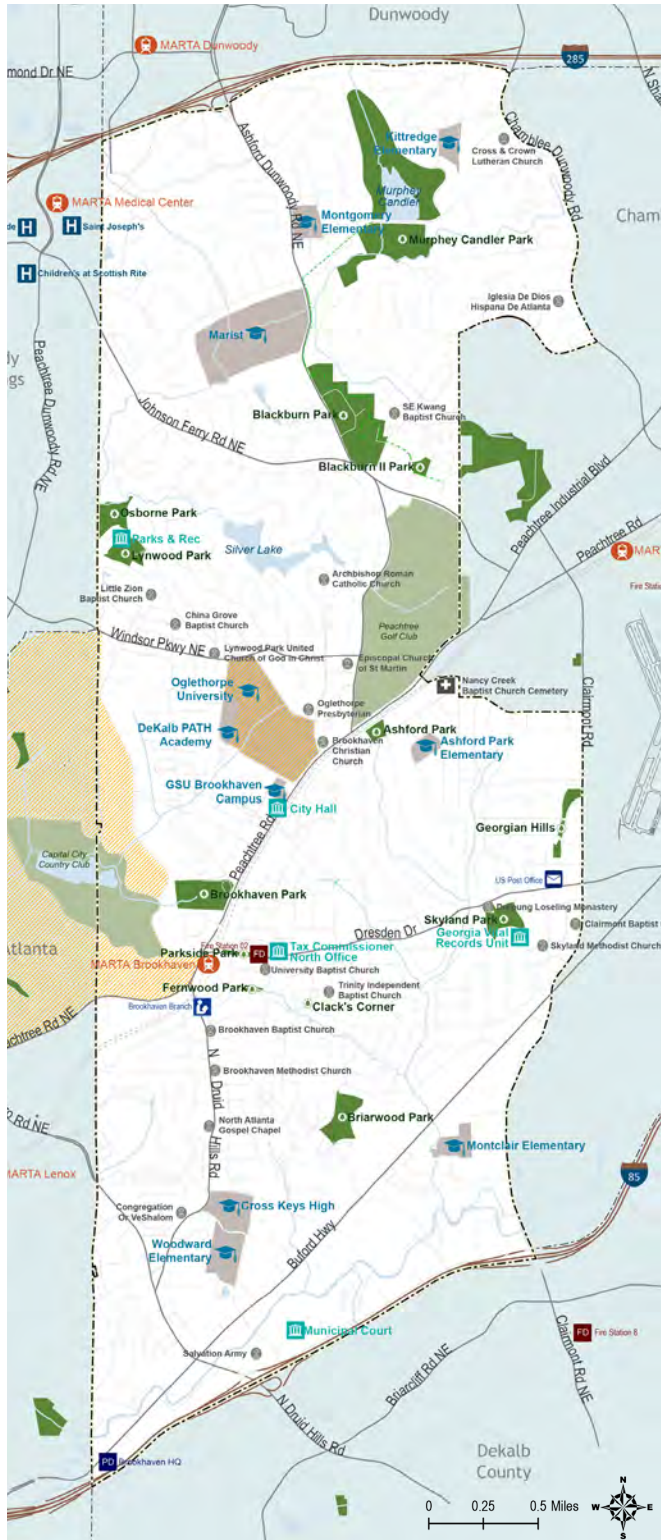


Figure A.2-7: Community Facilities and Resources Map
(See larger map in Appendix A.3)

OTHER CITY SERVICES

Outside the most visible departments documented above, the City of Brookhaven provides a variety of other essential services.

- The City Manager’s Office plays the lead role in the City’s administration and is responsible for ensuring that all City ordinances and laws are enforced, executes all contracts, makes recommendations to the Mayor and City Council, and prepares the budget. The City Manager’s office also oversees the majority of City staff.
- The City Clerk’s Office keeps record of the City Council’s official actions through meeting minutes and distributing meeting agendas. It is also responsible for maintaining contracts, ordinances, resolutions and agreements, and coordinates the records management and retention program for the city.

- The Communications Department is responsible for maintaining the City’s reputation, serves as a voice of the city, and connects the city with the public. It also handles all media and public relations initiatives, including: maintaining positive relationships with the media, organizing events, maintaining the City’s website and social media channels, and creating City newsletters and brochures.
- The Community Development Department works in conjunction with residents, developers, and **City officials to carry out the City’s long-range planning initiatives**, land development, building construction, and code compliance.
- The Finance Department handles all of the City’s **financial operations including: revenue collection**, budget drafting, and contract administration.
- The Human Resources Department manages all of the City’s hiring, recruitment, and personnel **matters including all benefits**.
- The Information Technology Department is responsible for all computer hardware and software for the City including maintaining the internal networks and all systems used by the Police Department and City staff.
- The Municipal Court has jurisdiction over ordinance violations and state misdemeanors, **including traffic violations occurring within the City limits**.
- **The Office of Tourism works with local businesses** to promote the city by encouraging visitors to stay in Brookhaven hotels and to frequent Brookhaven’s businesses and seasonal events.
- The Public Works Department is responsible for **maintaining roadways, traffic signals, signs, and rights-of-ways** within city limits. It also manage permits related to road closures, dumpster placements, and right-of-way encroachment.
- The Purchasing Department issues and manages all bid requests for outside vendors and performs all City purchases as directed.

COUNTY/OTHER SERVICES AND FACILITIES

This section documents all of the services and facilities provided to Brookhaven by other entities, like DeKalb County.

FIRE AND RESCUE

Fire and rescue services are provided to Brookhaven by the DeKalb County Fire Rescue Department. **The Department is responsible for fire suppression, emergency medical services, and fire safety education.** There are three stations that provide immediate service to the city:

- Station 2, in Brookhaven, services the southern portion of the city and houses three vehicles: Engine 2, Truck 2, and Rescue 2.
- Station 15, by the DeKalb-Peachtree Airport, services the western edge of the city and houses **five vehicles: Engine 15, Rescue 15, Squad 15, CRASH 15, and Battalion 1.**
- Station 21, in Dunwoody, services the northern portion of Brookhaven and houses one vehicle, Quint 21, and a canine search and rescue team.

SCHOOLS

The DeKalb County School District operates the public schools serving Brookhaven. While Cross Keys is the only public high school within the city limits, some Brookhaven residents also attend Chamblee High School, located in the neighboring City of Chamblee. **Brookhaven has five elementary schools, four traditional schools, and one magnet school** within its City limits.

Figure A.2-8: Feeder Elementary Schools

Cross Keys HS/ Sequoia MS:	Chamblee HS/ Chamblee MS:
<ul style="list-style-type: none"> • Montclair ES • Woodward ES • Dresden ES* • Cary Reynolds ES* 	<ul style="list-style-type: none"> • Ashford Park ES • Montgomery ES • Huntley Hills ES*

Source: DeKalb County School District Region Map
 *Elementary Schools with majority enrollment outside Brookhaven

In 2011, the School District completed a Comprehensive Facility Assessment Report to document each facility's condition. Figure A.2-9 is a summary of the combined conditions of schools within Brookhaven or schools outside Brookhaven with students that live in Brookhaven. The building condition score is a measure of each schools maintenance needs (e.g., leaky roofs, etc.); the educational adequacy score is a measure of how **well each school's building design and configuration** supports its educational program (e.g., the location of the library or the size of general education classrooms); and the technology readiness score measures the capability of each schools existing infrastructure to support information technology and associated equipment.

The average combined condition of Brookhaven schools compared to the entire district are the same, both receiving a Fair designation; however, on average Brookhaven schools scored lower than the district for both their building conditions and educational adequacies. Conversely, Brookhaven schools outperformed the district average in their technology readiness. In general, Brookhaven's elementary schools scored lower than its secondary schools with the exception of the Chamblee High School which is the only school to receive a combined condition of **unsatisfied**.

Figure A.2-9: Public School Facility Assessment

School	Building Condition	Educational Adequacy	Technology Readiness	Combined Conditions
Ashford Park ES	Fair	Poor	Fair	Fair
Kittredge Magnet ES	Unsatisfied	Fair	Good	Poor
Montclair ES	Poor	Poor	Good	Poor
Montgomery ES	Poor	Poor	Fair	Poor
Woodward ES	Fair	Poor	Fair	Fair
Chamblee MS	Good	Good	Excellent	Good
Sequoia MS	Fair	Poor	Fair	Fair
Chamblee HS	Unsatisfied	Unsatisfied	Good	Unsatisfied
Cross Keys HS	Fair	Fair	Excellent	Fair
Brookhaven Average	Poor	Poor	Good	Fair
District Average	Fair	Fair	Fair	Fair

Source: DeKalb County's 2011 Comprehensive Facility Assessment Report



Ashford Park Elementary School



Montgomery Elementary School

In addition to the nine public schools serving Brookhaven, there are three private schools within the City limits, two elementary/middle schools and one high school. Figure A.2-10 shows the enrollment numbers for each school as well as the comparison of private versus public school enrollment. Students attending private school account for 21 percent of **Brookhaven’s student population while 79 percent attend public schools.** Brookhaven is also home to Oglethorpe University, a private liberal arts college, enrolling 1,053 students from 34 states and 28 countries. The University provides students with small personal classes and partnership opportunities with other local colleges including: Emory, Georgia Tech, and Savannah College of Art and Design.

BROOKHAVEN LIBRARY

The Brookhaven Public Library is operated by DeKalb County. It is open four days a week, Monday through Thursday and provides the community with an adult learning collection, audiobooks, books for all ages, current newspapers and magazines, DVDs, holds on materials, interlibrary loans, juvenile large print, large print books, music CDs, and public computers. Library facilities include a meeting room and a youth service area. A 2005 library bond referendum passed

by DeKalb County residents is slated to allocate \$3.6 million to replacing the 6,800 sq. ft. Brookhaven branch facility with a new 15,000 sq. ft. facility. The site location and construction time frame for the new facility has not yet been set.

COUNTY UTILITIES

Water and wastewater utility services are provided to the city by DeKalb County Department of Watershed Management.

- Water is sourced from the Chattahoochee River and Lake Lanier for Metropolitan Atlanta. The Georgia Department of Natural Resources permits DeKalb County to withdraw a maximum of 140 million gallons per day from the Chattahoochee.
- DeKalb County has two wastewater treatment plants, the Bole Bridge Advanced Wastewater Treatment Facility and the Snapfinger Creek Advanced Wastewater Treatment Facility treating 20 million and 36 million gallons per day respectively.

Because of the City’s young age, Brookhaven utilizes DeKalb County’s waste disposal services usually kept for unincorporated DeKalb County.

Figure A.2-10: School Enrollment

School	Type	Grades	Enrollment
Our Lady of the Assumption Catholic School	Private	PK-8	530
Marist School	Private	7-12	1081
St. Martin’s Episcopal School	Private	PS-8	648
Ashford Park ES	Public	PK-5	563
Kittredge Magnet ES	Public	4-6	423
Montclair ES	Public	PK-5	1128
Montgomery ES	Public	PK-5	724
Woodward ES	Public	PK-5	1012
Chamblee MS	Public	6-8	856
Sequoya MS	Public	6-8	1247
Chamblee HS	Public	9-12	1301
Cross Keys HS	Public	9-12	1166
3 Private Schools Total			2259
9 Public Schools Total			8384
Total			10,643

Sources: DeKalb County’s 2013 Enrollment Report, olaschool.org, marist.com, and stmartinschool.org

CULTURAL RESOURCES

Brookhaven’s cultural resources are the collective evidence of its past activities and accomplishments. They are the buildings, objects, features, locations, **and structures that have defined the city in the past and if cared for properly will continue to define it well into the future.**

HISTORIC RESOURCES

There are two sites recognized in Brookhaven by the National Register of Historic Places, Oglethorpe University’s campus and Historic Brookhaven. Oglethorpe has been at its Brookhaven campus since 1890. The campus is 100-acres and consists of multiple buildings built in the Gothic Revival architectural style. Just south of the campus along Peachtree Road lies Historic Brookhaven, the oldest planned golf course and country club residential community in Georgia. The homes built around the Capitol City Country Club were developed from 1910 to 1941 and were designed in the Colonial or Georgian Revival styles.

Also of note is the Goodwin House, the oldest building in DeKalb County, which is also located in Brookhaven at 3931 Peachtree Road. It dates back to 1831 when the original log cabin was built. The cabin was expanded into the present home from 1839-1842 and became known for hospitality to travelers heading to Atlanta.

It is likely that other historic resources are present within the community; however they are not currently documented by the federal or state government. It is also important to note that the National Register of Historic Places only gives recognition of the historical value of the place; it does not provide protection from demolition or new uncharacteristic development. It also does not preclude the city from adding further protections to its historic places.

FESTIVALS AND EVENTS

Brookhaven is home to multiple annual events including the Brookhaven Arts Festival, Taste of Brookhaven, and Brookhaven Beer Festival.

- The Brookhaven Arts Festival offers live music and art such as jewelry, paintings, pottery and much more.
- The Taste of Brookhaven features food from local eateries and a silent auction.
- The Brookhaven Beer Festival offers live music and unlimited tastings of over 150 beers from around the world.

The Arts Festival and Taste of Brookhaven are put **on by the Brookhaven Arts Alliance, a non-profit** organization driven by volunteers that provides art education and cultural events to the residents and visitors of Brookhaven.



Oglethorpe University



Brookhaven Arts Festival

NATURAL RESOURCES

The city’s natural resources provide a variety of environmental and economic benefits such as:

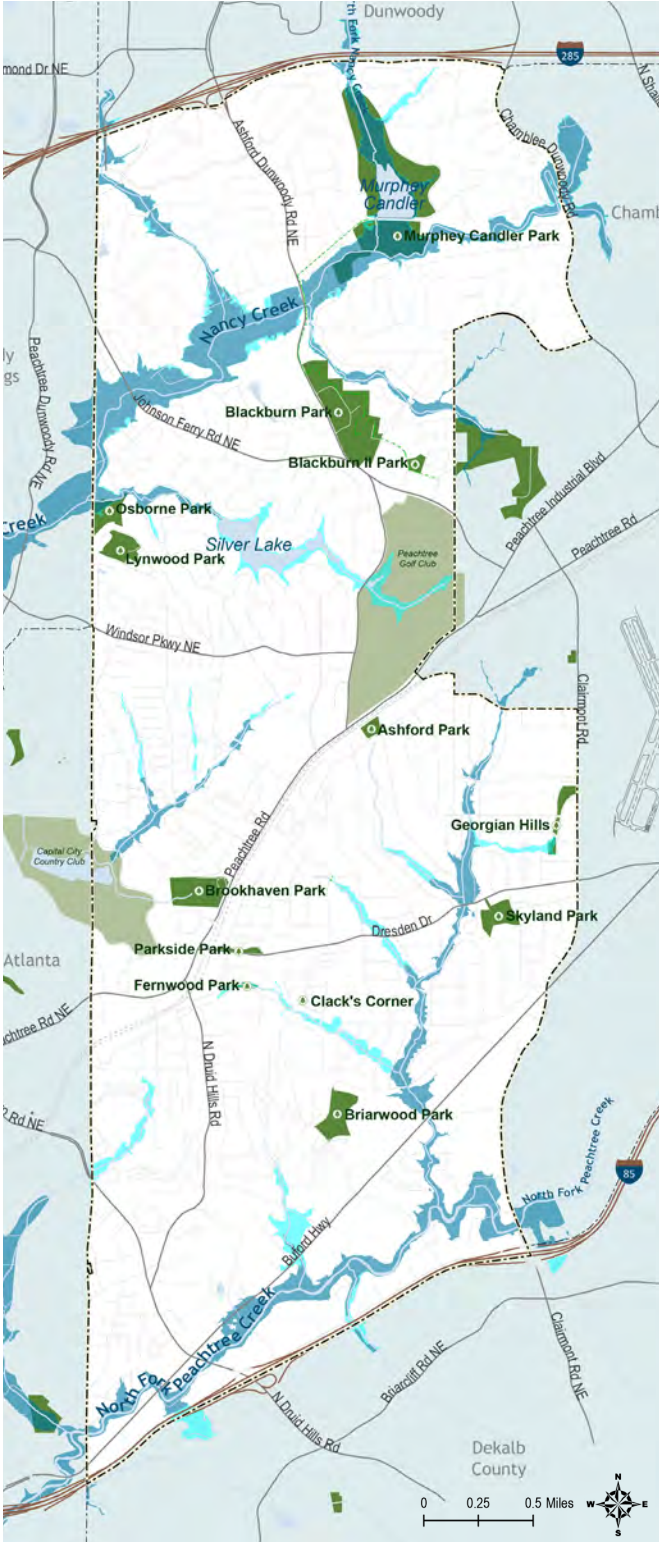
- Supporting wildlife
- Improving the quality of air and water
- Providing places for people to interact with nature
- **Minimizing flood damage**
- Increasing property values

Brookhaven’s key natural resources include the North Fork Peachtree Creek, Nancy Creek, related water resources, and tree canopy. Ensuring these resources are being properly protected and maintained is **beneficial to both the community and the broader ecosystem.** The Comprehensive Plan identifies opportunities to further protect and enhance Brookhaven’s natural resources.

The City of Brookhaven’s ordinances and development regulations include a series of provisions that maintain consistency with regional water plans and Georgia Department of Natural Resources’ (DNR) environmental planning criteria. The regulations documented below strive to maintain and offer the **best use of natural resources to benefit Brookhaven’s** citizens and economy.

REGIONAL WATER PLANS OF THE METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT

The Metropolitan North Georgia Water Planning District (District) was formed in 2001 to establish policy, create plans, and promote intergovernmental coordination for all water-related issues in the 15 counties and over 92 cities within metro Atlanta, including Brookhaven. The District has adopted three comprehensive plans to help protect regional water resources: the District-wide Watershed Management Plan, Wastewater Management Plan, and the Water Supply and Water Conservation Management Plan (all updated in 2009) that provide guidance for storm water management, sedimentation control, and



	City of Brookhaven
	100-Yr Floodplain
	500-Yr Floodplain
	Park
	Park Parcel
	Golf Course
	Waterbody
	Trail
	Waterline
	Expressway
	Major Road
	Street
	Railroad

Figure A.2-11: Natural Resources Map (See larger map in Appendix A.3)

pollution prevention. Implementation of these plans is largely met by the DeKalb County Department of Watershed Management, which provides water and wastewater services to Brookhaven. Additionally, **there are five model ordinances to be adopted by** all local jurisdictions in the District, including Post-development Stormwater Management, Floodplain Management and Flood Damage Prevention, Stream Buffer Protection, Illicit Discharges and Illegal Connections, and Litter Control. Brookhaven has adopted all of these ordinances and implemented related environmental protection measures.

DNR ENVIRONMENTAL PLANNING CRITERIA

Water Supply Watersheds

The City of Brookhaven, while located in the Chattahoochee Watershed, is not considered part of a water supply watershed due to its drainage attributes and distant location from water supply intake points. As a result, water supply watershed regulations that apply to other parts of the state and metro Atlanta area, do not apply to Brookhaven.

Groundwater Recharge Areas

No portion of the City of Brookhaven is located in a groundwater recharge area. The closest groundwater recharge areas are located to the east in Chamblee/Doraville and to the north in Dunwoody.

Wetlands

The City's wetlands are documented by Figure 3-3, Areas Requiring Special Attention Map. The majority of wetlands within the City of Brookhaven are located along Nancy Creek and North Fork Nancy Creek in the northern portion of the city. Additional, limited wetlands are located along North Fork Peachtree Creek and other creek tributaries. The majority of the city's wetlands are freshwater forested/shrub wetlands, freshwater ponds, or lake.

DNR rules stipulate that local governments must consider wetlands in their planning decisions, mapping and identifying them in land use plans. DNR outlines a number of considerations that must be addressed and the minimum types of wetlands that the City must identify. Under federal policy, development should not alter or degrade wetlands without showing that there will be no adverse impacts or net loss of wetlands. The City should further review its development ordinances to ensure appropriate protection is provided for these important natural resources.

OTHER ENVIRONMENTAL REQUIREMENTS

Stream Buffers

Stream buffer protection is addressed through adoption of a Stream Buffer Ordinance as required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan. The City has adopted such an ordinance, which is equivalent to the District Model Ordinance. Brookhaven's Stream Buffer Protection Ordinance (City of Brookhaven Code of Ordinances, Section 14-44) restricts development within a 50-foot buffer on both banks of streams for undisturbed natural vegetation and requires an additional 25-foot setback for impervious surfaces. This natural buffer and impervious surface setback requirements are intended to maintain stream water quality and enhance the Brookhaven ecosystem.

Floodplains

While most of the City of Brookhaven is safe from **flooding, some areas are within the 100 year floodplain (the probability of an annual flood in these areas is at least 1 percent)**. Most of the city's **floodplains are to the north located along Nancy Creek; there are also floodplains located upstream** from Brookhaven Country Club Lake and further south along the North Fork Peachtree Creek. These areas are mapped as areas requiring special attention (see Figure 3-3 in Chapter 3). The City adopted a new Floodplain Management ordinance in September 2013, consistent with the District Model Ordinance.

A.2.3. Economic Development

Holistic economic development is about more than a single event or an individual prospect. It is about more than having good retail options and requires more than just developing a strategy to recruit new companies. Economic development is about people, the places that make the community special, and building long-term prosperity for all residents. Successful economic development requires measuring progress across all these areas, and not just tracking jobs and investment numbers. Economic development is about protecting investments with predictable and sustainable development goals. The following sections document Brookhaven’s economic development partners and resources, economic base inventory, occupational characteristics, labor force characteristics, and preliminary needs and opportunities based on existing conditions analysis alone.

METHODOLOGY

Because economic data is not available at the city level and because economic development is affected by factors beyond the local environment, this analysis focuses on a geography larger than the City of Brookhaven. “Greater Brookhaven,” for the purposes of this analysis, consists of the four ZIP codes the city lies in: 30319, 30324, 30329, and 30341.

The data was obtained from Economic Modeling Specialists International (EMSI), an industry-leading provider of proprietary data. EMSI’s datasets are comprised of aggregated data from over 90 public sources, including the U.S. Census Bureau, the U.S. Bureau of Labor Statistics, the U.S. Bureau of Economic Analysis, the National Center for Education Statistics, CareerBuilder, and many others. In order to develop employment by business sector tables contained with this analysis, Market Street utilized EMSI’s QCEW, Non-QCEW, and Self-Employed data sets.

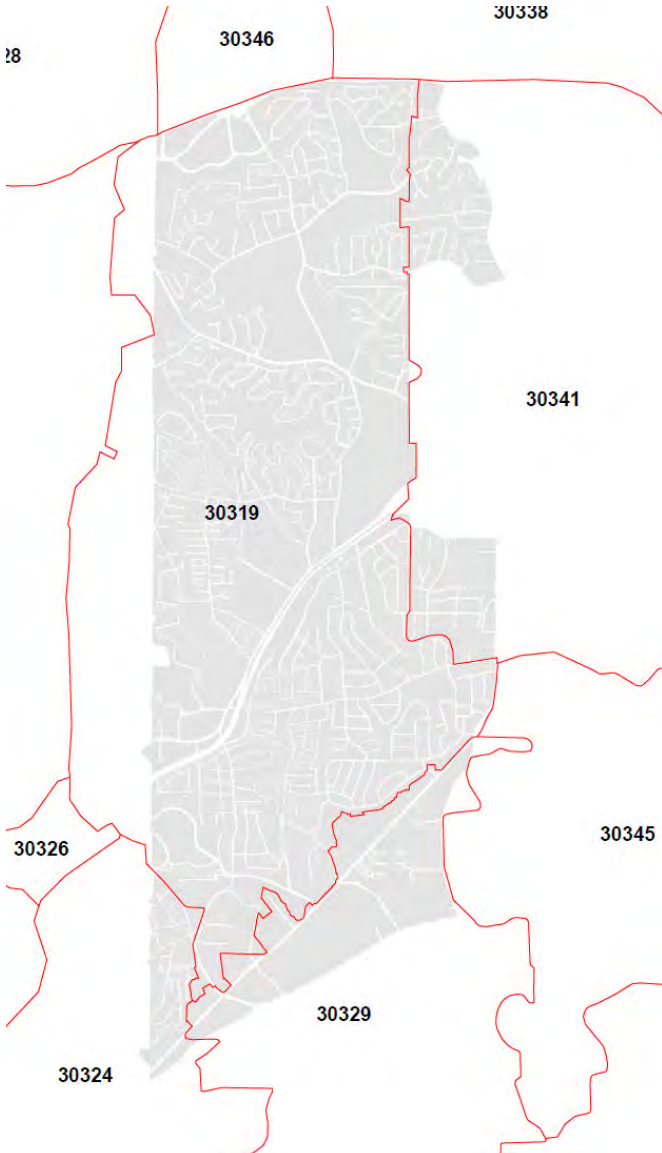


Figure A.2-12: Data source by zip code with city boundaries in grey

Location quotients are used throughout this report to measure the relative concentration of local employment in a given business sector or occupation. When applied to business sector employment, they measure the ratio of a business sector’s share of total regional employment to that business sector’s share of total national employment.

$$LQ = \frac{\left(\frac{\text{Local Employment in Sector}}{\text{Total Local Employment}} \right)}{\left(\frac{\text{National Employment in Sector}}{\text{Total National Employment}} \right)}$$

A business sector with an LQ equal to 1.0 possesses exactly the same share of total county employment as that business sector’s share of national employment. When a local business sector possesses a location quotient greater than 1.0, this signals that the business sector is more concentrated in the city than it is nationwide. Conversely, a location quotient less than 1.0 indicates that the business sector is less concentrated in the city than it is nationwide. The higher the location quotient, the more concentrated the level of local employment as compared to its national equivalent. For example, a location quotient of 1.25 would indicate that a local business sector’s share of total employment is 25 percent higher than the same business sector’s share of national employment. An LQ of 2.0 would indicate that a business sector’s share of local employment is twice as large as the national share, while an LQ of 0.5 would indicate that the business sector’s share of local employment is half the national equivalent.

ECONOMIC DEVELOPMENT PARTNERS AND RESOURCES

Economic development is a “team sport” and requires partnerships, collaboration, and ongoing communication. Below is a list of existing and potential partners for economic development initiatives.

LOCAL

- City of Brookhaven
 - Brookhaven Development Authority
 - Community Development
 - **Office of Tourism**
- Brookhaven Chamber of Commerce and local businesses
- Friends of Brookhaven Foundation
- Public schools, private schools, and Cross Keys Foundation
- Latin American Association, Atlanta Outreach Center
- Oglethorpe University
- Georgia Piedmont Technical College
- Perimeter Community Improvement District(s)

COUNTY-LEVEL

- DeKalb County Development Authority
- DeKalb Chamber of Commerce
- DeKalb Workforce Development

REGION- AND STATE-LEVEL

- Atlanta Regional Commission
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Georgia Department of Economic Development
- Georgia Department of Community Affairs
- Georgia Power
- Technology Association of Georgia
- Georgia Economic Development Association
- Southern Economic Development Council

ECONOMIC BASE INVENTORY

Greater Brookhaven, like most communities, was hit hard by the Great Recession. The four-ZIP code area **lost 9.8 percent of its jobs between 2007 and 2010**. Since then, the area has regained approximately half of those lost jobs. The business sectors in Greater Brookhaven that have lost jobs over the past ten years are generally high-paying sectors, including Information, which has an average annual wage of \$91,319, Utilities (\$73,713), Wholesale Trade (\$71,043), and Manufacturing (\$55,484). Over a five-year historical period, though, Information and Manufacturing are on the upswing, with job growth of 7.6 percent and 19.8 percent, respectively, a positive trend as the slow recovery forges on.

Location quotients (LQs) are a commonly-used measure for evaluating the composition of a local or regional economy. Location quotients measure the relative concentration of a given business sector in

a local economy - as measured by its share of total employment - relative to the national average for that same sector. If a location quotient is greater than 1.0 for a given sector, the community has a larger share of employment in that sector than the nation, indicating that such economic activities are more heavily concentrated in that community than the average American community. Firms operating in sectors that are highly concentrated in a given regional often "cluster" because there is some competitive advantage to be derived from that geographic location. Such advantages could include an abundance of a specific labor pool, proximity to key natural assets, or proximity to infrastructure needs such as a port or intermodal terminal, among many other potential advantages. For a more detailed description of the location quotient concept, please see the Methodology subsection at the beginning of this section.

Figure A.2-13: Economic Structure, Greater Brookhaven, 2014

NAICS Code	Description	Employment	Location Quotient	Greater Brookhaven 5-Year Change	Greater Brookhaven 10-Year Change	US 10-Year Change	Average Annual Wage	Percent of National Wage
	Total	76,079		2.4%	-2.6%	4.3%	\$51,591	107.7%
90	Government (except Education and Health Care)	11,285	0.99	-10.6%	-3.1%	-2.8%	\$52,752	108.9%
44	Retail Trade	7,674	0.96	4.8%	-6.3%	-14.1%	\$32,825	116.1%
62	Health Care and Social Assistance	7,091	0.70	17.2%	6.1%	-15.7%	\$38,998	86.1%
54	Professional, Scientific, and Technical Services	6,402	1.34	-1.0%	8.8%	2.1%	\$69,633	87.8%
51	Information	6,393	4.54	7.6%	-10.5%	0.7%	\$91,319	110.5%
72	Accommodation and Food Services	6,350	1.00	13.8%	18.4%	6.6%	\$19,538	106.3%
56	Admin/Support & Waste Mgmt/Remediation Svcs	5,596	1.17	-13.0%	-3.7%	-13.3%	\$36,128	107.5%
52	Finance and Insurance	3,896	1.26	12.3%	-8.2%	-1.4%	\$77,611	86.1%
81	Other Services (except Public Administration)	3,833	1.04	1.9%	-1.2%	-5.5%	\$28,224	109.8%
61	Educational Services	3,687	1.86	0.4%	13.4%	18.7%	\$57,229	156.0%
31	Manufacturing	2,575	0.42	19.8%	-27.4%	24.8%	\$55,484	90.3%
23	Construction	2,518	0.64	1.9%	-9.1%	10.6%	\$42,535	90.6%
42	Wholesale Trade	2,141	0.72	-9.9%	-30.7%	22.3%	\$71,043	103.4%
53	Real Estate and Rental and Leasing	2,094	1.67	-5.8%	-23.2%	24.2%	\$46,544	100.6%
55	Management of Companies and Enterprises	1,882	1.78	13.1%	7.7%	13.1%	\$109,679	99.7%
71	Arts, Entertainment, and Recreation	1,389	1.10	21.8%	35.9%	16.7%	\$25,738	82.5%
48	Transportation and Warehousing	871	0.35	25.0%	17.9%	2.1%	\$44,421	90.9%
22	Utilities	99	0.36	-40.0%	-60.2%	1.3%	\$73,713	77.7%

Source: EMSI

Note: NAICS codes 11 (Agriculture, Forestry, Fishing and Hunting), 21 (Mining, Quarrying, and Oil and Gas Extraction), and 99 (Unclassified) are excluded from this table. These sectors comprise 0.4 percent of jobs in the 4-ZIP code Greater Brookhaven region.

Greater Brookhaven's most concentrated sectors provide higher than average wages. Presented in the following table with location quotients highlighted in green, these sectors are Information (LQ = 4.54), Educational Services (1.86), Management of **Companies and Enterprises (1.78), Real Estate and Rental and Leasing (1.67), Professional, Scientific, and Technical Services (1.34), and Finance and Insurance (1.26)**. All of these, except Real Estate and Rental and Leasing, provide average annual wages of greater than the Greater Brookhaven average of \$51,591. These sectors are knowledge-driven and depend on jobs requiring college degrees, a good match with city residents. Demographic data revealed that the residential labor pool is highly educated, particularly compared to the Metro Atlanta region and the state. Of city residents over the age of 25, 58 percent hold at least a bachelor's degree, providing a local pool of workers with the credentials necessary for **many of the management and business and financial** occupations within these sectors, as discussed in a later section.

The area's most concentrated private sectors are consistent with the City of Brookhaven's largest employers. AT&T is an international **telecommunications firm with large local presence, its** mobility headquarters are located in Lenox Park. Its employment of 2,832 workers in the city alone adds to both the Information and the Administrative and Support Services sectors. Another telecommunications **firm, Cox Communications, employs 1,481 workers** in the Perimeter Center area, according to business **license data, and is classified as Management of Companies and Enterprises**. Autotrader.com, branded as "the ultimate automotive marketplace," is headquartered in the Perimeter Center area **and has 1,147 employees. Hughes Telematics, also** headquartered in Perimeter Center, was purchased by Verizon Communications in 2012 for \$612 million. The company develops automotive connectivity **technologies and has 700 employees in Brookhaven. Both of these firms support the Professional, Scientific, and Technical Services sector in the four-** ZIP code area.

OCCUPATIONAL INFORMATION

While the previous section provides data detailing the presence of companies based on their primary economic activity, this section provides data detailing the presence of job types, irrespective of the type of company that employ these workers. Occupation data reveals that workers at all skill levels have access to opportunities in Greater Brookhaven. Within the occupational groups with the largest volume of workers, there are high-paying, knowledge-driven occupations requiring college and graduate **degrees such as business and financial operations and management; mid-range occupations that require some training such as office and administrative support and sales and related; technical occupations that require hands-on training and certification** such as installation, maintenance, and retail and transportation and material moving; and lower-wage employment such as food preparation and serving related occupations.

The most concentrated occupations in the four-ZIP code area are diverse as well. Half of the eight occupations with location quotients of 1.20 or greater offer average hourly earnings greater than the area average of \$22.54. These include legal occupations (LQ = 1.74; average hourly earnings = \$49.06), **computer and mathematical occupations (1.74; \$ 36.52), business and financial operations (1.58; \$33.59), and management (1.28; \$50.56)**. These occupations generally require some level of college training. The remaining occupations are protective service (1.86; \$18.55); arts, design, entertainment, **sports, and media (1.43; \$21.87); installation, maintenance, and repair (1.34; \$21.00); and community and social service (1.20; \$21.62)**. These occupations have widely varying levels of required training, from short-term on the job to college and graduate training but are less dependent on formal training.

The fastest growing occupations in the area, however, are largely lower paying positions, including personal care and service, food preparation and serving, and healthcare support—all offering an average hourly wage of between \$10 and just over \$12. Although **five of the eight occupation groups with average** hourly wages over the Greater Brookhaven average experienced losses over a ten-year period, it is important to note that only three experienced losses

over a five-year period: life, physical, and social science; legal; and architecture and engineering. Although the area is experiencing a sluggish recovery which, along with the Great Recession, has spurred an economic reset for many communities across the nation, with major shifts in economic and skills structure, Greater Brookhaven is experiencing gains across the board, in a range of types of jobs in diverse sectors.

Figure A.2-14: Occupational Analysis, Greater Brookhaven, 2014

Description	Employment	Location Quotient	Greater Brookhaven 5-Year Change	Greater Brookhaven 10-Year Change	US 10-Year Change	Average Hourly Earnings	Percent of National Wage
Total	76,079		2.4%	-2.6%	4.3%	\$22.54	105.4%
Office and Administrative Support Occupations	12,652	1.08	-1.7%	-9.5%	2.1%	\$16.82	101.8%
Sales and Related Occupations	8,692	1.09	3.6%	-7.9%	7.8%	\$19.26	104.9%
Food Preparation and Serving Related Occupations	6,225	1.00	15.6%	19.9%	16.0%	\$10.01	97.4%
Business and Financial Operations Occupations	5,777	1.58	1.0%	-3.0%	1.1%	\$33.59	101.9%
Management Occupations	5,109	1.28	1.0%	-1.3%	12.1%	\$50.56	109.5%
Installation, Maintenance, and Repair Occupations	3,854	1.34	2.4%	-11.8%	1.7%	\$21.00	102.5%
Transportation and Material Moving Occupations	3,309	0.68	7.9%	-7.5%	7.1%	\$15.91	99.1%
Computer and Mathematical Occupations	3,292	1.65	9.7%	7.0%	7.1%	\$36.52	96.3%
Building & Grounds Cleaning & Maintenance Occs	3,216	1.08	-3.5%	-11.2%	1.8%	\$11.82	99.9%
Protective Service Occupations	3,161	1.86	-18.1%	9.8%	16.2%	\$18.55	90.0%
Healthcare Practitioners and Technical Occupations	2,678	0.66	16.0%	-6.4%	23.2%	\$33.42	93.5%
Personal Care and Service Occupations	2,678	0.91	9.1%	20.2%	6.5%	\$10.98	99.6%
Production Occupations	2,519	0.55	9.8%	-18.2%	10.8%	\$14.94	90.4%
Construction and Extraction Occupations	2,256	0.67	0.6%	-7.8%	19.3%	\$17.58	88.4%
Education, Training, and Library Occupations	2,197	0.50	2.6%	19.7%	19.3%	\$26.34	109.1%
Arts, Design, Entertainment, Sports, & Media Occs	1,886	1.43	1.9%	-0.2%	-0.2%	\$21.87	92.4%
Healthcare Support Occupations	1,782	0.82	13.6%	13.4%	1.1%	\$12.22	91.9%
Community and Social Service Occupations	1,458	1.20	-2.5%	7.0%	4.4%	\$21.62	102.2%
Architecture and Engineering Occupations	1,190	0.94	-7.8%	-14.8%	-10.0%	\$34.70	92.2%
Legal Occupations	1,118	1.74	-1.8%	-0.8%	0.0%	\$49.06	108.0%
Life, Physical, and Social Science Occupations	535	0.87	-5.1%	6.8%	-11.5%	\$30.19	92.0%
Military Occupations	419	0.42	-7.3%	-8.7%	-4.1%	\$15.11	90.3%

Source: EMSI

Note: SOC code 45 (Farming, Fishing, and Forestry Occupations) is excluded from this table. This occupation group comprises 0.1 percent of jobs in the four-ZIP code Greater Brookhaven region.

LOCAL LABOR FORCE CHARACTERISTICS (RESIDENTS)

According to the U.S. Census Bureau, 2008-2012 American Community Survey, city residents are employed in a wide range of sectors, with half of all residents employed in one of five business sectors: Professional, Scientific, and Technical Services (15.6 percent of all working residents of Brookhaven), Accommodation and Food Services (11.1 percent), Health Care and Social Assistance (8.1 percent), Educational Services (8.0 percent), and Retail Trade (7.7 percent).

The occupations of Brookhaven residents are strongly consistent with the broader area's occupational distribution. The top five occupation groups are the same as those illustrated in the preceding Occupation Analysis table: management (13.6 percent of all working residents of Brookhaven), sales (11.5 percent), business and financial operations (10.9 percent), office and administrative support (10.0 percent), and food preparation and serving (8.3 percent).

Figure A.2-15: Employment Distribution of Brookhaven Residents by Business Sector, 2008-2012

	2008-2012 Resident Employment	Percent of Total	Change, 2000 to 2008-2012
Total	28,374	100.0%	-5.2%
Professional, scientific, and technical services	4,413	15.6%	15.2%
Accommodation and food services	3,148	11.1%	13.1%
Health care and social assistance	2,297	8.1%	29.2%
Educational services	2,264	8.0%	35.1%
Retail trade	2,184	7.7%	-29.0%
Finance and insurance	2,103	7.4%	-1.9%
Manufacturing	2,074	7.3%	-18.3%
Construction	1,966	6.9%	-29.1%
Administrative & support and waste mgmt svcs	1,436	5.1%	-0.8%
Real estate and rental and leasing	1,208	4.3%	29.6%
Information	1,170	4.1%	-43.7%
Other services (except public administration)	1,130	4.0%	-22.0%
Wholesale trade	862	3.0%	-29.9%
Public administration	741	2.6%	-11.7%
Transportation and warehousing	638	2.2%	-17.9%
Arts, entertainment, and recreation	497	1.8%	18.6%
Utilities	134	0.5%	378.6%
Management of companies and enterprises	109	0.4%	137.0%

Source: U.S. Census Bureau, 2000 Decennial Census and 2008-2012 American Community Survey

Figure A.2-16: Occupational Distribution of Brookhaven Residents, 2008-2012

	2008-2012 Resident Employment	Percent of Total	Change, 2000 to 2008-2012
Total	28,374	100.0%	-5.2%
Management occupations	3,872	13.6%	-1.6%
Sales and related occupations	3,262	11.5%	-22.0%
Business and financial operations occupations	3,085	10.9%	29.0%
Office and administrative support occupations	2,837	10.0%	-18.1%
Food preparation & serving related occupations	2,358	8.3%	32.5%
Construction and extraction occupations	1,625	5.7%	-33.4%
Education, training, and library occupations	1,460	5.1%	17.6%
Healthcare practitioners & technical occupations:	1,454	5.1%	42.0%
Computer and mathematical occupations	1,100	3.9%	-29.9%
Building and grounds cleaning and maintenance occupations	1,073	3.8%	3.1%
Arts, design, entertainment, sports, & media occupations	1,026	3.6%	2.7%
Legal occupations	928	3.3%	13.0%
Production occupations	722	2.5%	-47.1%
Personal care and service occupations	629	2.2%	18.7%
Architecture and engineering occupations	595	2.1%	8.2%
Material moving occupations	546	1.9%	28.5%
Transportation occupations	486	1.7%	-24.3%
Installation, maintenance, and repair occupations	482	1.7%	-6.4%
Protective service occupations:	253	0.9%	-2.7%
Community and social services occupations	245	0.9%	36.9%
Life, physical, and social science occupations	211	0.7%	-48.4%
Healthcare support occupations	125	0.4%	-2.3%

Source: U.S. Census Bureau, 2000 Decennial Census and 2008-2012 American Community Survey

NEEDS AND OPPORTUNITIES

- Information Access: Develop a database of the City’s available and developable real estate portfolio. Integrate best practices and peer city benchmarking into City data analysis.
- Development of an Economic Development Strategy and competitive incentive program
- Acknowledgment and optimization of efforts and resources at county and regional level: Ensure that opportunities to work with and leverage efforts by DeKalb partners and the Atlanta Regional Commission are recognized and pursued.
- Replication of local models: Use the Buford Highway Economic Development Strategic Plan to drive development of citywide incentive policy.

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A.2.4. Demographics

Demographic data was analyzed in conjunction with gathering feedback from leaders and stakeholders in Brookhaven to identify population, household, and commute trends in the city. The resulting findings will influence recommendations and will be integrated into various sections of the Brookhaven Comprehensive Plan. The data examined in this section was obtained from the U.S. Census Bureau, utilizing an aggregation of all Census tracts that fall partially or fully within the City of Brookhaven.

METHODOLOGY

SOURCES

For demographics, data was obtained from the U.S. Census Bureau. For 2000 data, the 2000 Decennial Census was utilized. For the most recent data available, the 2008-2012 American Community Survey (ACS) was used. ACS estimates represent averages over a five-year period.

GEOGRAPHIES

An aggregation of Census tracts were used as a proxy for the City of Brookhaven. In 2000, these tracts were: 211, 212.02, 212.09, 214.01, 214.03, 214.05, and 214.06. In 2010, some of these tracts were divided, and this geography is now composed of 12 tracts: 211.01, 211.02, 212.02, 212.09, 214.05, 214.11, 214.12, 214.13, 214.14, 214.15, 214.16, and 214.17.

The Atlanta metro refers to the Atlanta-Sandy Springs-Marietta, Georgia Metropolitan Statistical Area, as defined by the December 2009 Office of Management and Budget Bulletin, which consists of 28 counties: Barrow, Bartow, Butts, Carroll, Cherokee, Clayton, Cobb, Coweta, Dawson, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Haralson, Heard, Henry, Jasper, Lamar, Meriwether, Newton, Paulding, Pickens, Pike, Rockdale, Spalding, and Walton.

EXISTING POPULATION

In 2000, Brookhaven’s population based on Census tract counts was 49,797. In 2010, the population had declined by 2.1 percent and was 48,753. For this analysis, the 2012 population, a five-year estimate, was taken into account, and it was slightly lower than the 2010 count at 49,583. While Brookhaven has experienced slight population loss over time, its peer cities have experienced population growth, as shown in the following table. Similarly sized Alpharetta and

Dunwoody grew by 66.6 percent and 40.6 percent respectively, and the smaller Chamblee, with only 13,297 residents according to the most recent data available, grew by 39.2 percent.

Figure A.2-17: Population by City

	2008-2012 Population	Change, 2000 - 2008-2012
Brookhaven	49,583	-0.4%
Alpharetta	58,075	66.6%
Chamblee	13,297	39.2%
Dunwoody	46,133	40.6%

Source: U.S. Census Bureau, 2000 Decennial Census and 2008-2012 American Community Survey

POPULATION PROJECTIONS

The following projections provide three possible scenarios of what population growth could occur in Brookhaven in the next 20 years. Because population increases depend upon actions by both the public and private sector and are also highly influenced by uncontrollable changes in the regional and national economy, these projections should be recognized as a rough estimate of what could occur rather than a targeted outcome or likely end result. Estimates are laid out to help the City plan ahead for potential service needs in the short and long term; the City should reevaluate projections regularly to account for changes in local, regional, and national conditions.

The U.S. Census Bureau estimated the Brookhaven population at 50,603 in July 2013, with a 2010 estimate base of 49,271. If a balanced straight line growth from 2010 to 2014 was assumed, it estimates a Brookhaven population at 51,065 in July 2014. For this Plan, three projection scenarios are provided. Scenario 1 is based on Atlanta Regional Commission (ARC) 2040 Forecasts, which are based on the ARC’s

Regional Plan 2040 and available by Census Tracts through year 2040. Over the 20 year period, the scenario shows the population increasing by 15 percent. Scenarios 2 and 3 project higher population numbers in 2034, based on land use changes either already proposed in the city in the next 5 years or **identified as long term opportunities of City planning efforts as identified on the Character Area Map of this Plan.** Scenarios 2 and 3 take the following into account:

1. Redevelopment of the MARTA transit station.
2. New multi-family housing on Oglethorpe campus and as part of other redevelopment on Peachtree Road.
3. Major redevelopment along Buford Highway, corresponding to redevelopment priorities of the Buford Highway Improvement Plan and Economic Development Strategy.
4. Mixed use development at Perimeter Center, with increases in multi-family housing.
5. Additional housing being added within Lenox Park and along Clairmont Road.

Scenario 2 anticipates 21 percent increase in population, with only two thirds of targeted redevelopment along Buford Highway occurring, while Scenario 3 anticipates 26 percent increase in population, with all of the targeted redevelopment along Buford Highway occurring.

It should be noted that Plan 2040 projects DeKalb County as a whole to experience 20 percent growth through 2040. Because Brookhaven’s Comprehensive Plan 2034 is largely consistent with ARC’s Regional Plan 2040, the below scenarios should be considered low, medium, and high range scenarios. Should the City and its partners do little to encourage redevelopment in the city, it is likely that the city’s growth will be less than what is projected in all of the scenarios.

Figure A.2-18: Brookhaven Population Projection Scenarios 2034

Projections	2014 Estimate	2018	2020	2022	2026	2030	2034	Change in Population (2014-2034)	% Change in Population (2014-2034)
Scenario 1	51,065	53,956	55,402	55,871	57,280	57,749	58,721	7,656	15%
Scenario 2	51,065	55,092	56,701	57,689	58,729	59,915	61,952	10,887	21%
Scenario 3	51,065	55,539	57,372	58,583	60,070	61,703	64,187	13,122	26%

Source: Atlanta Regional Commission 2040 Forecasts by Census Tracts, Jacobs

HOUSEHOLD DYNAMICS

Brookhaven is a city with a high proportion of young singles and young families without children. Figure A.2-19 provides average household size and percentage of households with children. Brookhaven’s average household size is 2.3, compared to the metro **Atlanta average household size of 2.74 and state average of 2.7. Just under a quarter (23.1 percent)** of Brookhaven households include children under 18, compared to 33.9 percent of metro households and 32 percent of Georgia households. Similarly, the peer cities examined have larger average household sizes and higher percentages of households with children as well, as shown in the following chart. Conversely, 41.6 percent of Brookhaven residents over the age of 15 have never been married compared to one-third of metro residents and 32.3 percent of Georgians. **This dynamic is reflected in the age distribution, as Brookhaven has a large proportion of 25 to 44 year olds but a comparatively small proportion of residents aged 17 and under.**

Figure A.2-19: Household Dynamics, 2008-2012

	Average Household Size	% of Households with Children
Brookhaven	2.30	23.1%
Atlanta MSA	2.74	33.9%
Georgia	2.70	32.0%
Alpharetta	2.69	44.6%
Chamblee	2.57	27.6%
Dunwoody	2.43	31.3%

Source: U.S. Census Bureau, 2008-2012 American Community Survey

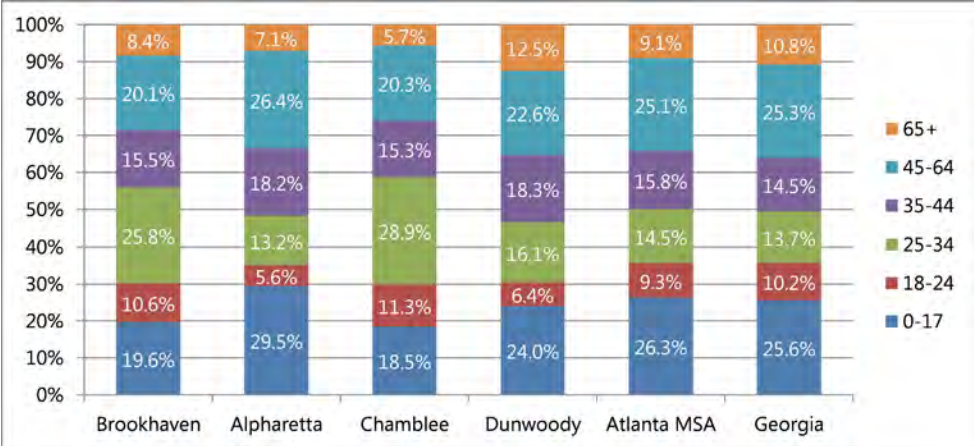
AGE DISTRIBUTION

In many communities nationwide, “young professionals,” residents between the ages of 25 and 34 are a coveted group. This group is referred to as “young professionals” because they are typically at the beginning of their careers and are more likely than the average American adult to hold at least a bachelor’s degree. The nation is in the midst of a historic shift as the aging Baby Boomer generation (those born between 1946 - 1964) is exiting out of the workforce, and communities that are able to attract and retain younger residents will be able to replace retirees from careers and leadership roles more **quickly and efficiently, mitigating potential shortages.** As illustrated in the following chart, Brookhaven’s supply of young professionals (25.8 percent of total population) is competitive when compared to the Atlanta metropolitan area (14.5 percent) and the **state (13.7 percent).** When compared to peer cities, Brookhaven’s proportion of young professionals

lags only Chamblee, with 28.9 percent of its total population between 25 and 34. It is important to note that although Alpharetta and Dunwoody have higher percentages of 35-44 year olds, Brookhaven still surpasses the two cities when the two age groups are combined into the 25-44 cohort.

The percentage of population in the young professionals group exceeds the percentage of Brookhaven residents between 55 and 64 (14.5 percent), who are nearing retirement, meaning there are enough younger workers to eventually replace experienced workers; however, Brookhaven must keep an eye on trends. Between 2000 and 2012, Brookhaven lost population in three key age groups: 18-24 (college-aged residents), 25-34, and 35-44 – all of the groups which will eventually replace workers in the future.

Figure A.2-20: Age Distribution, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

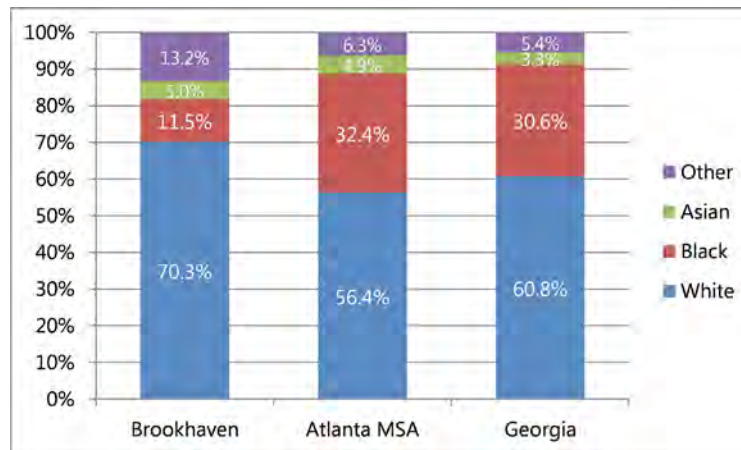
RACIAL AND ETHNIC COMPOSITION

When race and ethnicity are evaluated separately, the distribution of race and the distribution of ethnicity reveal that 70.3 percent of Brookhaven’s residents identify as White, irrespective of ethnicity, compared to 56.4 percent of metro residents and 60.8 percent of residents statewide. Brookhaven has a significantly lower percentage of residents who are Black (11.5 percent) than the metro (32.4 percent) and the state (30.6 percent). The city has a larger percentage of residents who identify as something other than White, Black, or Asian (13.2 percent) than the metro (6.3 percent) and state (5.4 percent).

These categories include American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races.

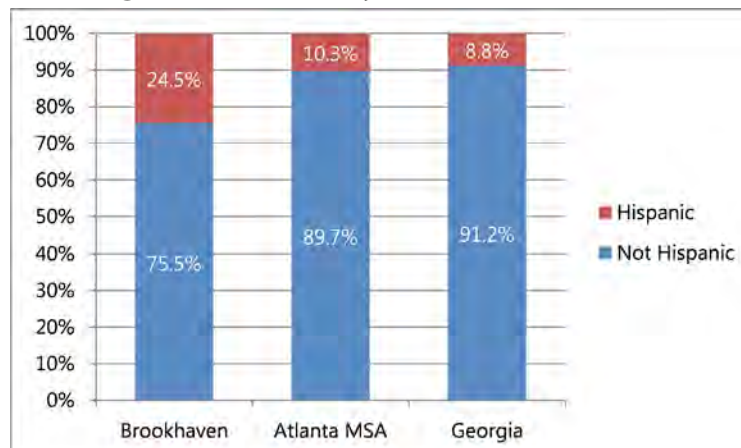
There are two ethnic groups in the United States: Hispanic and Not Hispanic. Brookhaven has a substantially larger Hispanic proportion of the population (24.5 percent) than the Atlanta MSA (10.3 percent) and state (8.8 percent).

Figure A.2-21: Racial Distribution, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

Figure A.2-22: Ethnicity Distribution, 2008-2012



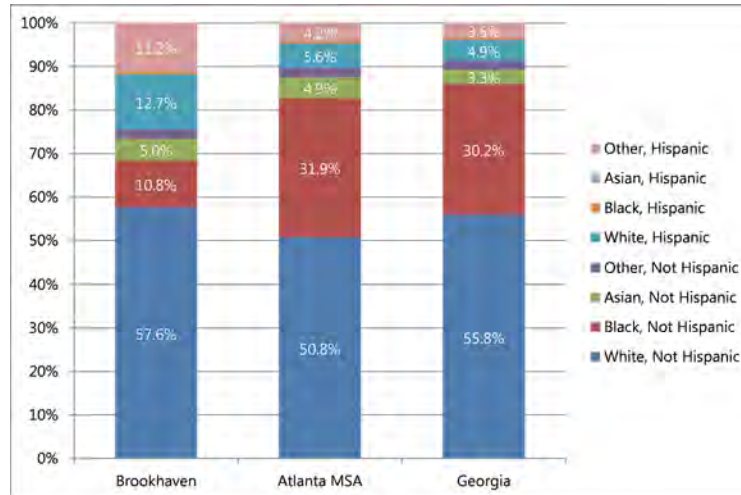
Source: U.S. Census Bureau, 2008-2012 American Community Survey

Over the time period examined, Brookhaven’s proportion of White residents increased from 65.6 percent to 70.3 percent, a percentage increase of 6.6 percent. However, this increase includes both the percentage increase of Not Hispanic Whites (4.5 percent) and Hispanic Whites (17.5 percent). The Black population decreased by 28.2 percent, leading to a decrease of 4.4 percentage points over time in the racial distribution. During this time, Not Hispanic Blacks experienced a population loss of 30.9 percent, or 2,394 Not Hispanic Blacks, and Hispanic Blacks experienced a sizable gain of 94.7 percent, adding 161 Black Hispanics over the time period. The Hispanic ethnic group experienced a population increase of 7.2 percent over time, leading to a proportion change of 1.7 percentage points.

Another method of evaluating these statistics in order to fully understand Brookhaven’s racial and ethnic diversity is to examine race by ethnicity data. In the following analysis, racial and ethnic distribution is presented utilizing the two ethnic groups, Hispanic or Latino and Not Hispanic or Latino, and providing a breakdown by race of those by ethnic group. The advantage of this method is that change over time can be understood more clearly with no groups overlapping the others. According to the U.S. Census Bureau, minority is defined as “people who reported their ethnicity and race as something other than non-Hispanic White alone in the decennial census.” Several federal agencies subsequently identify target population groups along these lines. For example, the Centers for Disease Control and Prevention defines “racial and ethnic minority populations” as Asian American, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander, and American Indian and Alaska Native. Thus, in the following assessment of Brookhaven’s racial and ethnic diversity, the majority group is White, Not Hispanic, which is compared to the proportion of this racial and ethnic group in comparison communities as well as to the proportions of recognized minority groups, including the Hispanic ethnic group.

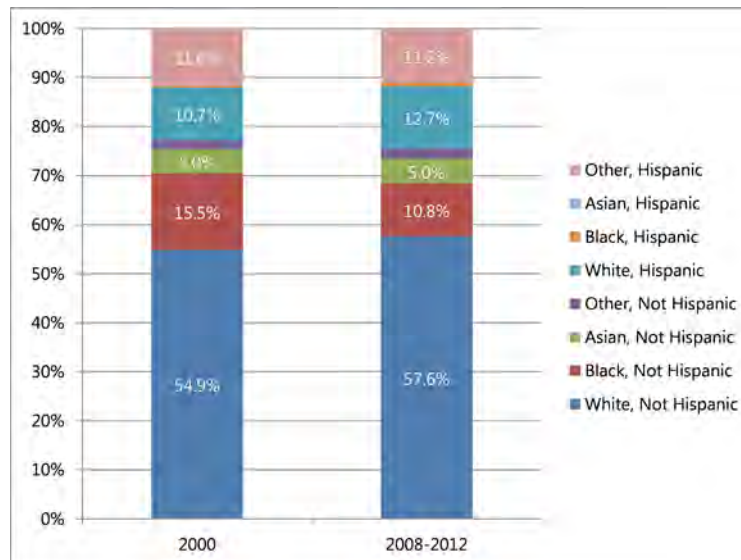
For context, the United States is headed towards “majority-minority” status, which, according to U.S. Census Bureau projections, is anticipated to occur for the first time in 2043. Between 2002 and 2012, the national population grew by over 25 million people; within that growth, non-Hispanic whites accounted for less than four percent. Brookhaven’s majority population increased by 4.5 percent from 2000 to 2012, and its Hispanic population grew by 7.2 percent. Brookhaven, unlike national trends, is not diversifying though, due to population loss of 31 percent of the city’s non-Hispanic Black residents over that time period. With these dynamics, Brookhaven is less diverse than the metro and the state—57.6 percent of residents are non-Hispanic Whites, compared to 50.8 percent metrowide, and 55.8 percent statewide. Brookhaven does have a higher percentage of Hispanic (a total across races of 24.5 percent) and non-Hispanic Asian (5.0 percent) residents than its peer cities.

Figure A.2-23: Racial and Ethnic Distribution, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

Figure A.2-24: Change in Racial and Ethnic Distribution Over Time, Brookhaven



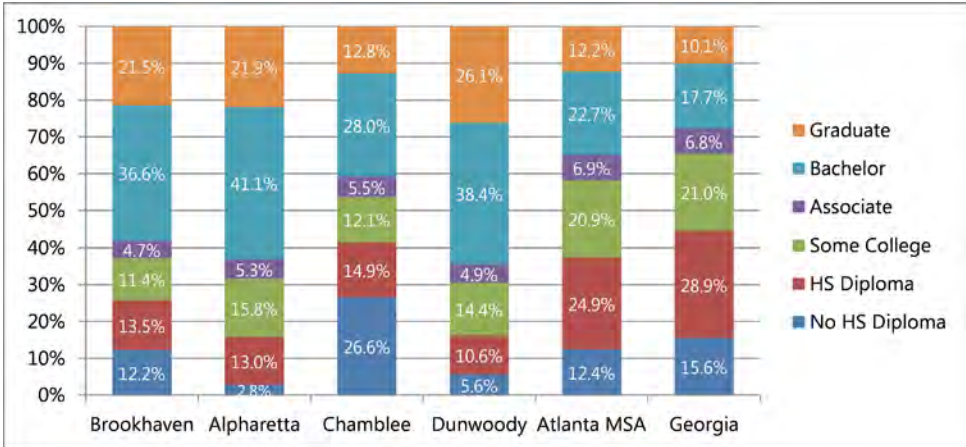
Source: U.S. Census Bureau, 2000 Decennial Census and 2008-2012 American Community Survey

EDUCATIONAL ATTAINMENT

Education and income are inextricably linked. Earnings data from the Bureau of Labor Statistics indicates that nationally, in 2012, the median weekly earnings of holders of bachelor’s degree or higher were, on average, more than 1.3 times higher than the median of all workers. Further, workers with post-secondary degrees had lower unemployment rates than the average for all workers. The following chart shows the distribution of levels of educational attainment for Brookhaven and its comparison

geographies. Brookhaven is undeniably competitive in terms of educational attainment—58.1 percent of Brookhaven adults over the age of 25 hold at least a bachelor’s degree, compared to 34.9 percent of adults in the Atlanta metro, and 27.8 percent statewide; however, Brookhaven lags behind Alpharetta (63.1 percent) and Dunwoody (64.5 percent), which both also have substantially lower percentages of adults without at least a high school diploma.

Figure A.2-25: Educational Attainment, 2008-2012

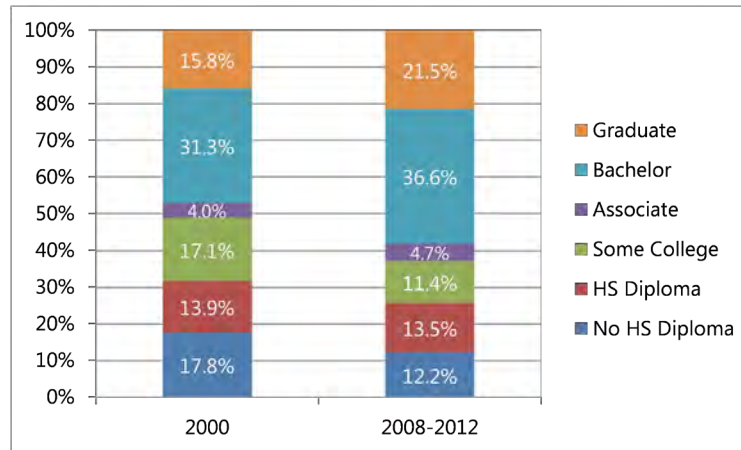


Source: U.S. Census Bureau, 2008-2012 American Community Survey

Over time, Brookhaven has attracted many newcomers with college training—from 2000 to 2012, the proportion of total population with only a bachelor’s degree increased by 5.3 percentage points and the proportion with a graduate degree increased by 5.6 points. Over the same time period, the proportion of adults in Brookhaven without a high

school diploma decreased from 17.8 percent to 12.2 percent, and the proportion of adults who started but **did not complete college** decreased from 17.1 percent to 11.4 percent. In-migration data reveals that 63.1 percent of new residents who moved to Brookhaven from outside of DeKalb County between 2008 and 2012 had at least a bachelor’s degree.

Figure A.2-26: Change in Educational Attainment Distribution Over Time, Brookhaven



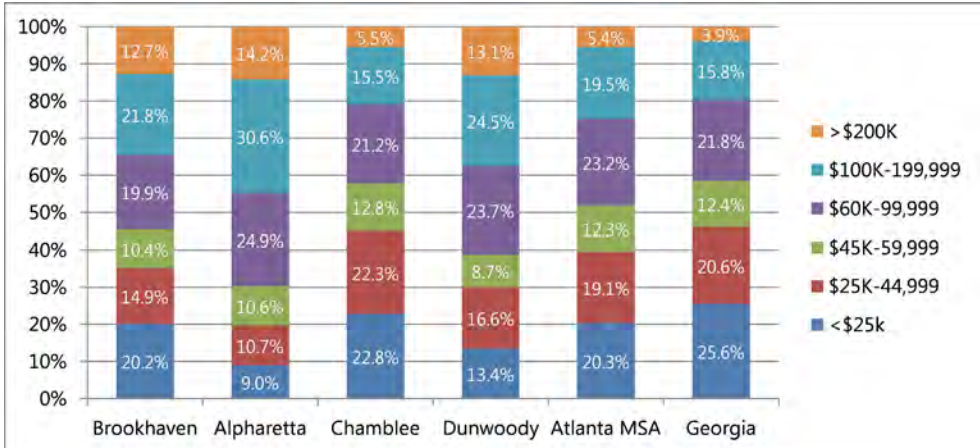
Source: U.S. Census Bureau, 2000 Decennial Census and 2008-2012 American Community Survey

HOUSEHOLD INCOME

Communities with high levels of educational attainment generally also have high income levels. As shown in the following chart, Brookhaven’s household income distribution reveals that many of its residents are doing well. Between 2008 and 2012, over a third of all households in Brookhaven (34.5 percent) have incomes of \$100,000 and greater, compared to 21 percent of Chamblee households, one quarter of metro Atlanta households, and 20 percent of Georgia

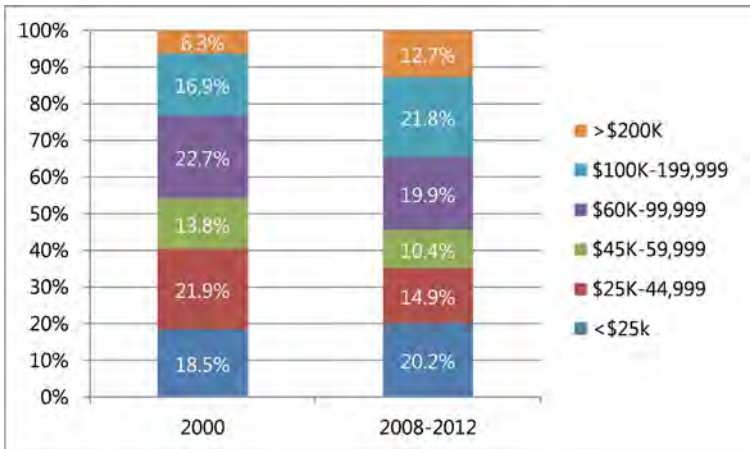
households. Alpharetta and Dunwoody, much wealthier communities in the metro, surpass Brookhaven in this proportion, as shown in the following chart. Brookhaven’s proportion of these top-tier income brackets has grown since 2000. Over the time period, the percentage of households with incomes greater than \$200,000 increased by 6.4 percentage points and the percentage of those bringing in \$100,000 to \$199,999 increased by 4.9 points.

Figure A.2-27: Household Income Distribution, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

Figure A.2-28: Change in Household Income Distribution Over Time, Brookhaven



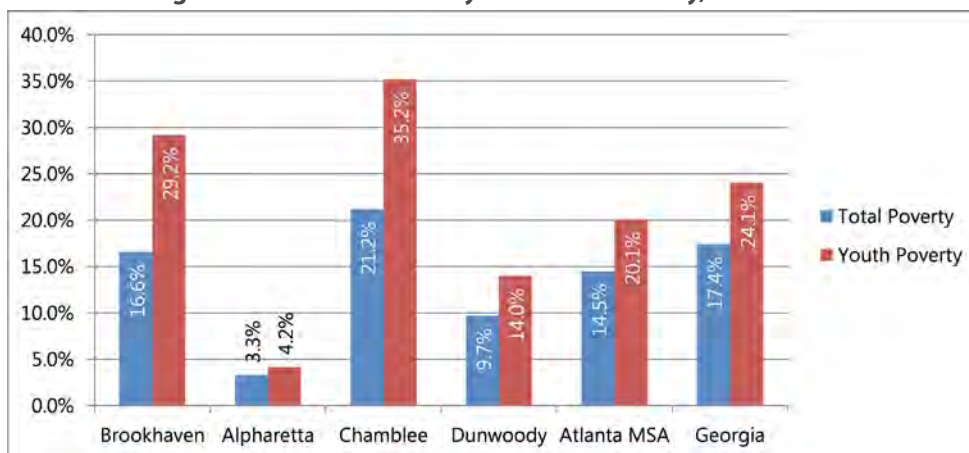
Source: U.S. Census Bureau, 2000 Decennial Census and 2008-2012 American Community Survey

However, the proportion of Brookhaven households in the lowest income bracket has increased as well. In 2000, 18.5 percent of households had incomes less than \$25,000. The most recent data reveals that the proportion is 20.2 percent, with 405 additional households in this bracket. This proportion is on par with the metro average of 20.3 percent, yet less than the Georgia average of 25.6 percent. When examined alongside peer cities, Brookhaven's percentage of households in this income bracket is just under Chamblee (22.8 percent) and much greater than Alpharetta (9.0 percent) and Dunwoody (13.4 percent). Poverty statistics provide further insight: in 2013, the federal poverty threshold for a family of four with two children was \$23,624. The following chart provides total poverty and youth poverty rates for Brookhaven and its comparison geographies. Brookhaven's 2008-2012 poverty rate is 16.6 percent, between the metro rate of 14.5 percent and the **state poverty rate of 17.4**. A greater percentage of youth are in poverty in Brookhaven—29.3 percent of residents aged 17 and under are at or below the poverty threshold in Brookhaven, compared to 20.1 percent of youth in metro Atlanta and 24.1 percent

across the state. Similar to household income dynamics, Brookhaven's poverty rates, while slightly **lower than in Chamblee, are significantly greater than in Alpharetta and Dunwoody**. Both total and youth poverty in Brookhaven have increased since 2000.

Overall, these household income dynamics indicate that the city's middle class is dwindling. Over the time period examined, Brookhaven lost households in all middle ranges, a phenomenon that did not occur in the three peer cities examined. The number of Brookhaven households with incomes between \$25,000 and \$44,999 decreased by 31.1 percent, those between \$45,000 and \$59,999 decreased by 23.3 percent, and those between \$60,000 and \$99,999 decreased by 11.3 percent. Meanwhile, households with incomes over \$200,000 increased by 103.9 percent, those with incomes between \$100,000 and \$199,999 increased by 30.3 percent, and households at the lowest end—less than \$25,000—increased by 10.5 percent. The City will need to ensure that families in middle ranges are not sliding into the lowest bracket while providing access to quality jobs to help families move up from the lowest bracket.

Figure A.2-29: Total Poverty and Youth Poverty, 2008-2012



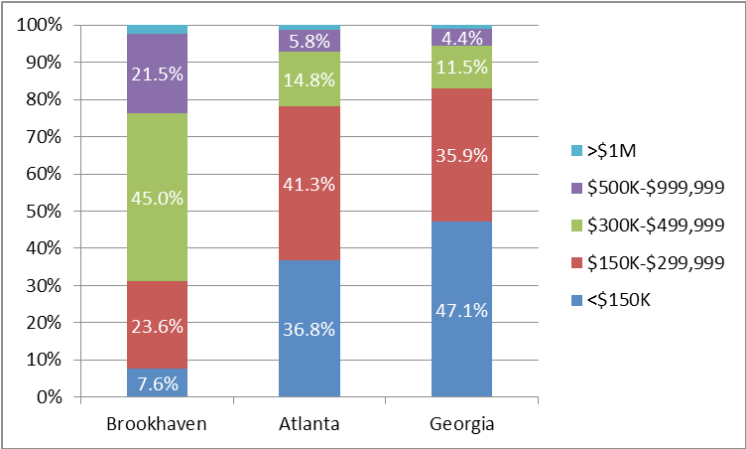
Source: U.S. Census Bureau, 2008-2012 American Community Survey

HOUSING STATISTICS

Renting is more prevalent in Brookhaven than in its peer cities. The homeownership rate in the city is 48.8 percent, compared to 66.4 percent in the region and 66.0 percent in Georgia. Residents who have purchased homes in the city have high-value homes: 68.8 percent of owner-occupied homes in Brookhaven are valued at \$300,000 and greater. In Atlanta, only 21.9 percent of owner-occupied homes are valued at this level, and that percentage is even **lower statewide (17 percent)**. Consistent with income trends, over time, the number of households in homes valued at \$300,000 and greater have dramatically increased while the number of households in homes valued below this threshold has decreased.

Residents who rent their homes pay more for their choice in homes than do the average metro resident or average Georgian—over half (56.9 percent) of Brookhaven renters spend over \$1000 per month in rent, compared to 43 percent metrowide and 32.5 percent statewide. However, this should not be interpreted as a negative occurrence. Residents in Brookhaven are more able to afford their higher rent apartments and homes than their counterparts. The U.S. Department of Housing and Urban Development has determined that families spending over 30 percent of income on housing are cost burdened and may have trouble being able to pay for other necessities. Just over 44 percent of households in Brookhaven dedicate over 30 percent of their income on rent, while 53 percent of regional and state households are spending more than the accepted threshold on rent.

Figure A.2-30: Value of Homes, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

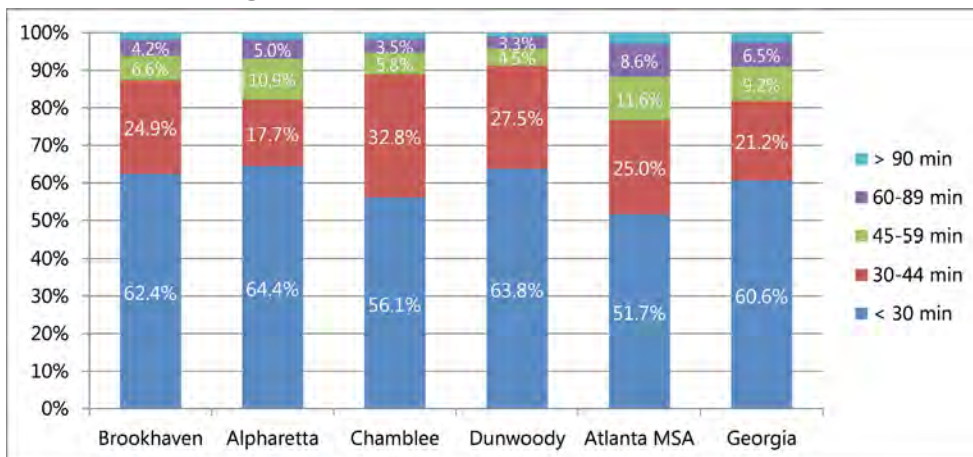
COMMUTE PROFILE

The Atlanta metro region is known nationally for the amount of time residents spend in their cars traveling to work. In the 2012 Urban Mobility Report by the Texas A&M Transportation Institute, of 101 metros, **Atlanta had the 17th highest Travel Time Index, which measures travel times during rush hour and compares to free-flow periods, and the 10th highest Commuter Stress Index.** It is estimated that Atlanta commuters experience 68 hours, or close to 3 days, of delay navigating rush hour traffic annually.

Brookhaven residents enjoy more time off the highways than the average metro or Georgia resident—only 37.6 percent of working residents spend more

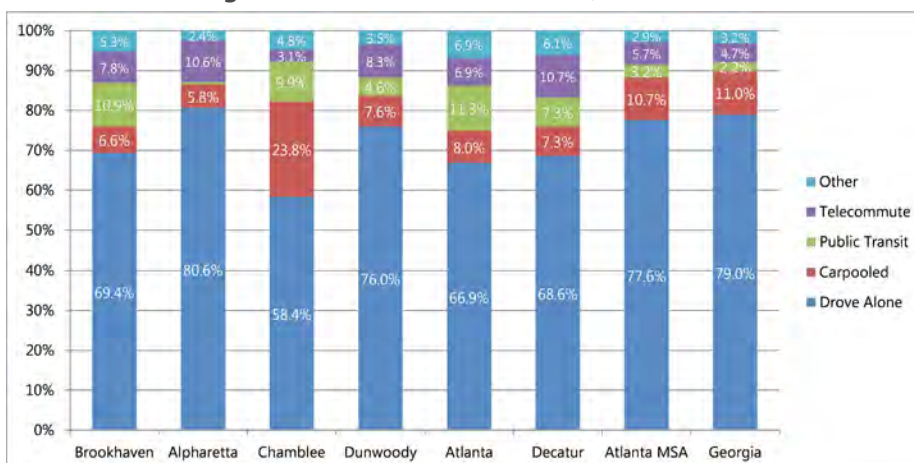
than 30 minutes traveling to work, compared to 48.3 percent of metro Atlanta workers and 39.4 percent of all Georgia workers. Brookhaven’s MARTA access is an **asset, as evidenced by the significantly larger percent of working residents (10.9 percent) who use public transportation to get to work,** compared to the metro average of 3.2 percent and the state average of 2.2 percent. This percentage is only slightly less than the percentage of commuting residents using MARTA in the City of Atlanta (11.3 percent) and higher than those in the cities of Chamblee (9.9 percent), Decatur (7.3 percent), Dunwoody (4.6 percent), and Alpharetta (0.6 percent).

Figure A.2-31: Travel Time to Work, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

Figure A.2-32: Mode of Commute, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey

A.2.5. Housing

This section provides a baseline analysis of Brookhaven’s existing housing stock, resources, and trends. **Taking housing stock into account is important because of its long-term influence on the outcomes within a community.** The housing stock influences the population that chooses and can afford to live in a community, the overall characteristics of a community’s population, and resulting investment decisions made by the private sector. The housing types and price points provided, along with the zoning, subdivision, and development regulations that control them, influence the opportunities for housing change over time.

In Brookhaven, housing plays a particularly important role because the city is highly residential in character; **roughly 72 percent of the City’s overall land use is housing.** Housing types, occupancy status, housing condition, and costs are considered as well as the special housing needs, jobs housing balance, and lifelong communities housing options.

Data sources include the U.S. Census Bureau, the DeKalb County Consolidated Plan, the City of Brookhaven, and State of Georgia agencies.

HOUSING TYPES AND MIX

The residential uses in the city take on a variety of forms, including single family homes, stand-alone multi-family developments, and multi-family as a component of mixed use developments. As of the 2010 Decennial Census, There were 22,154 total housing units in Brookhaven (block counts).

Single family neighborhoods dominate the land area in the community; however, multi-family housing is a predominant feature near and along Buford Highway and has a growing presence in the Perimeter Center and Lenox Park areas and along Peachtree Road, Johnson Ferry Road, and Dresden Road, increasingly in the form of mixed-use development, where the **ground floor is occupied by active commercial/office uses that are often made financially successful, in part, by the rooftops above them.**



High density, multi-family housing with commercial on ground floor level, Town Brookhaven.



(Right) Multi-family housing along Buford Hwy; (Center) Established housing in northern Brookhaven; (Right) new infill housing near Peachtree Road.

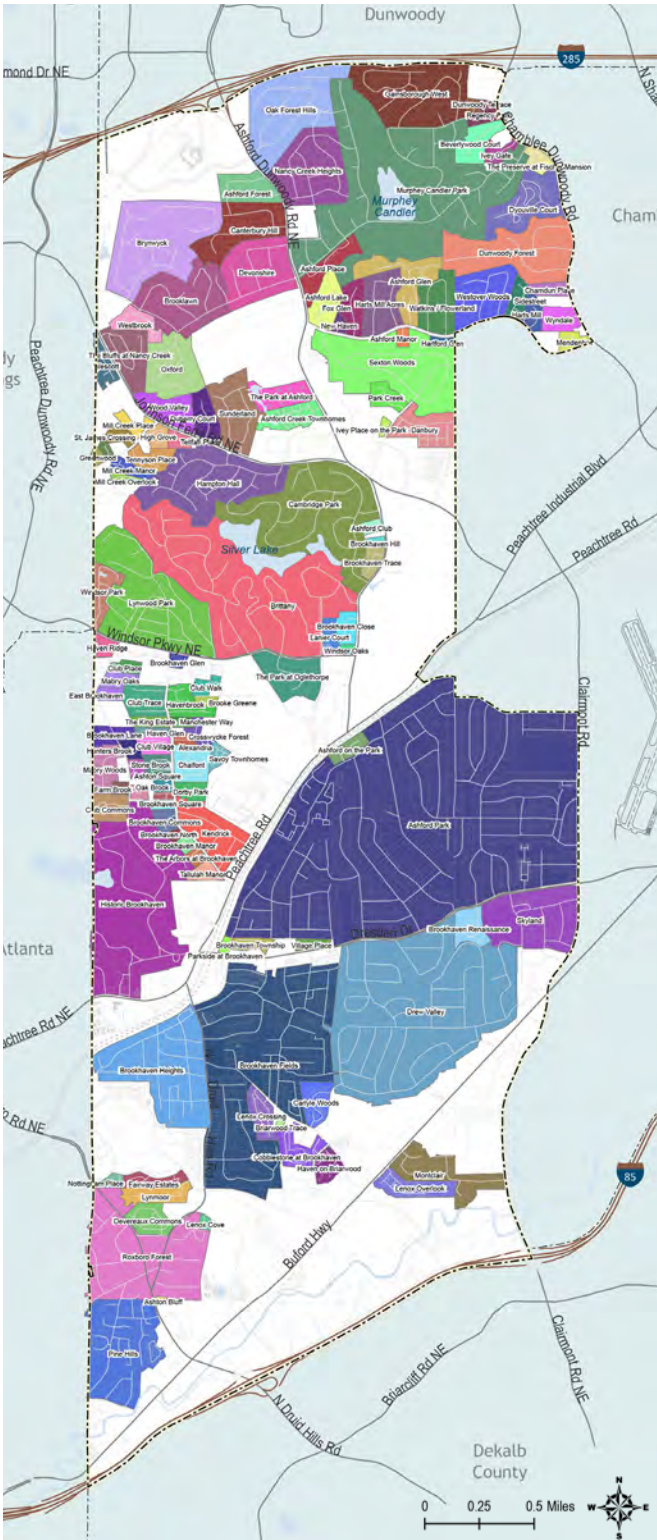
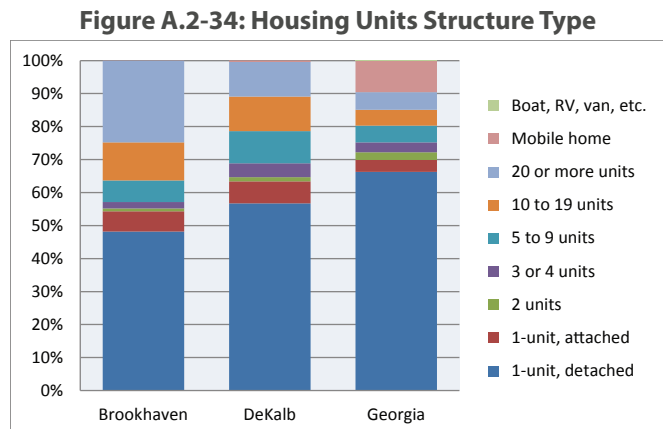


Figure A.2-33: Neighborhoods Map (See larger map in Appendix A.3)

Brookhaven has an estimated 126 single family residential neighborhoods and 66 apartment complexes. Compared to DeKalb County and the State of Georgia, Brookhaven has a notably higher percentage of multi-family units: roughly 45 percent, compared to 35 percent in DeKalb and 18 percent in Georgia.



Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

OCCUPANCY AND CONDITION OF HOUSING

Housing occupancy and condition data can tell quite a bit about a community’s housing needs or lack thereof. Renters can tend to have less “stock” in a community as leases are regularly renewed on an **annual basis and are not financially tied to the land in the long-term**. As such, renter households are subject to impacts of rent increases or other adverse living conditions and can relatively easily pick up and move, setting aside social connections.

Owner households can create more stability in a **community as owners are financially tied to the property, often because of monthly mortgage payments. Because owners have a long-term financial investment in their housing, they are more likely to be involved in planning and community development decisions in their community, particularly if it is in close proximity to their land.**

Age and vacancy rates may be a sign of undesirable or outdated housing supply and a need for property renovation or redevelopment. They could also be a sign of less competitive economy. In any case, changes in housing conditions, occupancy, and tenure are important indicators of a community’s health and stability and should be monitored.

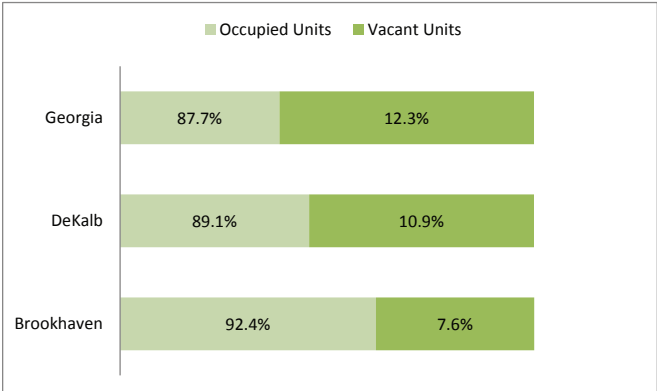
OCCUPANCY

The city has a low housing vacancy rate (7.6 percent) compared to DeKalb County (10.9 percent) and Georgia (12.3 percent), per the 2010 Census. The **low vacancy rate is likely, in part, a reflection of Brookhaven’s strategic location in the metro area, in close proximity to many jobs and major employment centers in Sandy Springs (Medical Center), Dunwoody (Perimeter Center), and Atlanta (Buckhead and nearby Midtown).**

TENURE

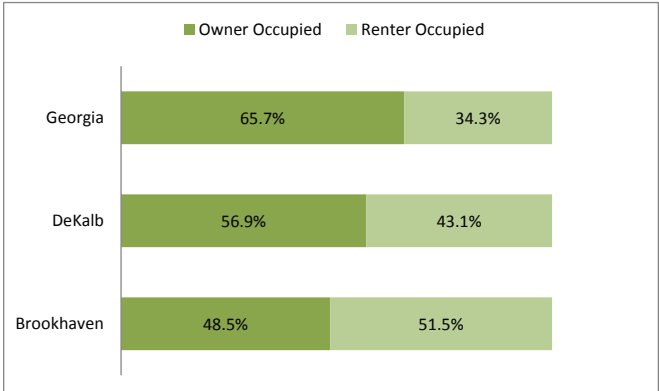
An estimated 49 percent of Brookhaven’s occupied housing units are owner-occupied, compared to a 56.9 percent owner occupancy rate in DeKalb County and **65.7 percent occupancy rate in the State of Georgia.** Considering the City’s demographics and the growing urban nature of Brookhaven, it is not surprising or unexpected that this high of a percentage of the City’s housing stock is rented, compared to the county and state. As new redevelopment occurs, however, the City may wish to encourage development of new varieties of owner-oriented housing opportunities in its activity centers that are envisioned as mixed use areas. This may include products such as townhomes and condominiums.

Figure A.2-35: Housing Occupancy Status



Source: U.S. Census Bureau, 2010 Census. SF1. (2010 Census Tracts)

Figure A.2-36: Housing Tenure



Source: U.S. Census Bureau, 2010 Census. SF1. (2010 Census Tracts)

AGE

Most of the single family housing stock in Brookhaven was built in the 1960s or later; however, the City has a sizeable supply of housing units that could be considered historic (50 years or older, largely in keeping with its original form with no substantial changes). Most notable among these historic units is the Historic Brookhaven neighborhood, located just west of Peachtree Road, south of the Brookhaven MARTA station; it is listed as a historic district on the National Register of Historic Places. This area contains some of the City’s oldest housing structures, built between 1920 and 1940. The Ashford Park, Drew Valley, and Roxboro Heights neighborhoods have a sizeable number of units built between 1940 and 1960. These properties now qualify in the 50 year historic range and may be worthy of greater protection of character.

Additional housing age characteristics include the following:

Infill housing, the building of new housing or major refurbishing or reuse of existing homes within established neighborhoods, is a dominant trend in Brookhaven. As shown in Figure A.2-39, infill housing is playing a notable role in the neighborhoods in and around Peachtree Road in particular.

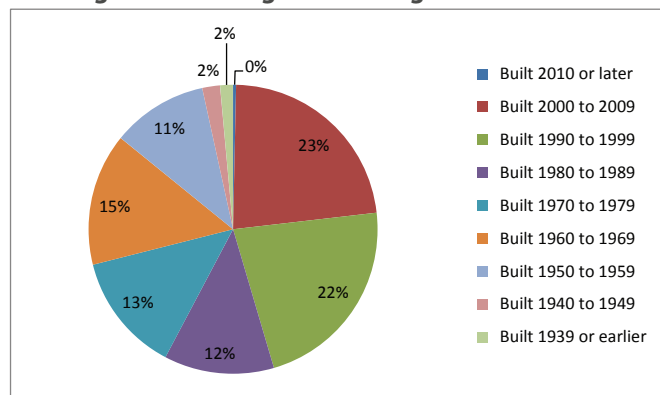
Currently there are no local ordinances that protect the demolition or major adjustments to historic properties in the city. The City of Brookhaven may want to consider completing a historic resources survey and establishing protective policies to preserve this historic housing stock in the city. This analysis **could be further considered alongside infill housing concerns in the community.**

Figure A.2-37: Year Structure Built

Year Structure Built	Brookhaven	DeKalb	Georgia
Built 2010 or later	0.34%	0.20%	0.30%
Built 2000 to 2009	22.84%	17.70%	22.10%
Built 1990 to 1999	22.27%	14.40%	21.20%
Built 1980 to 1989	12.30%	17.60%	17.90%
Built 1970 to 1979	13.31%	17.80%	14.70%
Built 1960 to 1969	14.80%	15.00%	9.40%
Built 1950 to 1959	10.73%	10.40%	6.60%
Built 1940 to 1949	1.98%	3.30%	3.10%
Built 1939 or earlier	1.44%	3.60%	4.80%

Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

Figure A.2-38: Age of Housing in Brookhaven



Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

CONDITION

Housing conditions in the city vary. While many neighborhoods have seen major reinvestments in housing stock, a mix of different levels of quality remain in the community. In older neighborhoods, some original structures require either a major renovation or may be appropriate for redevelopment.

The largest difference in housing condition applies to older apartment complexes in the southern portion of the city when compared to single family and multi-family developments elsewhere. The City is currently completing an analysis of its apartment stock to ensure safe living environment that meets the Life Safety Code (completion expected late 2014). Conversations with the City of Brookhaven indicate **that they have identified more than one multi-family development that has exceeded its healthy life and is in need of major renovations or should be considered unfit for occupation. These same units are also some of the most affordable in the city, which introduces the potential need to consider replacement housing development to ensure, should the developments be demolished, sufficient affordability in the community.** Additional discussion of housing affordability is provided on the next page.

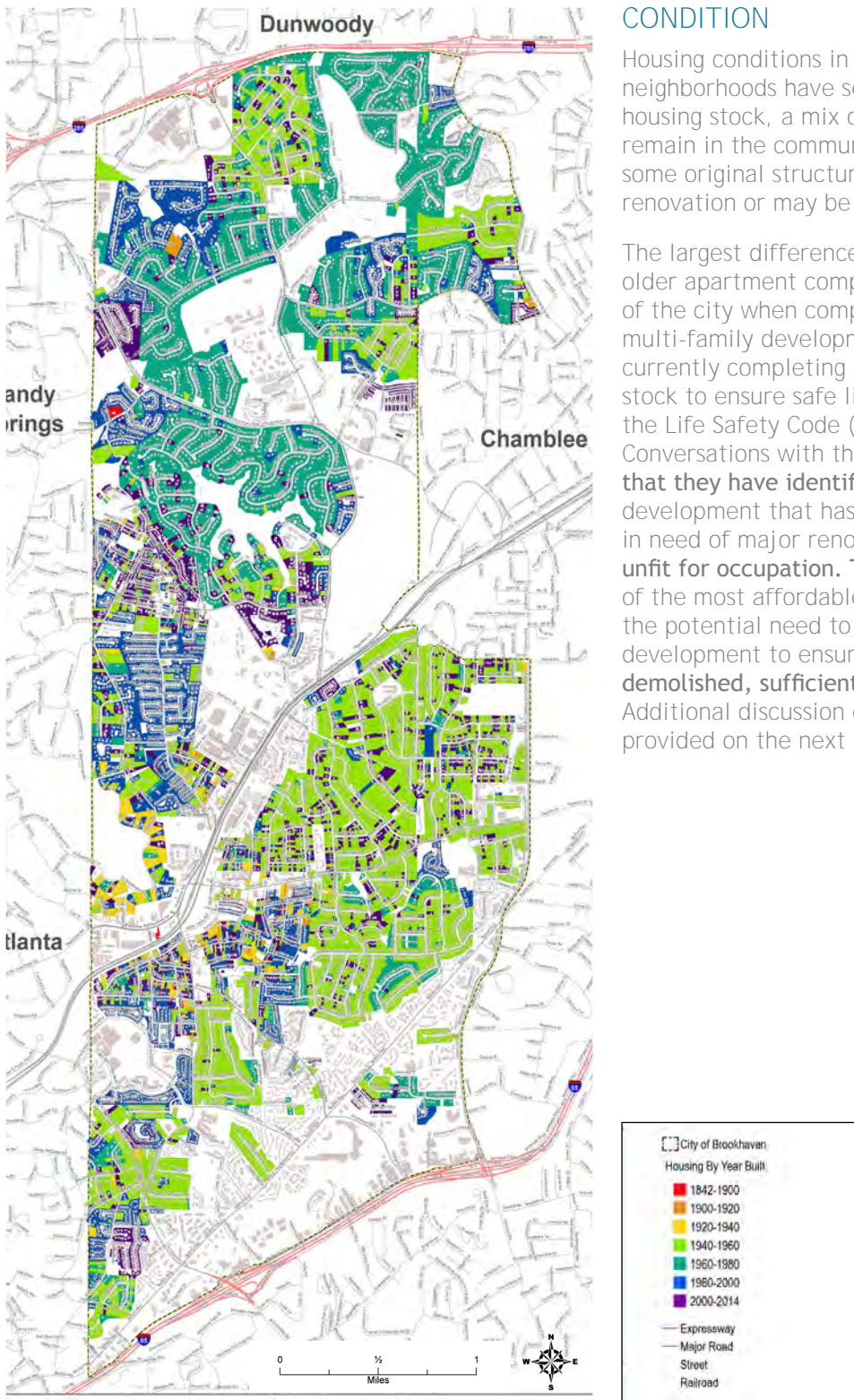
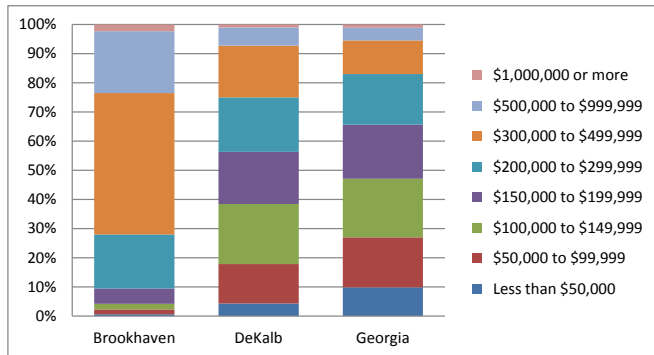


Figure A.2-39: Single Family Residential Structures by Year Built Map (See larger map in Appendix A.3)

HOUSING COSTS

The cost of single family housing in Brookhaven is **relatively high: over 70 percent of owner occupied** housing units in Brookhaven are valued at \$300,000 or more, this is a noticeably higher than average costs in DeKalb County and the State of Georgia. Rental data from the Census indicates that **71 percent of Brookhaven renter households** are spending \$1000 or more per month on for gross rent; this is quite a bit higher than the 45 percent and 32 percent paying this much for rent in DeKalb County and Georgia, respectively.

Figure A.2-40: Value of Owner Occupied Housing Units



Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

Cost-Burdened Households

“Cost burdened” for the purpose of this analysis is when a household pays more than 30 percent of its income on housing costs. This is a long-held income standard for housing affordability dating back to the **U.S. National Housing Act of 1937 and modified over time** based on changing conditions to the current **30 percent**. This means that **70 percent of income** can be spent on discretionary spending.

An estimated 40 percent of renter households in Brookhaven are paying more than 30 percent of household income on housing. This figure includes contract rent plus all utilities. The data indicates that there is an under-supply of desirable, affordable rental housing for those that are residing in the Brookhaven community. It should be noted that cost burdened renter households are even greater in DeKalb County and the state.

As indicated in Figure A.2-42, roughly 32 percent of Brookhaven homeowners (with a mortgage) are spending more than 30 percent of their income on housing costs. This figure is lower than both DeKalb (40 percent) and Georgia (36 percent). While the numbers suggest that housing affordability may be an issue for some existing homeowners in the city, it is

Figure A.2-41: Gross Rent As a Percentage of Household Income

Gross Rent As a Percentage of Household Income	Brookhaven	DeKalb	Georgia
Less than 15.0 percent	15.46%	9.40%	11.10%
15.0 to 19.9 percent	18.70%	10.90%	12.00%
20.0 to 24.9 percent	14.23%	11.70%	12.20%
25.0 to 29.9 percent	11.87%	12.20%	11.60%
30.0 to 34.9 percent	7.98%	9.50%	9.20%
35.0 percent or more	31.75%	46.30%	43.80%

Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

Figure A.2-42: Monthly Owner Costs as a Percentage of Household Income (Households with a Mortgage)

Monthly Owner Costs as a Percentage of Household Income	Brookhaven	DeKalb	Georgia
Less than 20.0 percent	42.37%	32.40%	36.20%
20.0 to 24.9 percent	13.58%	15.70%	16.20%
25.0 to 29.9 percent	12.19%	11.90%	11.90%
30.0 to 34.9 percent	7.30%	8.70%	8.60%
35.0 percent or more	24.56%	31.30%	27.10%

Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

likely that many of these homeowners are making a much large income and as such many still likely have **sufficient leftover funds to comfortably live.**

JOBS-HOUSING BALANCE

Jobs housing balance is a planning tool that can be used by local governments to determine if there is a healthy ratio of housing and jobs in a community. A good ratio of roughly 1.0 allows 1) for residents to have a choice to work in the same community and 2) for a community’s workers to also have a choice to live in that community. The jobs-housing balance can be measured by comparing the number of jobs against the number of households within a community since not all household members work or need to work.

Brookhaven has 21,102 households and greater **Brookhaven has roughly 76,079 jobs.** When these numbers are compared, there are roughly 3.6 jobs per every household in Brookhaven. It is not a perfect measure, but the number suggests that Brookhaven residents are well positioned to access jobs.

Considering the jobs/housing balance includes determining whether the types of jobs in a community align with the skillsets and training of the people that live there. We know from the baseline conditions analysis of economic development that Greater Brookhaven has a variety of job opportunities, ranging from higher paying professional, information, **and finance jobs to mid-range paying government** educational, manufacturing, and construction jobs, to lower paying retail, social assistance, and food services jobs. Please see Appendix A.2-4 for greater consideration of the area’s economic opportunities.

HOUSING NEEDS OF SPECIAL POPULATIONS

Is housing stock accessible to special populations, including elderly, disabled, and lower income households? This is an important consideration of the Comprehensive Plan and has implications for the long-term livability and diversity of Brookhaven.

DeKalb County Consolidated Plan

As an Entitlement Community (county of over 50,000 people), DeKalb County is responsible for maintaining and regularly updating a consolidated plan to be eligible for funding through the U.S Department of Housing and Urban Development (HUD) Community Planning and Development formula grant programs.

The DeKalb County Consolidated Plan addresses special needs housing for the entire county, including Brookhaven and other municipalities, and coordinates **HUD grant funds to address identified needs.** The Consolidated Plan was led by the DeKalb County Human and Community Development Department and most recently updated in 2014. Its short-term work **program provides a five year action plan for 2014-2018.** The Consolidated Plan plays an important role in determination of where and how funding from the HUD will be spent.

Priority Needs

Several priority needs are identified in the Consolidated Plan that apply to parts of Brookhaven and/or countywide, as identified below.

- Foreclosure Prevention-Education and Counseling (countywide)
- Homebuyer/Homeowner Assistance (countywide)
- Sidewalk, Community Center, and Public Facility (Urban County, Municipalities; and Buford Highway Area, Chamblee and Doraville)
- Affordable Rental Housing Units (countywide)
- Homeless Prevention-Continuums of Care (countywide)
- EEO-Job Creation and Micro-Enterprise Assistance (countywide)
- Housing-Rehabilitation of Single-Family Unit Admin (countywide)
- Support Services/Seniors, Refugees, and Others (countywide)
- Quality Affordable Childcare (countywide)
- Recreational Base Youth Activities (countywide)
- SLE-Demolition of Dilapidated Structures (countywide)
- Administration of HUD Programs (Urban County - municipalities; and Buford Highway Area, Chamblee and Doraville)
- EEO - Revitalization of Commercial Corridors (Buford Highway Area, Chamblee and Doraville)
- SLE - Capacity Building/Training (countywide)
- EEO - Job Training (countywide)

Implementation Funding

As a part of its role leading the countywide Consolidated Plan, DeKalb County administers important implementation funding from HUD, including the following:

- HOME - HOME funds will be used for Acquisition, Homebuyer assistance, Homeowner rehab, Multi-family Rental New Construction, Multifamily Rental Rehab, New Construction for ownership, and TBRA.
- CDBG - CDBG funds will be used to carry out activities related to Acquisition, Administration and Planning, Economic Development, Housing, Public Improvements and Public Services.
- ESG - Emergency Solutions Grant (ESG) funds will be used for Rapid rehousing, Street outreach, Emergency Shelter and Shelter Services, Homeless Prevention, and HMIS activities.
- HOPWA - Housing Opportunities for Persons with AIDS

These funds, particularly the HOME and CDBG grant programs, may provide important funding sources for meeting some of Brookhaven’s special housing and targeted public improvement needs.

Implications for Brookhaven

Brookhaven should work with the County to identify **specific housing and community development needs** that can be addressed through the consolidated plan and respective implementation funds. The County is already providing housing support services to meet many of the special housing needs of county residents, and it would be redundant for the City to duplicate these efforts. However, as a part of the City’s ongoing policy development and zoning work, the City should consider incentives or possibly regulations to preserve or increase workforce housing and other special housing needs in the community.

Meeting Lifelong Communities Housing Needs

A key goal of the Atlanta Regional Commission is lifelong communities, ensuring that all ages and groups can live and prosper in the region’s communities. There are many elements to the Lifelong Communities framework, including promoting housing and transportation options, encouraging healthy lifestyles, and expanding information and access to services. Housing choices for the elderly (and those with special needs) include ensuring that:

- Housing is affordable to those with a mixed income;

Figure A.2-43: Senior Housing Developments in Brookhaven

Facility Name	Address	Units	Services	Details
Safe Haven at Brookhaven	1286 Kendrick Road, 30319	6	Assisted living	Meals, nurses, on-call doctors
Ashford Parkside	3522 Blair Circle NE, 30319	151	Independent living community	Designed for seniors 62 years and older, mixed income
Hearthside Brookleigh	2282 Johnson Ferry Road NE, 30319	120	Independent living community	Designed for seniors 62 years and older, mixed income
Ashford Landing Senior Residences	3522 Blair Circle NE, 30319	117	Independent living community	Designed for seniors 62 years and older, mixed income
Safe Haven at Lenox Park	1137 Lynmoor Drive, 30319	6	Assisted Living	Meals, nurses, on-call doctors



- Housing is visitable and accessible for people with mobility restrictions - this includes zero **step entries, bathrooms on the first floor, and accessible bathrooms and kitchens** that are wide enough for wheel chairs to enter; and
- A variety of appropriate housing options are available, such as independent senior living, nursing homes, assisted living, senior retirement communities, and accessory dwelling units (allowing young and old to live affordably near yet separate from their family).

Figure A.2-43 provides an inventory of senior-oriented housing products in the Brookhaven community. Currently, the City's zoning code does not speak to accessory dwelling units. This is a potential need/opportunity that should be further explored by the Brookhaven community as it pursues and implements new policy.

KEY FINDINGS

The City of Brookhaven's housing stock is well developed yet experiencing many pressures, opportunities, and issues associated with redevelopment and aging housing. While a variety of housing options are available, careful policy decisions will be needed to ensure that Brookhaven continues to be an assessable and livable community for a variety of residents, including its workers, long-term residents, and new comers, seeking a good place to live in proximity to good jobs and schools.

Key findings include the following:

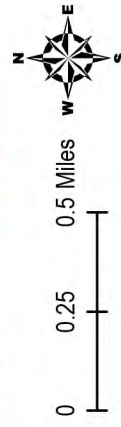
- Brookhaven has a large diversity in its housing types, although this is not balanced throughout the community.
- The city's strategic location near major employment centers and key transportation facilities, including major interstates and MARTA, will likely continue to place high demand on the city's housing supply.
- **Infill single family housing will continue to have** an impact on the character of neighborhoods and may require additional attention, particularly as it relates to the City's zoning and development policies.
- Multi-family housing can continue to play an important role in creating lively, activity nodes like Town Brookhaven and development along Dresden Drive. This housing can play an important role in supporting desirable retail/commercial services in the city.
- Costs of housing are relatively high in Brookhaven. Ensuring a safe supply of accessible and affordable housing should be considered in the City's long-term plan.
- The City should continue to coordinate with DeKalb County and its Consolidated Plan to address and help fund special housing needs in the community.
- The City's zoning and development regulations will ultimately determine the housing options available to community members long-term.

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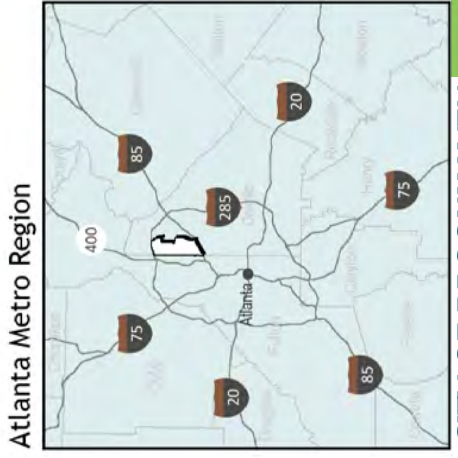
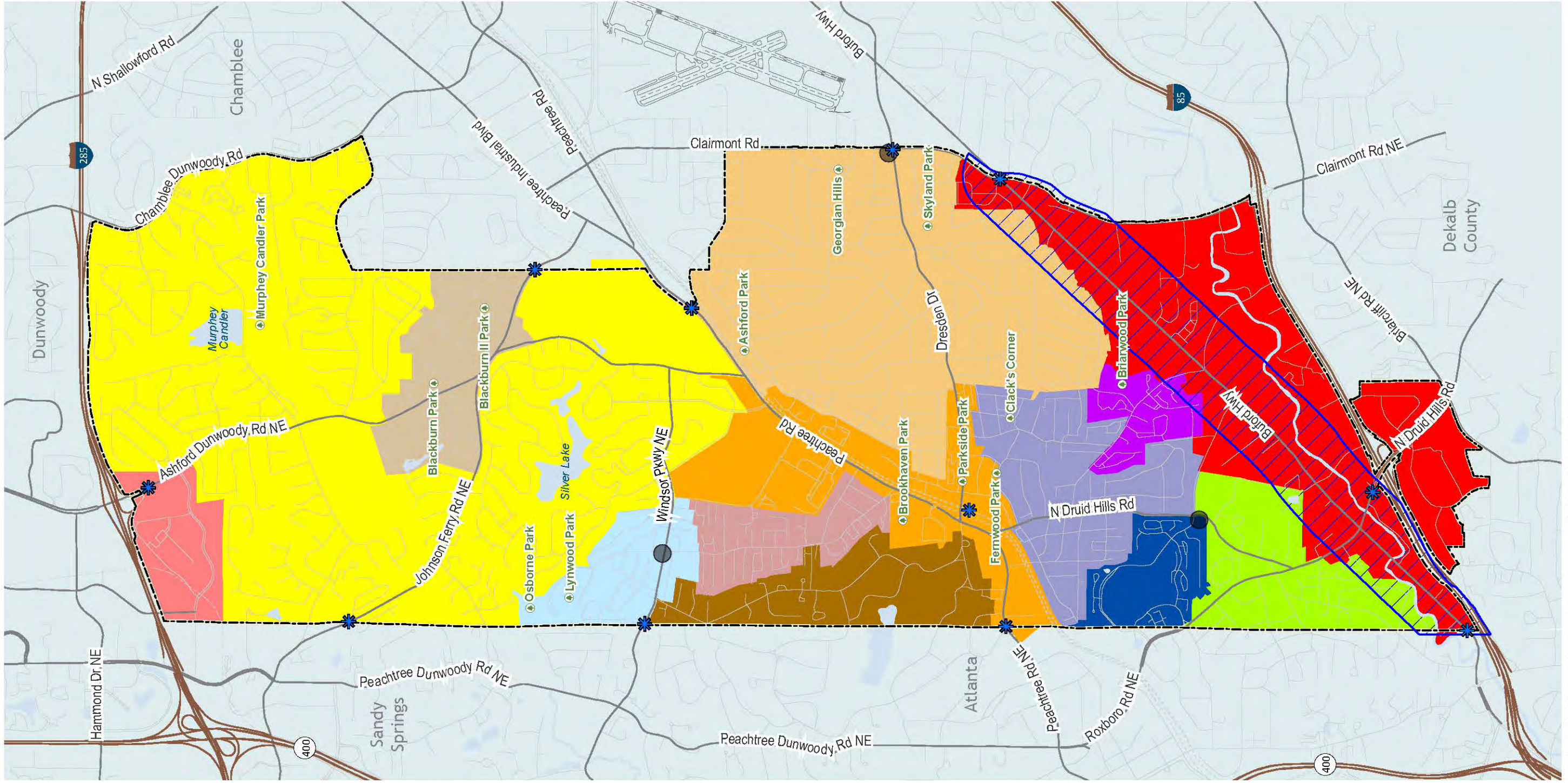
A.3. Map Enlargements

- A.3.1. Character Area Map 1
- A.3.2. Areas Requiring Special Attention Map 3
- A.3.3. Healthy/Active Living Resources Map 5
- A.3.4. Priority Redevelopment Parcels Map 7
- A.3.5. Zoom In of DeKalb County’s Future Development Map 9
- A.3.6. Existing Land Use Map 11
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- A.3.9. Natural Resources Map 17
- A.3.10. Neighborhoods Map 19
- A.3.11. Single Family Residential Structures by Year Built Map 21

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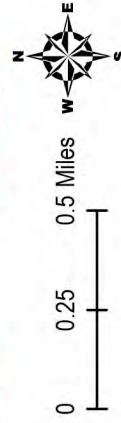
- City of Brookhaven
- Buford Hwy Improvement Plan
- Perimeter Center
- Lakes District
- Blackburn Park Neighborhood Center
- Lynwood Park
- Historic Brookhaven
- Osborne
- Peachtree Corridor Overlay District
- Ashford Park-Drew Valley
- Brookhaven Heights-Brookhaven Fields
- Lenox Park
- Briarwood Park
- Roxboro
- Buford Highway Corridor
- Neighborhood Commercial Target Area
- Gateway Feature
- Waterbody
- Waterline
- Expressway
- Major Roads
- Street
- Railroad



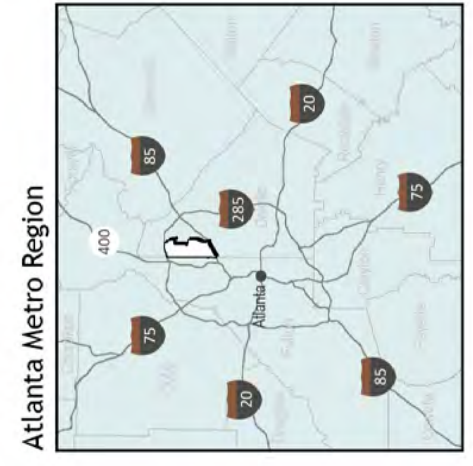
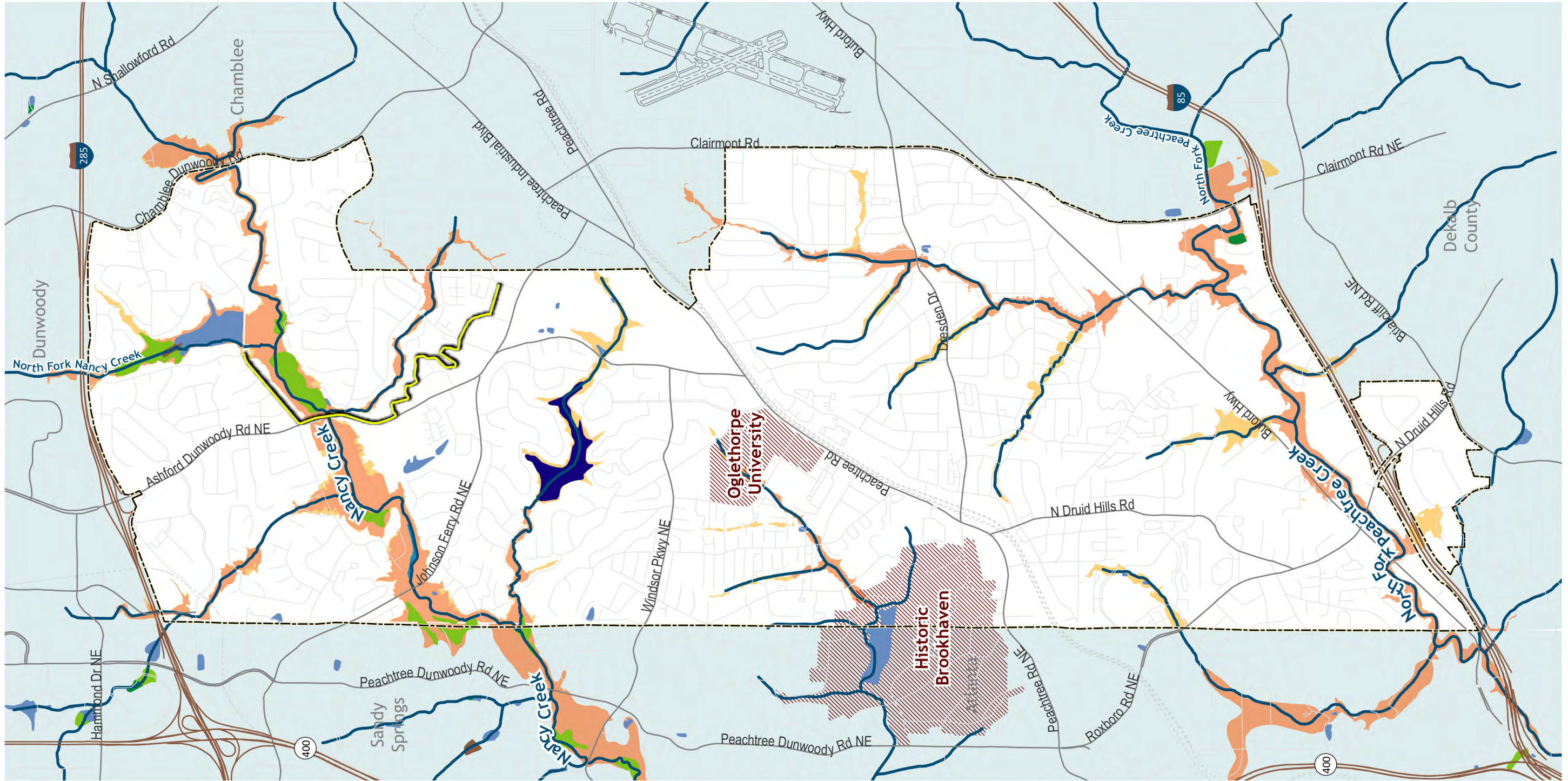
Source: City of Brookhaven IT/GIS Department, April 15, 2014; Annex data added January 8, 2015

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Areas Requiring Special Attention



- City of Brookhaven
- Historic Districts
- 100-Yr Floodplain
- 500-Yr Floodplain
- Rivers / Creeks
- Trail
- Wetlands (DCA):**
 - Freshwater Emergent Wetland
 - Freshwater Forested/Shrub Wetland
 - Freshwater Pond
 - Other Freshwater Wetlands
 - Lake
 - Riverine
- Expressway
- Major Road
- Street
- Railroad



Source: City of Brookhaven IT/GIS Department, April 15, 2014; Annex data added January 8, 2015; Georgia Department of Community Affairs

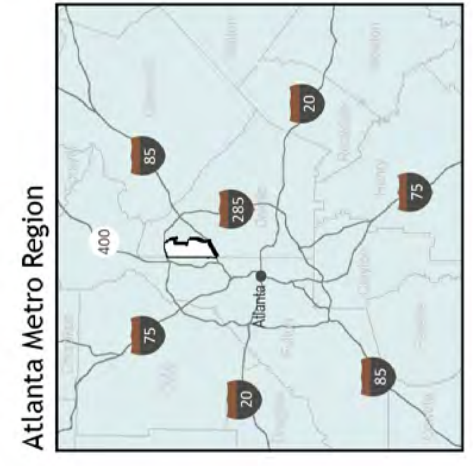
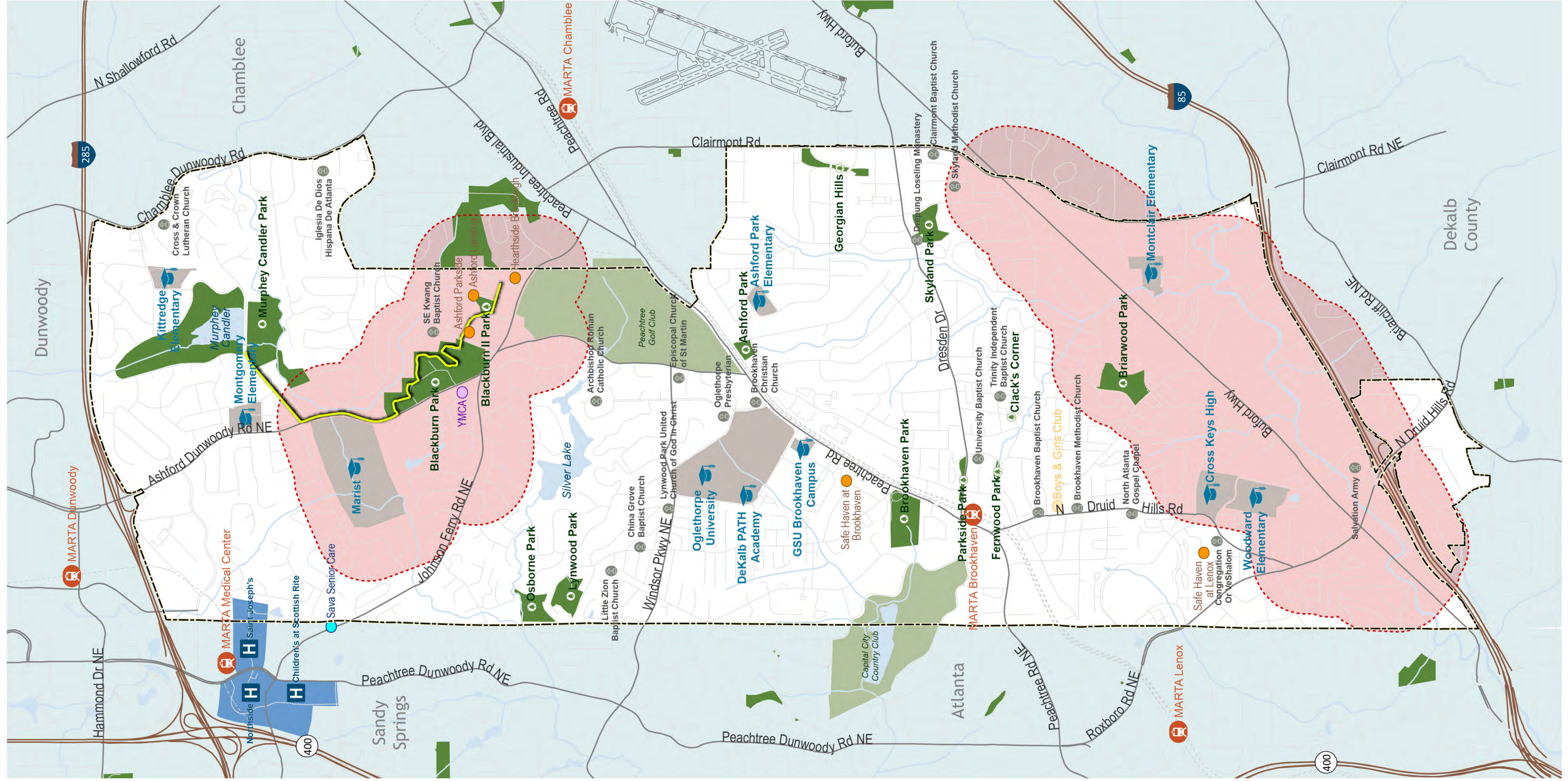


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Healthy/Active Living Resources



- City of Brookhaven
- Hospital
- MARTA Rail Station
- Place of Worship
- School
- School Parcel
- Park
- Trail
- Park Parcel
- Golf Course
- Waterbody
- Master Active Living Plan Boundary
- Wellness District
- Senior Healthcare
- Senior Housing
- YMCA
- Boys & Girls Club
- Waterline
- Expressway
- Major Road
- Street
- Railroad



Source: City of Brookhaven IT/GIS Department, April 15, 2014

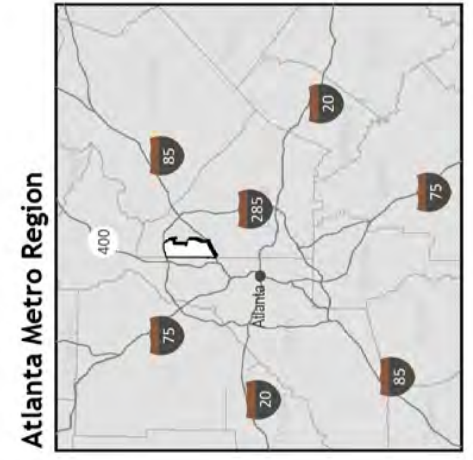
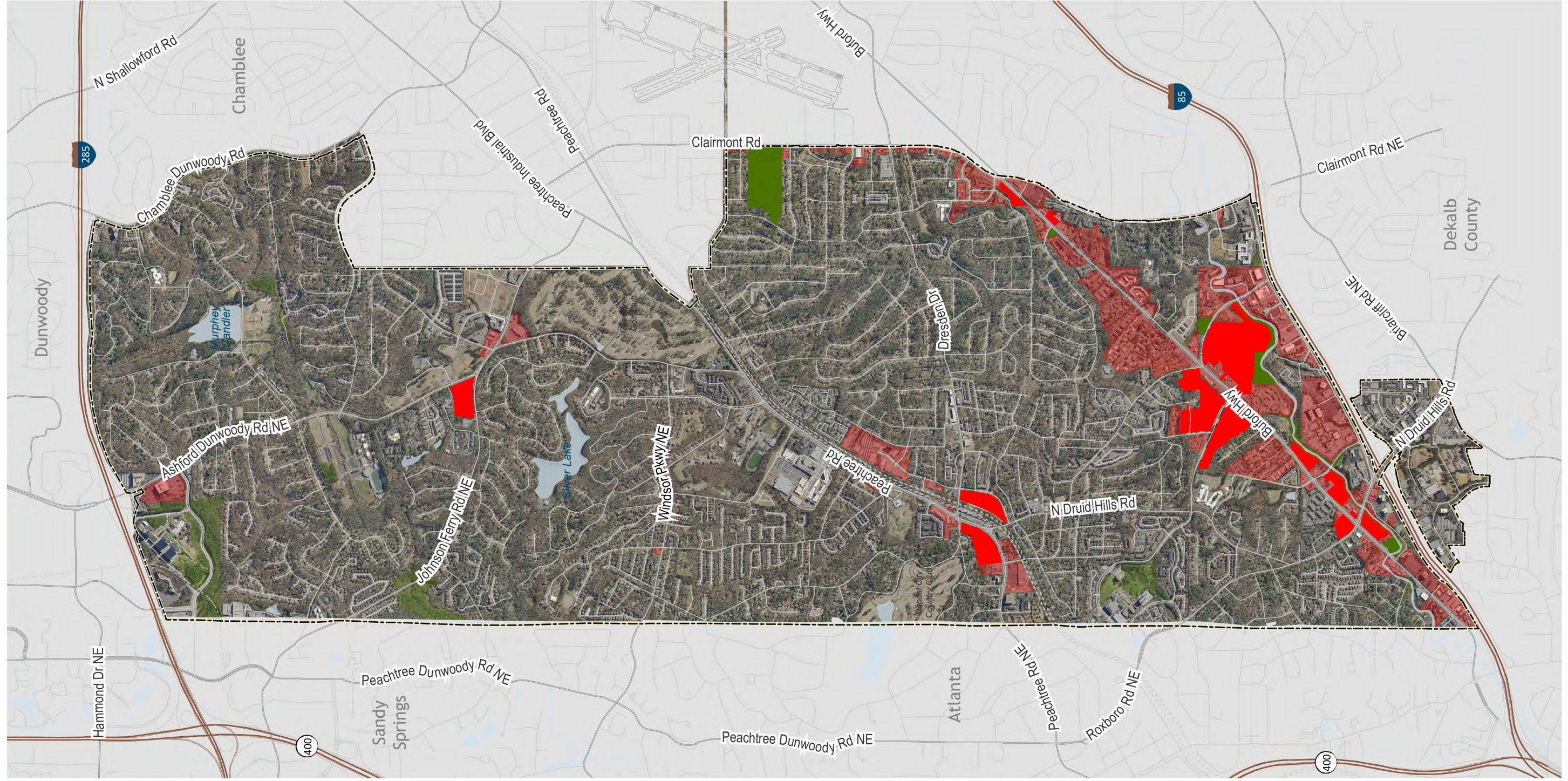


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Priority Redevelopment Parcels

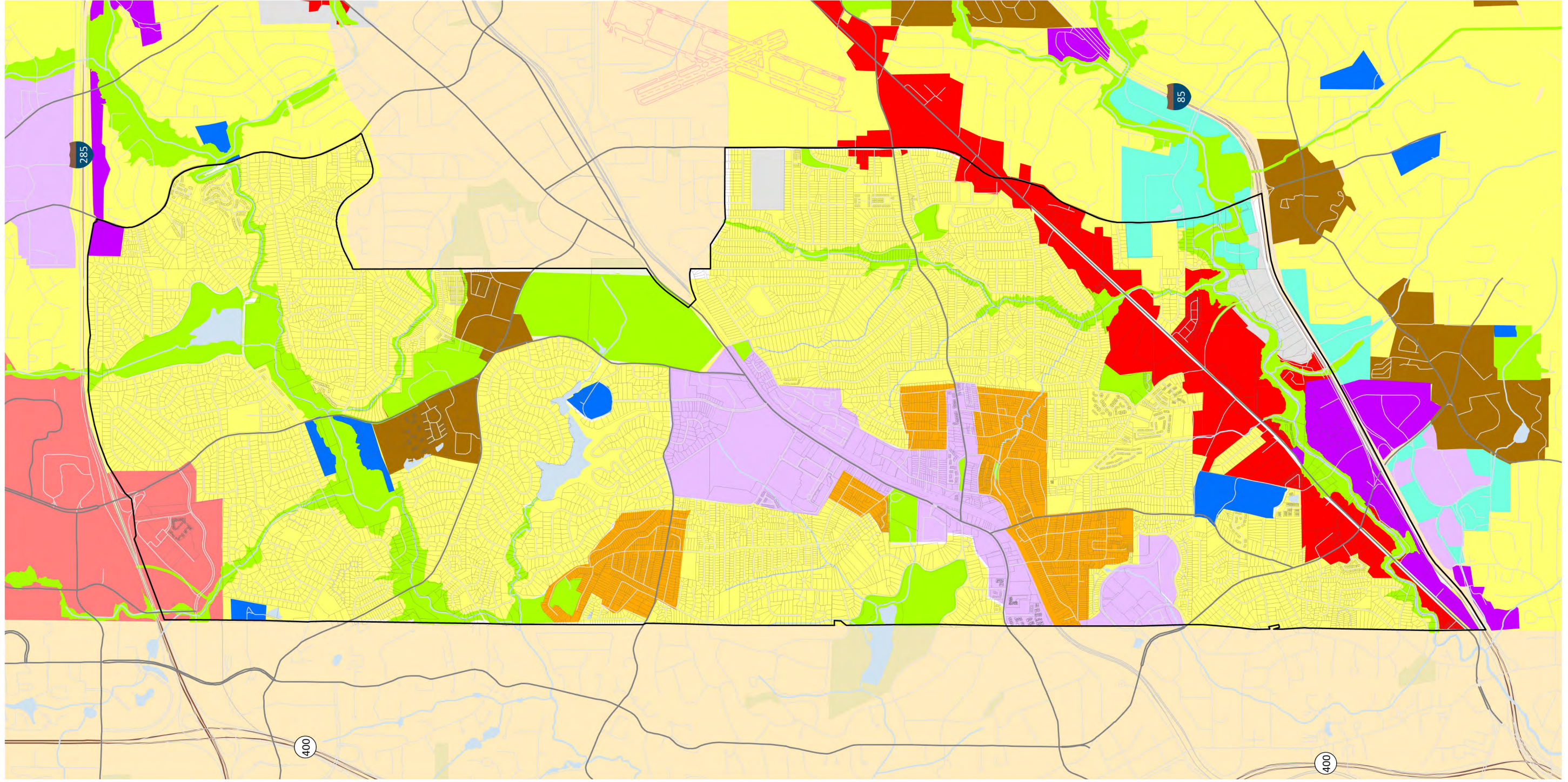


- City of Brookhaven
- Prioritized for Open Space
- Prioritized for Redevelopment
- Prioritized for Open Space Connection
- Vacant Land
- Underdeveloped Land
- Waterbody
- Waterline
- Expressway
- Major Roads
- Street
- Railroad



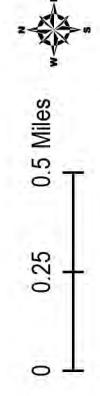
Source: City of Brookhaven IT/GIS Department, April 15, 2014; Annex data added January 8, 2015

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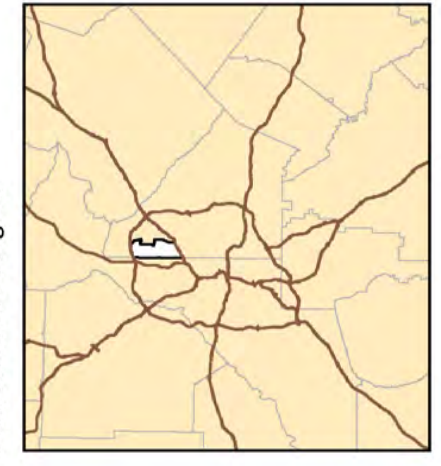
DeKalb County Character Areas

- City of Brookhaven
- Parcel Boundaries
- Suburban Residential
- Neighborhood Center
- Conservation-Greenspace
- Institutional
- Office Park
- Traditional Neighborhood
- Town Center
- Regional Center
- Light Industrial
- Industrial
- Commercial Redevelopment Corridor
- Highway Corridor
- Waterbody
- Waterline
- Major Roads
- Street
- Railroad



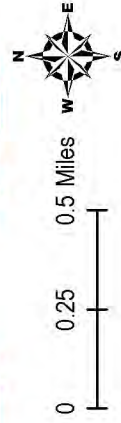
Source: DeKalb County 2011

Atlanta Metro Region

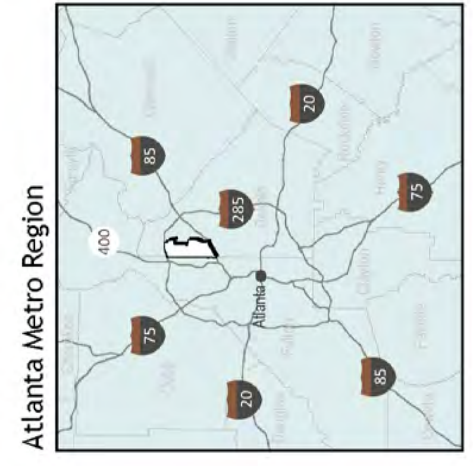
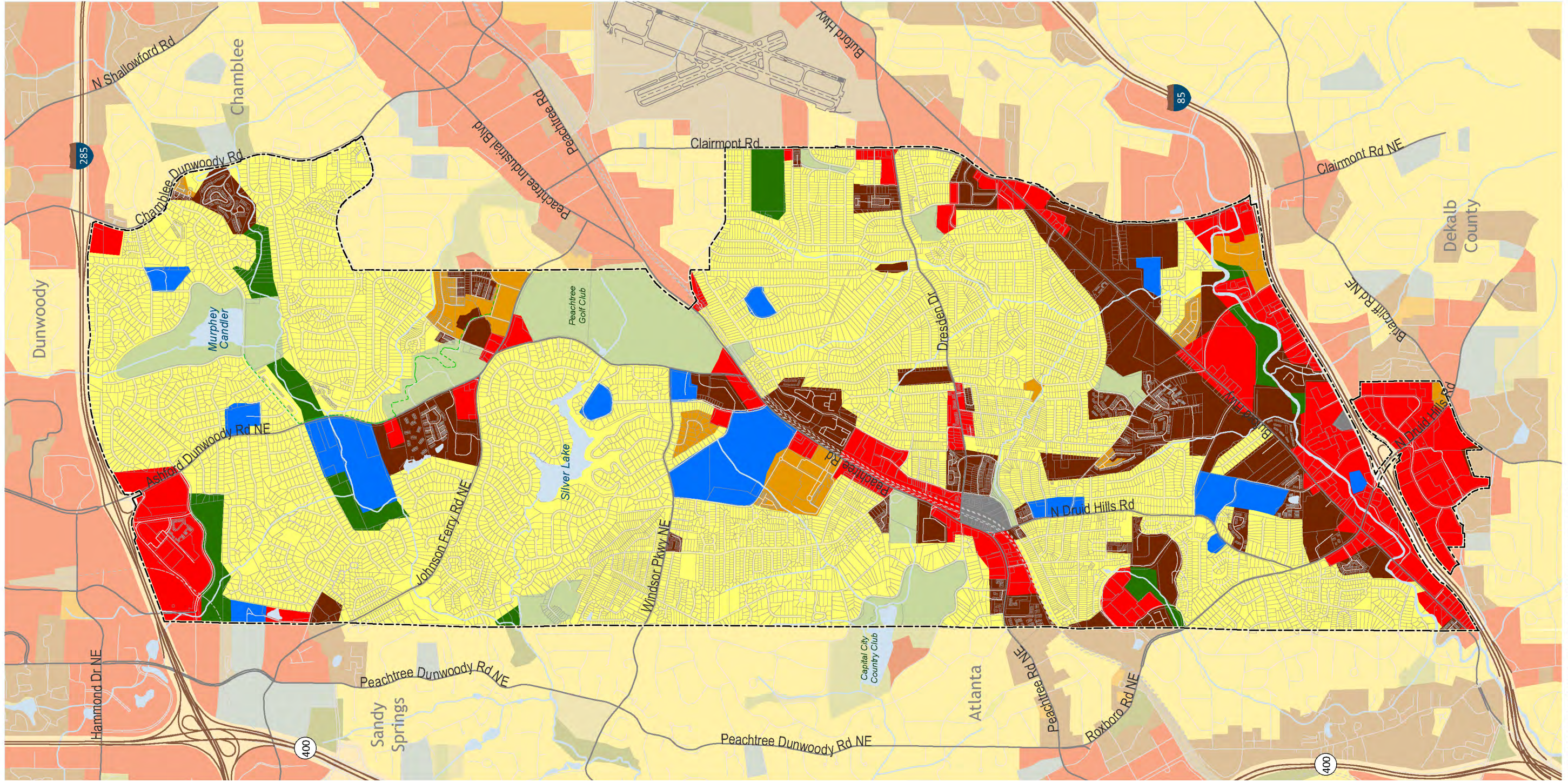


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Existing Land Use



- City of Brookhaven
- Parcel Boundaries
- Forest-Undeveloped
- Park-Recreation-Conservation
- Public-Institutional
- Single-Family Residential
- Multi-Family Residential
- Commercial/Office
- Under-Construction
- Transportation-Communication-Utilities
- Waterbody
- Waterline
- Expressway
- Major Road
- Street
- Railroad



Source: ARC LandPro 2010; City of Brookhaven IT/GIS Department, April 15, 2014

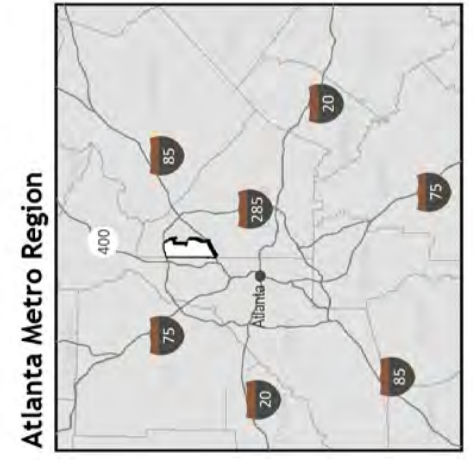
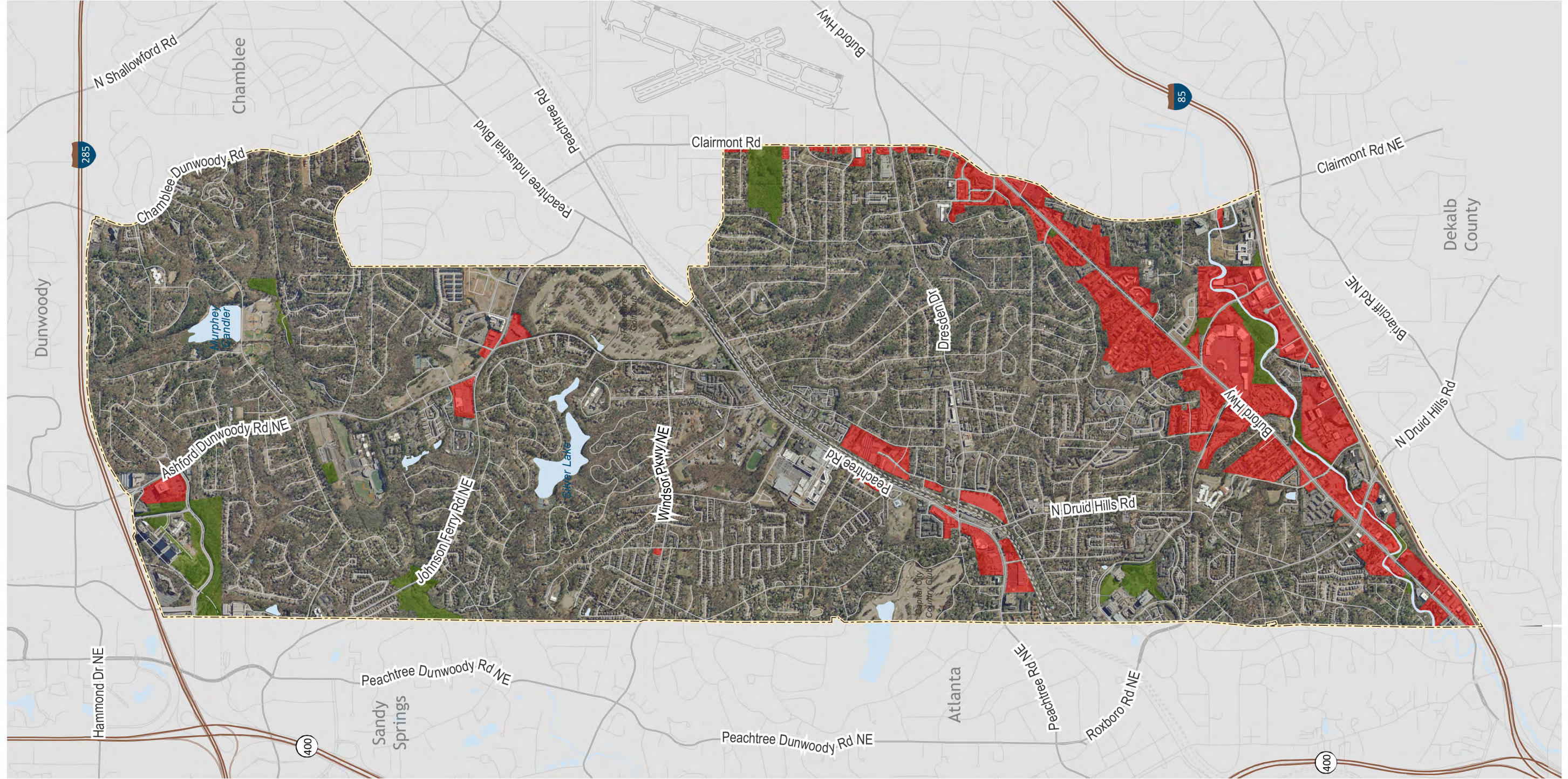


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Vacant and Underdeveloped Land

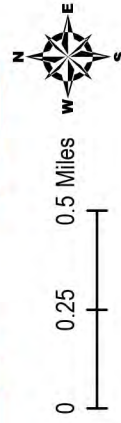


- City of Brookhaven
- Vacant Land
- Underdeveloped Land
- Waterbody
- Waterline
- Expressway
- Major Roads
- Street
- Railroad

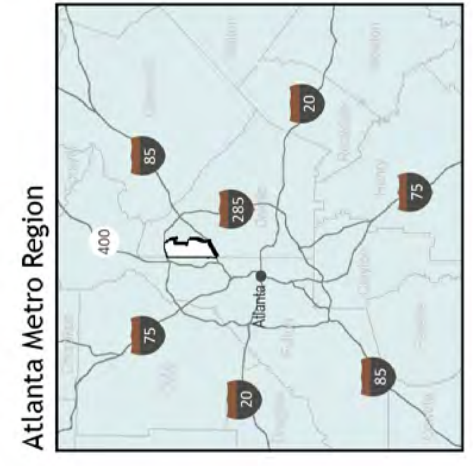
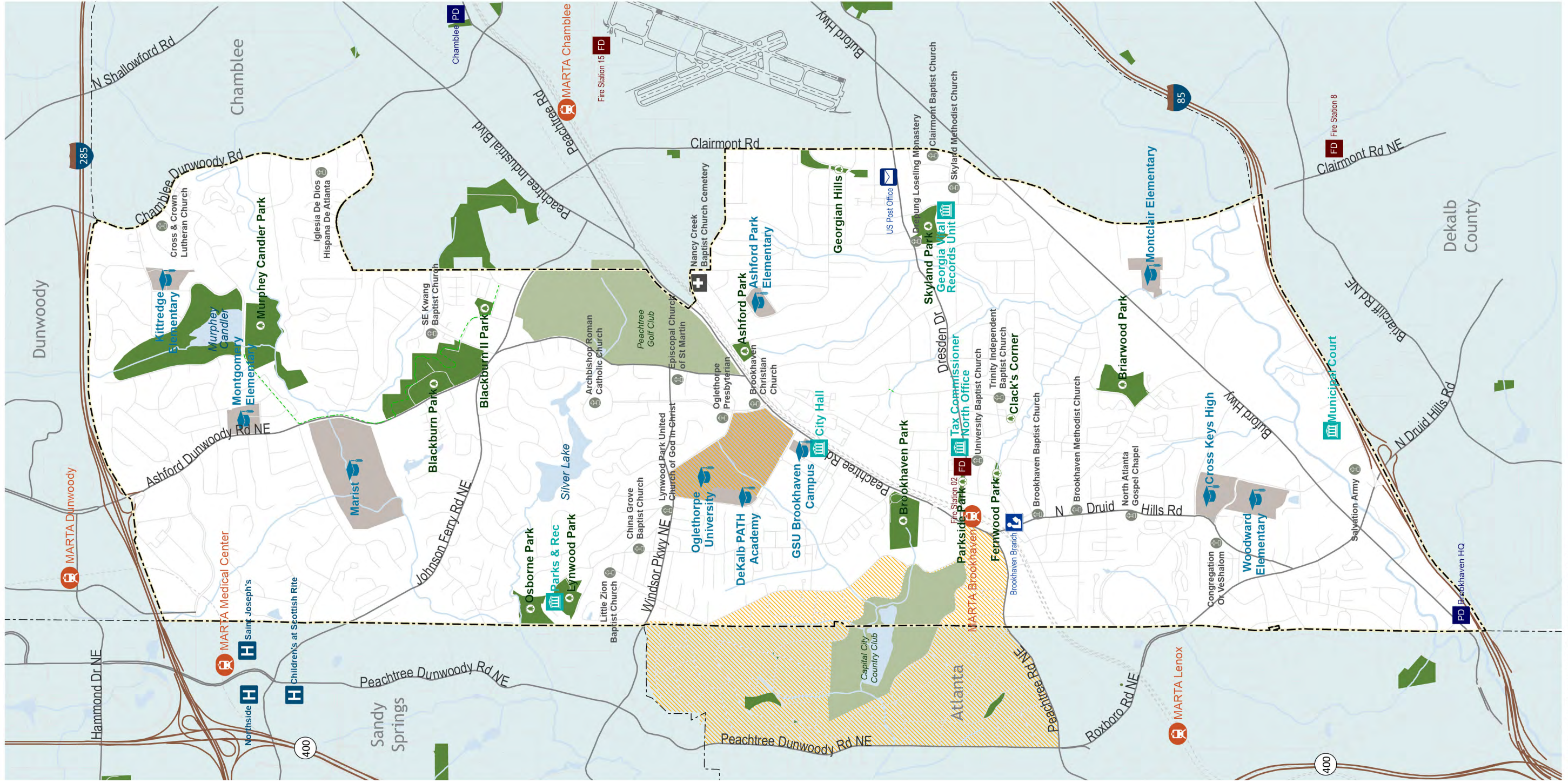


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Community Facilities and Resources



- City of Brookhaven
- Hospital
- Library
- Government Facility
- Cemetery
- MARTA Rail Station
- Fire Station
- Police Station
- Post Office
- Place of Worship
- School
- School Parcel
- Park
- Trail
- Park Parcel
- Golf Course
- Waterbody
- Historic Districts
- Waterline
- Expressway
- Major Road
- Street
- Railroad



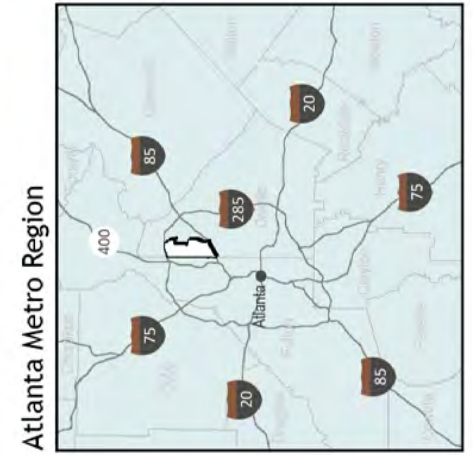
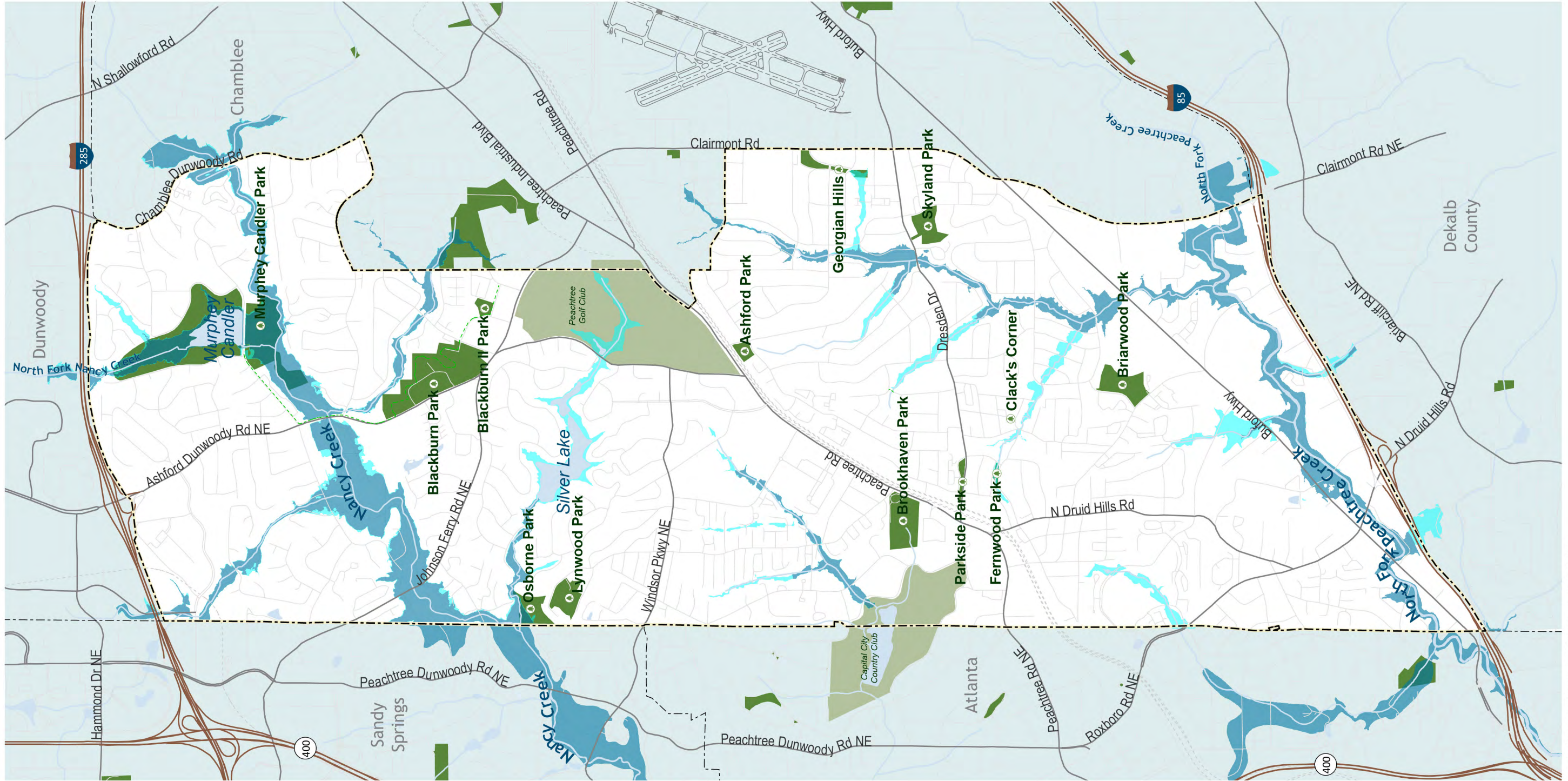
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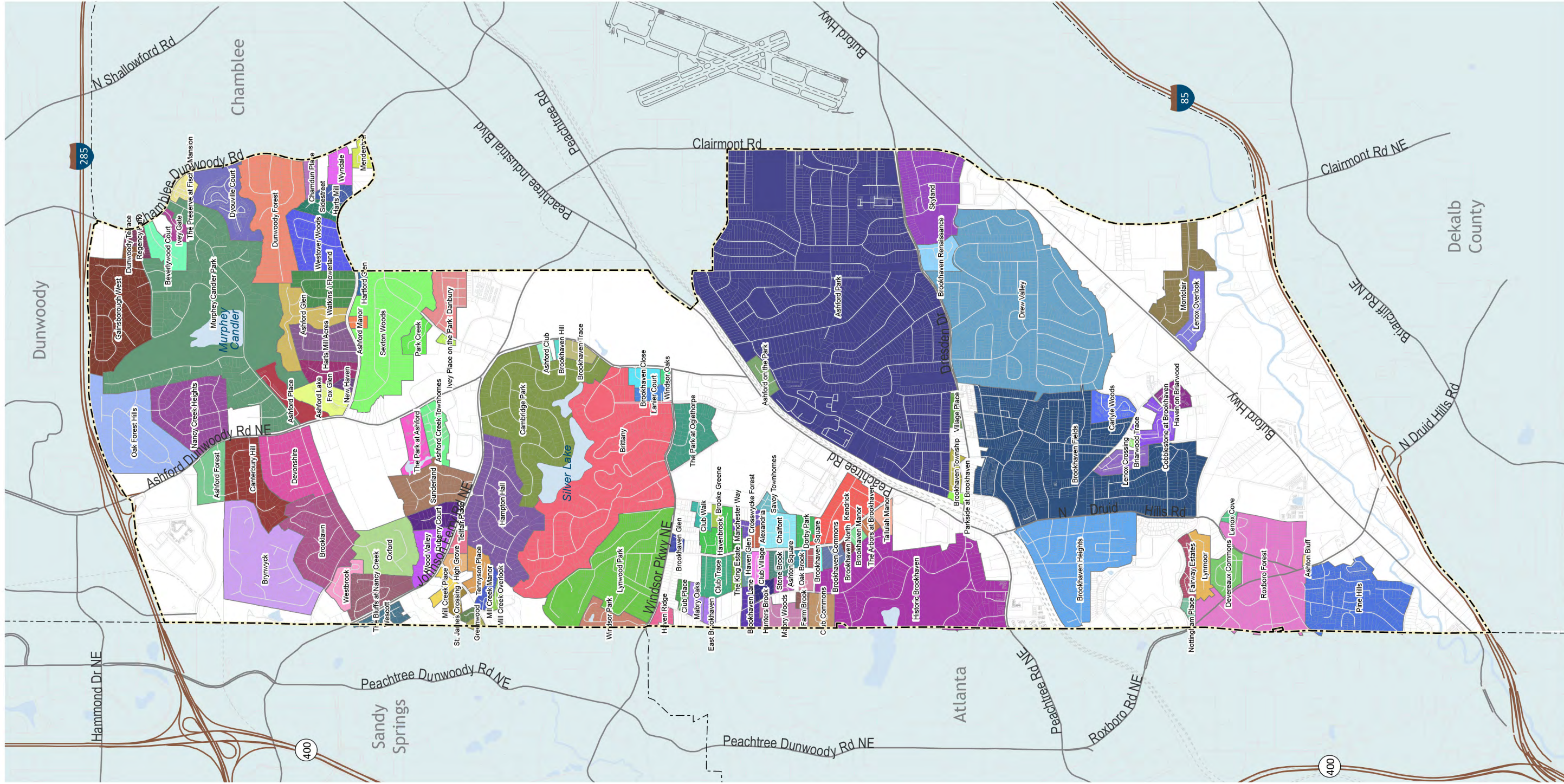
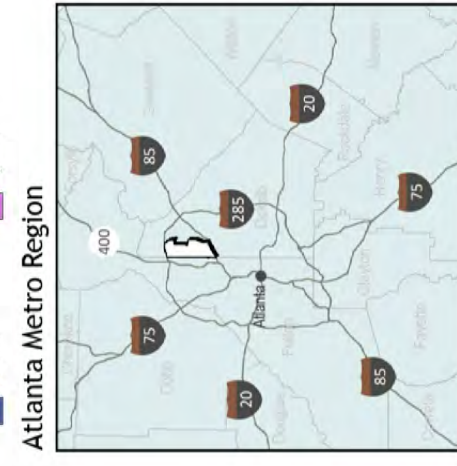
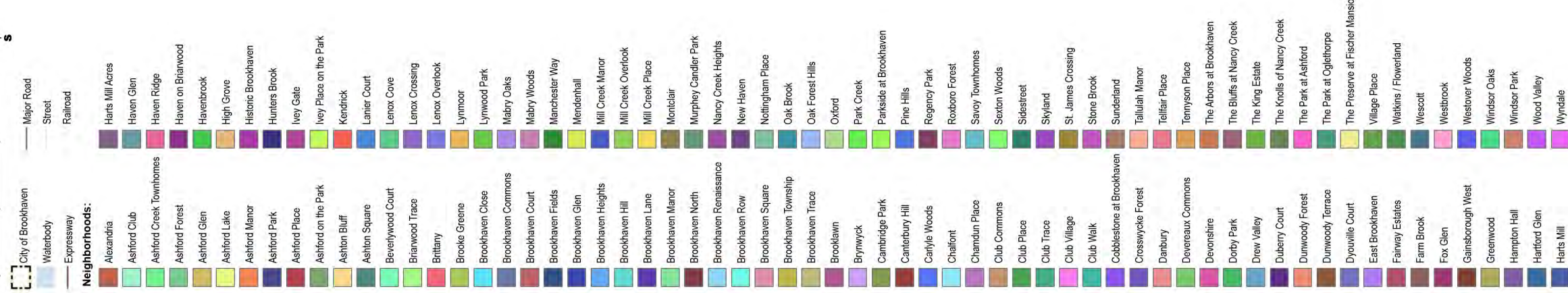
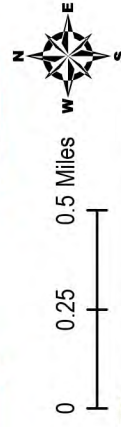
- City of Brookhaven
- 100-Yr Floodplain
- 500-Yr Floodplain
- Park
- Park Parcel
- Golf Course
- Waterbody
- Trail
- Waterline
- Expressway
- Major Road
- Street
- Railroad

Natural Resources



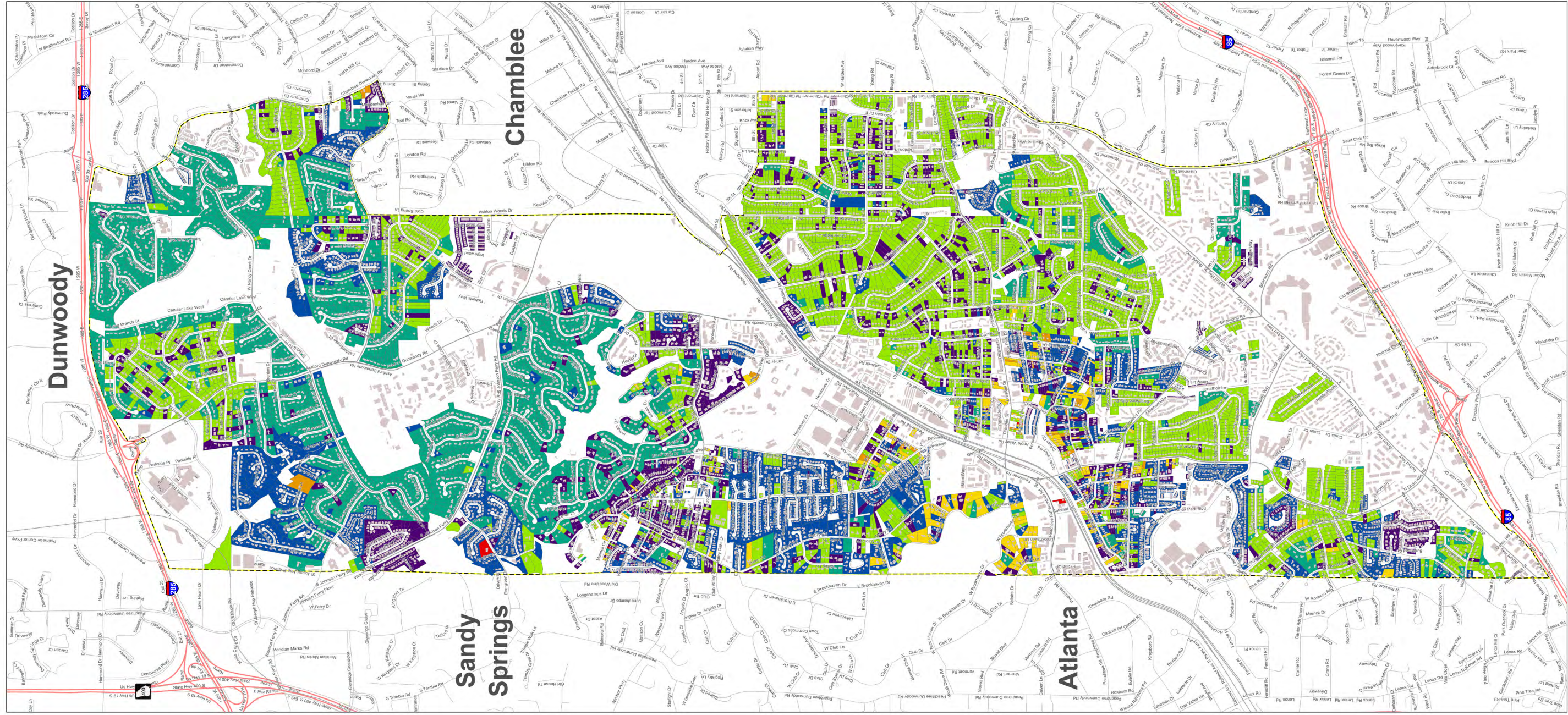
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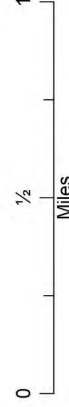
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Incorporated 17 December 2012

Single Family Residential Structures By Year Built



Map Sheet size 30" x42"

Legend

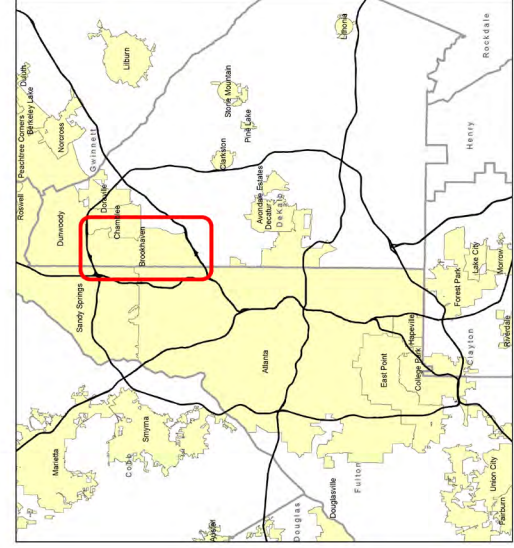
- Railroad
- Expressway
- Surface Street
- Major Road
- City Limit

Year Built

- 1842 - 1900
- 1900 - 1920
- 1920 - 1940
- 1940 - 1960
- 1960 - 1980
- 1980 - 2000
- 2000 - 2014

Note - Building ages are based on 2012 DeKalb County Tax Digest and the Single Family Certificate of Occupancy issued by the City of Brookhaven in 2013 and 2014. Some data may be missing or inaccurate.

Prepared by the
City of Brookhaven IT/GIS Department
May 2, 2014



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A.4. Implementation Strategy Details

- A.4.1. Implementation Strategy Details by Need or Opportunity 1
- A.4.2. Responsible Party and Partners Details 13

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A.4.1. IMPLEMENTATION STRATEGY DETAILS BY NEED OR OPPORTUNITY

The below information provides additional implementation guidance to the City for needs and opportunities provided in Chapter 4 and to further support the Comprehensive Plan Community Work Program in Appendix B.1. All needs and opportunities are listed; however, additional guidance is only provided for a limited number of needs and opportunities.

LAND USE

1.1. Need: Align zoning and development regulations with Comprehensive Plan.

There are several areas the City’s zoning and development regulations that need improvement to achieve the goals of the Comprehensive Plan, many of which are documented in Chapter 5 or elsewhere in the Comprehensive Plan. Priorities should include ensuring that zoning districts allow for the type of development that Brookhaven would like to see, that connectivity and multi-modal access are prioritized, and that special considerations are provided for including incentives for healthy communities.

One important modification is development and adoption of a new mixed-use zoning district. Issues have been identified with current zoning designations not easily facilitating mixed-use development and often requiring many variances to achieve the desired mix of uses. Current regulations should be reviewed and a more development friendly zoning district should be created. Doing so should consider revisiting the Pedestrian Community (PC) zoning districts with recommendations made in the DeKalb Master Active Living Plan for the Ashford Dunwoody Study Area. This includes recommended changes to use limits, connectivity and accessibility requirements, open space provision, and building/parking design.

Best Practices

Many communities have taken the approach of comprehensively updating zoning, subdivision, environmental, and development ordinances at one **time into one ordinance to make them more fluid** and user friendly overall and to ensure compatibility. DeKalb County and Gwinnett County recently did this with their code as well as the City of Roswell.

1.2. Need: Address infill compatibility issues in residential areas.

The plan identifies that there is an opportunity for overarching infill guidelines and also more specific treatments for certain character areas of the city. In combination with this input, the City should utilize its **infill development research initiative to help inform** what areas require new or different treatments. The plan makes recommendations for the City to complete **character area specific surveys in areas of the city where infill has been a contentious issue to date.** The community survey of the comprehensive plan provides additional insight regarding community preferences on this topic.

1.3. Opportunity: Pursue architectural and/or design standards in targeted areas.

An overlay district and design guidelines make sense for Buford Highway, where redevelopment is likely to occur in the 20 year planning horizon. The overlay district can help control for signage, building materials, and incentives for greenspace incorporation, affordable housing units, public art, and other desirable amenities. Additional design guidelines should be considered for the Clairmont Road segment within the Ashford Park-Drew Valley character area as well as the Blackburn Park Neighborhood Center character area.

1.4. Need: Further Brookhaven as a walkable and bikeable community.

A key aspect of this need is the City’s consideration of establishing a “complete streets” policy and regulations along key pedestrian and bike routes for both public and private investment. A complete streets policy ensures that streets are consistently planned with bicyclists, transit vehicles and riders, motor vehicles, and pedestrians in mind. Such a **recommendation would be codified as part of the City’s development regulations and transportation procedures.** Providing for small or medium scale neighborhood commercial nodes in targeted areas of the community will also help create more destinations that are within walking distance of many city residents and can be reached without getting in a car or taking transit. Appropriate locations for neighborhood commercial are shown on the Character Area Map. The majority of participants in **the Community Survey identified the need for more or more variety of small neighborhood shopping areas within Brookhaven.**

Best Practices

Safe Routes to School

The Safe Routes to School program is available throughout the State of Georgia and both furthers a walkable and bikeable environment while creating a greater connection between schools, the local government, and community members.

Case Study: Minneapolis (MN) Bicycle Program - <http://www.ci.minneapolis.mn.us/bicycles/>

The City of Minneapolis Bicycle Program is joint-agency partnership that integrates the efforts of many divisions and departments throughout the City of Minneapolis to address issues related to bicycle transportation. Each division or department handles **a specific task regarding bicycle planning and safety** as well as shares responsibility for integrating their efforts with the other departments. Along with inter-agency coordination, the City of Minneapolis Bicycle Program collaborates with various bicycle-related organizations including the Minneapolis Bicycle Coalition, Bike Walk Twin Cities, Bicycle Alliance of Minnesota, Twin Cities Greenways and the Midtown Greenway Coalition.

1.5. Need: Review tree ordinance (ensure appropriate protection).

The City had already begun tackling this issue/ need at the end of the Comprehensive Plan 2034 planning process; a revised tree ordinance to address community concerns is anticipated for adoption by 2015.

1.6. Need: Address visual clutter in the community.

A combination of strategies can help address visual clutter in a community, including policies applied to both the public and private realm. The City can create streetscape standards for targeted streets that ensure consistent design treatments as improvements are made. These strategies require coordination with transportation partners such as the Georgia Department of Transportation and DeKalb County Department of Public Works. Signs are often the main culprit of visual clutter issues. As such, the City should complete a thorough review of its sign ordinance. The City may also consider partnering with civic organizations that can help maintain a quality look and feel to the Brookhaven community.

Best Practices

Keep America Beautiful and Keep Indianapolis Beautiful

There are more than 600 cities, towns, counties and states – even international communities – that are implementing the Keep America Beautiful System (KAB) as certified affiliates of KAB and more than **400 additional chapters pursuing certification.** In its over 50-year existence, KAB has provided a proven framework for community education and hands-on stewardship that reduces litter and waste, promotes grassroots volunteerism, and makes sustainable improvement possible for communities of all sizes.

At the local level, KAB affiliates have built upon this framework to create innovative, locally-focused programs that address the specific needs of their diverse communities and populations. For example, Keep Indianapolis Beautiful (KIB), one of the national **organization’s top affiliates, has a 30-year history** of partnering with neighborhoods, the public sector, local philanthropists and corporate Indianapolis. Each year, KIB supports an average of 500 community improvement projects with 30,000 volunteers. Since 1995, KIB has helped plant more than 12,000 trees and coordinates the city-wide Great Indy Cleanup days every weekend from April - October.

1.7. Need: Further health and exercise in the community through supportive infrastructure and design.

The DeKalb County Board of Health Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study are good starting points for furthering an active community. Recommendations of these studies should be pursued by the community. Increasing access and connectivity to parks is equally important and the recommendations of the Parks and Recreation Master Plan should be implemented to further this.

Best Practices

Case Study: Bike St. Louis (MO) <http://bikestlouis.org/>

The Bike St. Louis Project originally grew out of a partnership between the City of St. Louis and the Great Rivers Greenway District. The initial organization sought to connect the parks in the City of St. Louis for cyclists while providing safe bicycle commuter routes. After an initial planning effort **lead by community stakeholders, the first 20 miles** of continuous on-street bicycle routes were unveiled in the spring of 2005. In addition to road signage, bike maps containing bike safety information and an educational program were presented to over 30 middle school students to promote bicycling as an alternative means of transportation within the City. **In 2008, the City of St. Louis completed its first** major expansion of its bike network since 2005. The expansion added nearly 50 miles of additional bicycle routes in St. Louis and provided expanded connections from downtown to neighborhoods, business districts, educational, cultural, and recreation amenities in North and South St. Louis. The new routes also connected the current bicycle network with a riverfront trail and bridge bikeway along the Mississippi River and local greenways. Along with the extension to the bike trails, the Bike St. Louis project engaged in a public awareness campaign promoting bicycle safety and the health and environmental **benefits of bicycling.**

1.8. Need: Further a live-work-play community by allowing for mixed-use development in appropriate locations.

No further information

1.9. Need: Manage growth and higher density in city.

No further information

1.10. Need: Engage DeKalb County Schools in city development proposals.

No further information

1.11. Opportunity: Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road.

No further information

COMMUNITY FACILITIES AND RESOURCES

2.1. Need: Preserve the City's tree canopy.

At this point in time, the City does not have documentation of the full extent of the city's tree coverage. This is something that the City could work to document through its Geographic Information System (GIS) and monitor through regular development processes. Identifying the tree coverage now would help monitor the City's progress over time. Having a city arborist on staff is one viable option to help preserve and address and provided direction on tree preservation issues as they arise. The regulating framework for tree preservation should also be addressed within amendments to the City's zoning and development regulations, as indicated in needs and opportunities under land use.

Implementation Strategies include:

- Train staff to achieve International Society of **Arboriculture certification.**
- Pursue Tree City U.S.A. designation by the Arbor Day Foundation. The Cities of Decatur, Dunwoody, Sandy Springs, Atlanta, and Norcross currently have this designation.

2.2. Need: Stormwater management - evaluate existing program to ensure sufficient capacity to meet needs.

As a part of the City's long-term sustainability goal, it should also consider opportunities to implement innovative stormwater management facilities, promote site level management opportunities such as rain gardens, green roofs, and other eco-friendly tactics. ARC's regional Plan2040 local implementation guidance recommends documenting impervious services, which is a recommended action item for the City as a part of this plan.

The Metropolitan North Georgia Water Planning **District's Watershed Management Plan identifies** appropriate stormwater management mechanisms that should be adopted to help protect area waterways. The City can also look into converting Federal Emergency Management Agency sites in the southern portion of Brookhaven into dual purpose greenspace and natural stormwater systems.

Best Practices

City of Atlanta Historic Fourth Ward Park

The City of Atlanta was recently successful at **implementing a combined stormwater overflow** facility as a part of a community park in the City's Old Fourth Ward neighborhood. The project has been very successful and added much needed park space to an underserved community.

2.3. Identify infrastructure and utility capacity improvements (water and sanitary sewer) needed to support Future Land Use Plan.

The City should pursue a follow-up study to identify if the current system capacity can accommodate the future land use vision laid out in the Comprehensive Plan and Character Area map. The City could carry out a simple or more detailed study; possible items to **review in either version area identified below.**

Description	Simple	Detailed
Review & Assessment of Current CIP	Yes	Yes
Review GIS, record drawings	Yes	Yes
Population Projections	N/A	Yes
Water Demand Projections		
Wastewater Flow Projections		
Develop ModelFlow/Demand Allocation	N/A	Yes
Flow/Demand Allocation		
System Operations		
Field Evaluations		
Model Verification	N/A	Yes
System Evaluation	Yes	Yes
Recommendations (TM/Report)	Yes	Yes

2.4. Opportunity: Establish policies for burying utilities along strategic corridors.

Specific roads that should be prioritized for burying utilities are: Buford Highway, Peachtree Road, Johnson Ferry Road, and Ashford Dunwoody Road.

2.5. Need: Leverage city’s creek system for greater access by community, while protecting their long-term health and viability.

This need/opportunity is largely handled by the City’s Parks and Recreation Master Plan but should also be considered in the City’s development regulations and other related practices that impact streams. The City has the opportunity to require or provide incentives as development or redevelopment occurs to provide connections to the creek network. There are a variety of greenways in the Atlanta area that can be learned from in terms of best practices.

2.6. Need: Establish a Town Center.

The City of Decatur and City of Suwanee are two examples of successful civic/government centers in Atlanta Region that have become a true focal and meeting ground in their communities. New cities that are currently undergoing new town center planning and implementation efforts include the City of Peachtree Corners and the City of Sandy Springs. These cities could be consulted to learn from their experiences, prior to Brookhaven setting out on its own Town Center development plan.

2.7. Opportunity: Improve coordination with DeKalb County schools or consider development of a charter school system.

No further information

2.8. Need: Document and protect historic resources.

No further information

2.9. Need: Ensure access to emergency services.

All cities in Georgia are required to maintain an Intergovernmental Agreement with adjoining and partner government entities identifying how base services are handled. Brookhaven has such agreement with the DeKalb County for a variety of services.

ECONOMIC DEVELOPMENT

3.1. Opportunity: Continue to enhance, diversify, and attract business establishments and unique restaurants

The City should complete a survey of local establishments to determine what city services they currently value and what additions they’d like to see. These could include potential incentives to be included in the Incentives Policy recommended in Opportunity 3.4, zoning issues they may be experiencing, and city governance matters such as alcohol licensing. A free service such as Survey Monkey can be utilized to reach restaurant owners whose email addresses the City has obtained. Depending on the level of response, the City should consider making the survey an annual or bi-annual occurrence. In future surveys, the audience could potentially be expanded to include other service providers throughout Brookhaven.

3.2. Opportunity: Identify opportunities or community festivals and events.

The City should convene a committee of local leaders representing diverse constituencies to gain insight on the types of community events they would support and potentially host or sponsor. Dependent on resources, the committee should begin by identifying and planning an initial annual event. The City’s Office of Tourism could work with the DeKalb Convention and Visitors Bureau and/or event promoters and festival planners, property owners, parks, young professionals, nonprofits, and business districts to identify the most feasible opportunities that fit with the Brookhaven brand and fill an unmet demand or niche. The event should be used as a platform to celebrate the various cultures represented within the city and can be an avenue to promote local businesses. For example, an event like "Taste of Brookhaven" could highlight the unique restaurants and catering services in town. Area businesses and organizations can be asked to host or support the event in exchange for high visibility during the promotion and execution of the event.

Best Practices

Case Study: Louisville 101 (Louisville, KY)

Among its many events, Greater Louisville Inc. along with partners, has coordinated a program called “Louisville 101” as a talent retention initiative, focusing on reconnecting ex-patriots returning to Louisville with the region and newcomers interested in building awareness of the area and meeting new people. Louisville 101 was an interactive half-day program that immerses participants in the life and culture of the region. The program included:

- A showcase of Louisville neighborhoods
- Arts and entertainment
- Current issues facing the region
- Information on the city-county merger of 2000
- **Profiles of Louisville’s diversity and multicultural communities**
- A “Taste of Louisville” – a sampling of signature Louisville favorites

During its annual run, Louisville 101 began with a personal welcome from the Metro mayor and other local leaders. Participating in the program offered attendees the opportunity to learn about the community from corporate and civic leaders and is designed to familiarize participants with the region and all it has to offer. Louisville 101 also offered a way to meet other new residents or returning ex-patriots through networking time with representatives from community organizations.

Cultural Affairs Committee (Joplin, MO)

In 2009, the Joplin Area Chamber of Commerce partnered with the City of Joplin to create a joint committee focused on the arts. The Cultural Affairs Committee sought to improve the arts and cultural environment in the city and focused, in particular, on commissioning several murals in Joplin and smaller communities in the two-county region like Webb City and Carl Junction through its Art in Public Spaces Program. Many murals are positioned along the historic Route 66 to increase tourism volume. The Cultural Affairs Committee also promotes local artists through quarterly rotating exhibits at the Chamber office.

In 2010, the Chamber and the City spun off the group as Connect2Culture. This group developed a master plan as SPARK—Stimulating Progress through Arts, Recreation, and Knowledge of the Past. The plan, which was adopted by the City, focuses **on placemaking through the arts, specifically in downtown Joplin.** It includes bold visions such as the construction of a “town green” park and development of an arts and entertainment center with continued support from Connect2Culture. In 2011, Joplin City Council members voted to support SPARK to promote economic growth and tourism, and attract businesses and residential development downtown. The SPARK Plan has become a critical piece of the rebuilding and redevelopment planning efforts of Joplin following the catastrophic EF5 tornado on May 22, 2011. The community is now moving forward on the \$68 million cultural arts complex outlined in the SPARK plan.

As the SPARK plan was finalized, Connect2Culture formalized itself as a 501(c)(3) non-profit organization with a 14-member board and a 30-member task force.

In 2012, the Missouri Arts Council honored Joplin as the state’s Creative Community, an award recognizing the city’s strong arts environment. Much of the city’s work in the arts came as a response to the May 22 tornado. The Cultural Affairs Committee commissioned temporary or “pop-up” art such as murals, statues, mosaics, and photography in response to the storm, and the local Spiva Center for the Arts exhibited tornado-inspired works by area artists.

3.3. Opportunity: Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy.

The City along with its potential economic development partners are all receptive to working together to make sure that Brookhaven is a business-friendly community and that all partners are on the same page about what the city's economic goals should be. An economic development strategy process will reveal in detail the City's strengths and assets, including those described in detail in the Buford Highway Economic Development Strategic Plan, as well as its challenges, develop an action plan that complements the consensus built among partners, and detail how those actions should be implemented in terms of roles, capacity, funding, and timing. The economic development strategic process should:

- **Explicitly define the City's vision and core** economic development goals to ensure that businesses opening, relocating to, and expanding in Brookhaven create quality jobs and make investments that are in alignment with those goals.
- Identify the most appropriate business sectors to pursue within various areas within the Perimeter Center, Peachtree Corridor Overlay District, and Lenox Park character areas as well as within the City's various redevelopment opportunities.

The resulting strategy and implementation plan should drive marketing efforts for business attraction; identify staff positions that need to be created, expanded, or realigned, such as a potential Director of Economic Development to oversee a new Department of Economic Development for the City who would work directly with businesses, prospects, and the City's economic development partners; and **address specific opportunities such as identifying niche areas for the City's business incubator space and connecting it with priority sectors identified in the strategy and proposing various designations that may be of benefit to the City such as Georgia Work Ready Community and Georgia Camera Ready Community.**

Best Practices

Case Study: Greater Rome, GA

Located in northwest Georgia in Floyd County, the City of Rome is in the middle of a dynamic three-state region anchored by three large metropolitan areas: Atlanta, Chattanooga, and Birmingham. Rather than resigning itself to be a small player in the midst of large metros, Greater Rome (the City of Rome and Floyd County) has undertaken an aggressive economic development agenda that has resulted in tangible successes.

Led by a homegrown effort of Greater Rome leaders, **the first economic development plan for Greater Rome, Rome-Floyd 20/20, was unveiled in 1998. Comprised of five key themes and 20 goals, the plan sought to establish community support and momentum for taking deliberate actions to improve the economy, build a skilled workforce, improve quality of life assets, build quality physical infrastructure and make more efficient use of government resources.**

In 2003, during the fifth year of implementation, Greater Rome updated the strategy and measured progress. By this time, implementation success was evident as progress had been made in all 20 goal **areas. The update process identified additional opportunities and challenges, including ways to leverage the community's changing demographics, strengthen ongoing programs, and cultivate a culture of cooperation.**

The second iteration of Rome-Floyd 20/20 was crafted in 2007 and was a true partnership between the City of Rome, Floyd County, and the Greater Rome Chamber of Commerce, as the cost was shared equally. The 20/20 II plan leveraged broader public input and focused on the workforce (developing a seamless Pre-K to 16 education system), the economy (strengthening retention, attraction, and entrepreneurship), and the community (ensuring safety and strong leadership). Despite the impacts of the Great Recession, Greater Rome was able to continue its implementation successes. In 2007, **Forbes profiled Rome as a top place to live; U.S. News and World Report ranked Rome High School as among the best in the nation in 2009.**



3.4. Opportunity: Establish additional incentives to encourage further desirable development in the city.

The City should study best practice incentive policies of neighboring and peer cities within the state and in other parts of the country and evaluate a variety of incentives that are commonly offered at the local level. Eligibility requirements for incentives should be established to identify qualifying businesses (both new businesses and expanding, existing businesses). Such requirements are commonly based on job creation figures, investment levels, the type of business sector (defined by NAICS codes), and/or wage levels, among other criteria in line with the goals identified in the Economic Development Strategy recommended in Opportunity 3.3, as well as any community goals identified in this Comprehensive Plan. The City should attempt to align its incentives and eligibility requirements with its priority business sectors, as identified by the Economic Development Strategy, when relevant. Examples of potential incentives include but are not limited to an opportunity zone and tax allocation district along the Buford Highway corridor, retail rent subsidies and the recommended façade grants for qualifying retail establishments in neighborhood commercial nodes, site development assistance, infrastructure extension, and expedited permitting for high-value projects, and green building incentives and density bonuses to encourage green building standards if determined to be a priority.

Best Practices

Case Study: San Marcos, Texas

The City of San Marcos, Texas is located along Interstate 35 between the highly successful and competitive communities of San Antonio and Austin. In order to compete for the rapid influx of jobs to the state of Texas, the City of San Marcos has developed a comprehensive incentive policy to better position itself alongside the fast-growing and relatively development-friendly communities of Austin and San Antonio. The City’s incentive policy includes a wide variety of financial and non-financial incentives, including but not limited to:

- Permit and development impact fee waivers
- Fast-track permitting
- Freeport exemption
- Property tax abatements
- Tax-increment financing

- Sales tax rebates
- Revolving loan fund
- Reinvestment zones

A full list of incentives as well as detailed descriptions of each program and associated eligibility criteria can be found here: http://www.ecodevsanmarcos.org/pdf/SM_Incentive_Policy_2008.pdf.

3.5. Opportunity: Identify ways to regularly engage business community in feedback on city needs and concerns and vice versa.

Business retention and expansion (BRE) serves to:

- Mitigate reductions in force or business closures before they happen
- Increase understanding of barriers to expansion facing existing businesses and adjust government policies and procedures as necessary
- Improve private sector trust in and communication with local government
- Facilitate “growth from within”

Many local governments simply do not have the financial resources to support such efforts while others find that chambers of commerce are more effective and efficient at BRE outreach given the inherent level of trust that the business community typically has in chambers of commerce. Still, some local governments are actively engaged in BRE outreach to better understand the needs, challenges, and risk factors facing employers in their community.

The City will need to work with its partners to determine the scale and scope of future outreach efforts, evaluate the criteria for on-site visits, and assign roles. This assessment should examine a number of items including:

- Specific businesses within the City that have been engaged in previous or ongoing outreach efforts
- The frequency of contact with existing businesses
- The type of outreach employed (phone, survey, on-site visits, etc.) by firm size or sector
- Status of pre-existing business contact databases
- Frequency and method of data sharing with various partners and frequency of partner meetings to review input gathered from local businesses via surveys and site visits, discuss their concerns, and identify any necessary policy responses

- Method of handling immediate concerns requiring expedient response from local government departments.

An example of a city-run business retention and expansion (BRE) plan is this BRE Strategic Plan by Shoreview, Minnesota: <http://www.shoreviewmn.gov/home/showdocument?id=1456>.

3.6. Need: Leverage the Brookhaven MARTA station to encourage further desirable development along the Peachtree Corridor.

One of the resounding vision components for Brookhaven is the ability to move around the city easily with or without a car. Collaborative planning between the City, Atlanta Regional Commission, and MARTA that engages residents and property owners in the area surrounding the Brookhaven MARTA station should be pursued, resulting in plans to catalyze appropriate development. Such plans should be **leverage the findings of market analyses and any other** existing or ongoing research related to viable transit oriented development of the area.

Best Practices

Case Study: Lindbergh City Center (Atlanta, GA)
<http://www.carterusa.com/projects/lindbergh-city-center>

Located in the Buckhead area of the City of Atlanta, Lindbergh City Center is a successful transit oriented development surrounding the MARTA Lindbergh Station. The development is the result of a public-private partnership between MARTA and Carter, the master developer. Carter ground leased 47 acres of land from MARTA and created an urban mixed-use plan for Lindbergh City Center, which includes over 1.1 **million square feet of office and retail space and 350** residential units, which have increased to 700 after Harold A. Dawson Company added 350 units.

One important feature built into the project several years ago was an incentive that resulted in AT&T (then BellSouth) choosing three sites for 10,000 employees, of which at least 30 percent would use MARTA to commute to work.

In 2014, Carter secured a \$24.5 million loan to fund the build-out and construction of two additional **buildings, adding 187,751 square feet of office and retail space**, for several tenants.

3.7. Need. Streamline information accessibility between economic development partners and for site selectors and prospective companies.

Professional, up-to-date, and content-driven websites regarding the City's economic development programs, assets, community data, etc. with consistent and complementary information are an absolute necessity. It is the standard by which the City will be judged on many occasions. The City can work on the website **in-house or secure a marketing and branding firm** to ensure that the City's website meets industry standards and is user-friendly and to create an economic development portal, which includes the following:

- Contact information for key City staff.
- A comprehensive, up-to-date database of the City's available and developable real estate portfolio.
- Through GIS and real estate data sources, identify development opportunities (including current commercial sites and under-developed sites).
- Inventory property owners, property descriptions, maps, building specs, and potential uses for optimal utilization.
- Easily accessible links to economic development partners, including but not limited to the Brookhaven Development Authority, the Perimeter Community Improvement District (PCID), the Atlanta Regional Commission and its Regional Economic Competitiveness Strategy, the Georgia Department of Economic Development, and other county and regional efforts.
- Updated key demographic and economic data and information, including major employers, major institutions, transportation and connectivity, **labor force profiles, commuting patterns, existing and planned sites and buildings for commercial and industrial development, Class A space, and business activity in Brookhaven (top sectors, median size and age, etc.).**
- One-stop webpage that houses all information and documentation pertinent to starting a business in Brookhaven.
- All business and economic development-related forms.

To increase the site's visibility and to ensure that other partners and professionals have the most current data and information the City has, provide marketing and development partners, including the

Georgia Department of Economic Development, commercial real estate developers, and location decision professionals, with Brookhaven's most recent community and economic development information on a regular basis. Also, ensure that the data featured in the online portal is always current.

The City could consider reaching out to Oglethorpe University to gauge their interest in potentially creating a project for students within the Mathematics & Computer Science Division to geocode the database **so that property- and site-specific information can be accessed via web-based GIS tools.** The City may also want to consider reaching out to the Atlanta Regional Commission to potentially leverage its Geographic Information Systems Division.

Best Practices

Case Study: City of Arlington, Texas (Arlington, TX)
<http://www.arlingtontx.gov/business/>

The City of Arlington, Texas has developed a best practice economic development website that effectively communicates the City's economic development objectives to prospective businesses as well as residents. The City's economic development website provides an overview of the City's economic development strategy, Champion Arlington. The **website has specific pages dedicated to each of the City's various incentive programs, as well as detailed demographic and economic information on the community presented in the form of downloadable "annual growth reports."** The City also maintains its own site search website - Arlington iSites - that is enabled with a geographic information system (GIS) to help prospects and site location consultants browse available sites and properties.

CarpeDM (Des Moines, IA) <http://www.seizedesmoines.com/>

Launched by the Greater Des Moines Partnership, CarpeDM is a website that acts as a one-stop shop for new and prospective residents of the Greater Des Moines Area. CarpeDM provides a wealth of information for relocating residents including a relocation guide, local school and higher education systems, detailed neighborhood information as well as links to neighborhood resource organizations, and bus and air service infrastructure in the Greater Des Moines Area. Perhaps CarpeDM's strongest feature is its integration of the professional networking

site LinkedIn. While browsing the interactive website, prospective new residents can connect with community members who have volunteered to be ambassadors for certain topic areas and local programs. For instance, new residents desiring to **learn more about the Young Nonprofit Professionals Network of Des Moines** can easily select an ambassador and connect with them through LinkedIn.

Case Study: KCSOURCELINK (Kansas City, Missouri)
<http://www.kcsourcelink.com/>

Launched in 2003 by the Kauffman Foundation, in collaboration with the Small Business Administration and the University of Missouri-Kansas City, KCSOURCELINK connects small business owners with critical resources. KCSOURCELINK connects a network of over one hundred business resource providers to help entrepreneurs in the Kansas City region grow and succeed.

The model, which is now being replicated in other parts of the United States focuses on helping individuals move through the maze of local entrepreneurship support services. The goal of the model is to save entrepreneurs time, provide more relevant information, and encourage collaboration among area service providers. The KCSOURCELINK site includes a list of resources: a resource navigator, a resource directory, a resource library, and a toll-free referral phone line staffed by knowledgeable personnel. KCSOURCELINK also tracks inquiries and the impact of its service provider partners' work to determine how its system may be able to work even more effectively in the future.

With the formation of KCSOURCELINK, **Kansas City became one of the first cities selected by the Small Business Administration.** for its new National Entrepreneur Center Alliance, which sets Kansas City as a model environment for advancing entrepreneurship.

3.8. Need: Ensure a well-rounded view of the city through coordinated data analysis.

The City will need to maintain data profiles for the website, provide economic development data analytics for the City, and fulfill data requests from prospective businesses and site selectors. Key data indicators include measures the City will likely share externally: demographic characteristics, including population, racial and ethnic distribution, age distribution, and educational attainment,

and economic trends, such as total employment, unemployment rates, largest employers, tax information, commercial rents in the City’s main commercial districts, and average utility rates. Internal measures would include various performance measure to help the City measure its impact on economic development, and might include indicators such as program costs for various services, attendance at events hosted as a result of Opportunity 3.2, and survey results from BRE efforts, including Opportunities 3.1 and 3.5. The City could develop a set of metrics that it would commit to regularly updating and analyzing internally and choose which indicators from that list are distributed via the economic development portal or other marketing tools. The City also needs to keep an eye on what other cities are doing, continuously identify successful trends that could be tailored to Brookhaven’s needs, and recognize opportunities to be a trend-setter. Two useful organizations that highlight city best practices and provide resources are National League of Cities (<http://www.nlc.org/find-city-solutions/center-for-research-and-innovation/economic-development>) and U.S. Conference of Mayors (<http://www.usmayors.org/newamericacity/page.asp?id=19>).

3.9. Need: Optimize efforts and resources at county and regional levels.

Brookhaven has the opportunity to forge strong relationships with not only its local economic development partners but also its county and regional partners. It is through these strong relationships that Brookhaven can maximize partner resources and align where appropriate to avoid redundancy. Related actions include:

- Research and connect with representatives from the various DeKalb County and Atlanta Metro economic development organizations.
- Identify programs and funding mechanisms that the City and its economic development partners can leverage within economic development initiatives.

POPULATION

4.1. Need: Complete a strategic wayfinding and branding study for the city that considers signage, lighting and landscaping unique to Brookhaven.

Proposed gateway locations are provided on the Character Area Map. These areas symbolize areas of high travel and major gateways into the city. Community members strongly favor the idea of using special landscaping (including trees and shrubbery) to signal entry into the city of Brookhaven.

4.2. Need: Promote Lifelong Communities.

No further information

4.3. Need: Promote opportunities for community members from all districts to serve on boards or committees.

Because Brookhaven has such a young population, it is recommended that the City consider establishing a leadership program for young professionals or youth in the community. The program could be designed to tie directly into board opportunities available in the city. The City may also want to consider creative ways to engage the public in implementation measures.

Best Practices

Case Study: 5x5 Program (Macon, Georgia)

The City of Macon’s 5x5 program is an initiative **whereby enhanced city services are targeted to a five block area for five weeks to beautify the community’s neighborhoods and support revitalization.** Numerous departments are involved in the collaborative effort, **including the Mayor’s Office, the Police Department, the Fire Department, Inspection and Fees, Engineering, Public Works, Parks & Recreation, Central Services, Economic and Community Development, and Emergency Management.** The program engages residents in the targeted areas by soliciting their **input on the specific areas that need services, and encouraging their involvement in clean-up efforts.** In Ward I, the program helped remove 18,000 pounds of debris and solid waste, paint more than 8,000 feet of curbs and 200 feet of crosswalks, install 52 new signs, **and fix potholes and sidewalks that required patching.** The program has been a tremendous success and will be extended to many other parts of the community following the recent consolidation of city-county (Macon-Bibb) government in late 2013.

4.4. Need: Enhance City’s communications with **public.**

No further information

4.5. Opportunity: Grow the City’s arts and cultural offerings.

This should be coordinated with strategic wayfinding and branding programs as well as potential incentives for private development that could be included in the City’s zoning code.

4.6. Opportunity: Provide translation services for all city services (hire Spanish speaking staff).

The Brookhaven Police Department has indicated **that it has several bilingual officers that match the city’s demographic balance.** The need for bilingual staff in other departments should be monitored and **reconsidered at a later time should it be identified as a true need.**

4.7. Opportunity: Lower Brookhaven’s percentage of adults without a high school diploma.

No further information

HOUSING

5.1. Opportunity: Provide for diverse housing **types to support life-cycle housing needs, such as accessory units, townhomes, assisted living, and a variety of single family and multifamily units.**

The Cities of Decatur and Atlanta are two communities in metro Atlanta that allow for accessory dwelling units and a variety of other housing types. Brookhaven may wish to talk with these communities to help identify best practices for implementing innovative housing practices.

5.2. Need: Preserve safe and affordable housing in the community.

There are various initiatives in the Atlanta Region that have worked to preserve affordable housing as pressures for redevelopment occur. The Atlanta BeltLine affordable housing program and the MARTA TOD affordable housing program are two such examples. The City should look to these programs for successful techniques and strategies that may be transferable or offer potential insights for preserving affordable housing in Brookhaven.

5.3. Need: Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city.

The U.S. Department of Housing and Urban Development provides a variety of funding sources to help communities preserve and improve affordable housing. Many of these resources are administered through the DeKalb County Consolidated Plan for both incorporated and unincorporated areas of the county, **as identified in Appendix A.2.5.**



A.4.2. RESPONSIBLE PARTY AND PARTNERS DETAILS

The information below expands on the potential role of parties and partners, identified in Section 5.3 in the main document, in implementing Comprehensive Plan 2034.

BROOKHAVEN DEVELOPMENT AUTHORITY

Redevelopment is a key action area for Brookhaven over the planning period. At the time of this plan's development, the Brookhaven Development Authority had been formed but had not yet played an important role in the City's activities. It is anticipated that they will play an increasingly important role in the City's activities as more emphasis is placed on redevelopment initiatives to implement recommendations of the Comprehensive Plan 2034 and the Buford Highway Improvement Plan and Economic Development Strategy. The **Development Authority is a nonprofit public entity that promotes trade, commerce, industry, and employment opportunities pursuant to the state constitution and Georgia Development Authorities Law. Such entities can help with low-cost bond financing, grant resources, identification of available buildings, and other economic development functions.**

PERIMETER COMMUNITY IMPROVEMENT DISTRICT

The Perimeter Community Improvement District (PCID) overlaps with the northwest corner of Brookhaven, in the Perimeter Center Character Area. The PCID plays an important role in furthering business location and desirable infrastructure development. As additional development is pursued in this character area, the PCID will be a vital partner. Additionally, the PCID Livable Centers Initiative 10-year update is an important implementation element of Comprehensive Plan 2034 and will require collaboration between the City of Brookhaven and the PCID.

DEKALB COUNTY PUBLIC SCHOOLS

Public schools play an important role in the social aspects and livability of Brookhaven. New developments can pose new demands on public schools. School facilities, programming and expansion is managed by a DeKalb County run school board. Its important that DeKalb Public Schools play an active role in understanding and addressing potential changes in Brookhaven and plan schools appropriately to support the families with school age children in the city.

DEKALB COUNTY OFFICE OF SENIOR AFFAIRS

Opened in 1999 to serve DeKalb County's growing and diverse senior population, this organization manages the County's Senior Centers, including the North DeKalb Senior Center on Peachtree Road just north of Brookhaven. **This office can play an important role in helping support the needs of the aging population of Brookhaven,** particularly since the human services of senior or aging services is outside the clear mandate of the Brookhaven government.

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B Community Work Program

B Community Work Program

B.1 Community Work Program for Comprehensive Plan 2034 (2020- 2024)

ID	Description of Activity	Timeframe							Responsible Party	Estimated Cost	Potential Funding Source*
		2019	2019 Accomplishments	2020	2021	2022	2023	2024			
<i>*Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.</i>											
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.	X	Underway	X	X	X			Parks and Recreation	See Parks and Rec. Master Plan	Gen Fund/ Grants/ User Fees/ Bonds
1.1.2.	Implement recommendations of the Comprehensive Transportation Plan that promotes walkability and bikeability.	X	Underway	X	X				Community Devt, Public Works, Parks and Rec.	See CTP	Gen Fund/ other sources identified
1.1.3.	Identify opportunities to promote neighborhood commercial centers in targeted areas through incentives or other mechanisms.	X	Ongoing	X					City Manager, Devt Authority	Staff	Gen Fund
1.1.4.	Achieve Bicycle-Friendly Community Status as recognized by the League of American Bicyclists within the next five years.		Not Started	X	X	X	X	X	Community Devt	Staff	Gen Fund
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).		Not Started	X					Community Devt	\$15,000	Gen Fund
1.3.	Address visual clutter in the community.										
1.3.1.	Continue Code Enforcement efforts.	X	Ongoing	X	X	X	X	X	Community Devt	Staff	N/A
1.3.2.	Review and amend sign ordinance as needed.	X	Ongoing		X		X		Community Devt, Legal	\$25,000	Gen Fund
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.	X	Underway	X					Community Devt	Staff	Gen Fund
1.4.2.	Consider recommendations of the Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study Area.	X	Underway	X					Community Devt	\$50,000	Gen Fund
1.4.3.	Pursue Healthy Communities designation by CDC or other entity (Requires further research by planning team)	X	Not Started	X	X				Community Devt	Staff	Gen Fund
1.4.4.	Identify locations for community gardens.	X	Underway	X	X	X			Parks and Rec.	Staff	Gen Fund
1.4.5.	Implement a community garden program.	X	Underway	X	X				Parks and Rec.	\$15,000	Gen Fund
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.	X	Underway	X					Community Devt	\$25,000	Gen Fund
1.5.2.	Investigate possibility of establishing design guidelines for Clairmont Road.	X	Underway						Community Devt	\$24,500	Gen Fund
1.5.3.	Review sidewalk ordinance and ability to waive/vary standards in consideration of trees and other existing site features.	X	Underway						Community Devt	Staff	Gen Fund
1.5.4.	Develop Special Area Plans for targeted nodes and corridors of the city.		Not Started	X	X	X			Community Devt	\$100,000	Gen Fund

ID	Description of Activity	Timeframe							Responsible Party	Estimated Cost	Potential Funding Source*
		2019	2019 Accomplishments	2020	2021	2022	2023	2024			
1.5.5.	Review Zoning Ordinance to determine if infill housing requirements are needed.		Not Started	X					Community Devt	Staff	Gen Fund
1.5.6.	Review Zoning Ordinance to determine if additional pedestrian safety measures should be included in development regulations.		Not Started	X					Community Devt	Staff	Gen Fund
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.	X	Ongoing	X	X	X	X	X	Public Works, Community Devt	Staff	Gen Fund
1.5.8.	Consider soundproofing standards for new developments near the Peachtree-DeKalb Airport and ensure compatible development in the area.		Not Started	X					Community Devt	Staff	Gen Fund
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.	X	Ongoing	X	X	X	X	X	Public Works, Community Devt	Staff	Gen Fund
1.5.10	Develop separate character area for annexation area south of I-85.		Not Started	X					Community Devt	Staff	Gen Fund
1.5.11	Review land development and subdivisions code to ensure alignment with comprehensive plan policies and recommendations.	X	Underway						Community Devt	Staff	Gen Fund
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.		Not Started						City Manager, Mayor and Council	TBD	Multiple sources
COMMUNITY FACILITIES AND RESOURCES											
2.1.	Preserve the city's tree canopy.										
2.1.1	See 1.2.1.		Not Started	X					Community Devt	Staff	Gen Fund
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.	X	Ongoing	X					Community Devt, Public Works, Legal	Staff	Gen Fund
2.2.3.	Explore conversion of 100 year flood FEMA sites and other vacant lands to stormwater management facilities.	X	Ongoing						Public Works	Staff	General Fund/ GEFA/ Stormwater Utility fees
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.	X	Ongoing	X					Community Devt, Public Works	Staff	Gen Fund
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.	X	Underway	X	X	X	X		Parks and Rec.	See PRMP	Park Bond
2.4.2.	Evaluate stream bank restoration on park property.	X	Underway	X	X				Parks and Recreation	TBD	Gen Fund, Stormwater Utility Fees, Grants

ID	Description of Activity	Timeframe							Responsible Party	Estimated Cost	Potential Funding Source*
		2019	2019 Accomplishments	2020	2021	2022	2023	2024			
2.4.3.	Deploy stream bank restoration.	X	Underway	X	X				Parks and Recreation	TBD	Gen Fund/ Stormwater Utility fees/ Grants
2.5.	Establish a Town Center.										
2.5.1.	Determine components and needs of a Town Center.		Ongoing						City Manager, Mayor and Council	Staff	Gen Fund
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.		Ongoing						City Manager, Mayor and Council	\$75,000	Gen Fund
2.5.3.	Explore/inventory available sites.		Ongoing						City Manager, Mayor and Council	TBD	Gen Fund
2.5.4.	Begin process to secure sites for Civic/City Center.		Ongoing						City Manager, Mayor and Council	TBD	Gen Fund
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.	X	Underway	X	X	X	X	X	City Manager, Parks and Rec., Community Devt, Public Works, Mayor and Council, Legal	Staff	TBD
2.7.	Document historic resources.										
2.7.1.	Undertake a historic and archeological resource survey (including cemeteries)		Not Started	X					Community Devt	\$25,000	Gen Fund/ Grants
2.7.2.	Develop historic guidelines for identified resources.		Not Started	X					Community Devt	\$100,000	Gen Fund/ Grants
2.8.	Ensure access to emergency services.										
2.8.1	Evaluate ability to maintain emergency services.	X	Ongoing	X	X	X	X		City Manager, Police, DeKalb County	Staff	Gen Fund
2.8.2.	Implement related recommendations of Comprehensive Transportation Plan.	X	Ongoing	X	X	X	X	X	Public Works, Community Devt	See CTP	Gen Fund/ Grants and aid
2.8.3	Construct new public safety building.	X	Underway	X					City Manager, Police, Public Works	\$12 million	SPLOST
2.8.4	Implement security camera and license plate reader program as part of park plan development including the greenway.	X	Underway	X	X				Police, Parks and Rec.	TBD	Park Bond
ECONOMIC DEVELOPMENT											

ID	Description of Activity	Timeframe							Responsible Party	Estimated Cost	Potential Funding Source*	
		2019	2019 Accomplishments	2020	2021	2022	2023	2024				
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.	X	Ongoing	X						City Manager, Devt Authority	Staff	Gen Fund
3.1.1.a.	Create a citywide Economic Development Plan and Market Strategy.	X	Underway							City Manager, Devt Authority	\$50,000	Gen Fund/ Tourism
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.	X	Ongoing	X	X	X	X	X		City Manager, Tourism Office	Convention & Visitors Bureau Budget	Gen Fund/ Tourism/ Grants
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.	X	Ongoing	X	X	X	X	X		City Manager, Tourism Office	Convention & Visitors Bureau Budget	Gen Fund/ Tourism/ Grants
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).	X	Underway	X						City Manager, Devt Authority	City Manager/ Devt Authority	Gen Fund/ Devt Authority/ Tourism/ Grants
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.	X	Ongoing	X	X	X	X	X		City Manager, Devt Authority	Included in cost of ED Strategy	Gen Fund/ Devt Authority/ Tourism/ Grants
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.	X	Ongoing	X	X	X	X			City Manager	Staff	General Fund
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.	X	Ongoing	X	X	X	X	X		City Manager, State Economic Devt Dept	Staff	Gen Fund/ Grants
3.5.4.	Maintain a relationship with Brookhaven businesses.	X	Ongoing	X	X	X	X			City Manager	Staff	Gen Fund
3.5.5.	Promote and operate the City's business incubation center.	X	Underway							City Manager	\$500,000	Gen Fund/ User fees/ Grants
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.	X	Underway	X	X					City Manager, Devt Authority	Included in cost of ED Strategy	Gen Fund/ Devt Authority
3.7.	Streamline information accessibility between economic development partners and for site selectors and prospective companies.											

ID	Description of Activity	Timeframe							Responsible Party	Estimated Cost	Potential Funding Source*
		2019	2019 Accomplishments	2020	2021	2022	2023	2024			
3.7.1.	Maintain and leverage a comprehensive, up-to-date database of the City's available and developable real estate portfolio.	X	Ongoing	X	X	X	X	X	City Manager, Devt Authority, IT	\$35,000/ \$10,000 annually	Devt Authority/ State Econ Devt Dept
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.	X	Ongoing	X	X	X	X	X	City Manager, Community Devt, GIS	\$15,000	Gen Fund/ Grants
3.8.2.	Incorporate examination of national and metrowide best practices and peer city benchmarking into periodic City data analysis.	X	Ongoing	X	X	X	X		City Manager	Staff	Gen Fund
3.8.3.	Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.	X	Ongoing	X	X	X	X	X	City Manager, Devt Authority	Staff	Gen Fund
3.8.4.	Develop work program as part of the citywide Economic Development Plan.	X	Underway	X	X				City Manager, Devt Authority	Staff	Gen Fund
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.	X	Ongoing	X	X	X	X	X	City Manager, Devt Authority	Staff	Gen Fund
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.	X	Underway	X					City Manager, Community Devt, Public Works	Staff	Gen Fund
4.2.	Promote lifelong communities.										
4.2.1.	Complete the Atlanta Regional Commission Local Government Lifelong Communities Assessment Survey.	X	Underway	X					Community Devt	Staff	N/A
4.2.2.	Identify appropriate facilities, programs, and policies to further Brookhaven as a Lifelong Community.	X	Underway	X					Community Devt	Staff	Gen Fund
4.2.3.	Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Communities Principles.	X	Underway	X					Community Devt	See Land Use	Gen Fund
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.	X	Not Started						City Manager	Staff	Gen Fund
4.4.	Enhance City's communications with public.										
4.4.1.	Hold public forums, offering community members an opportunity to learn about government services.	X	Ongoing	X	X	X	X	X	City Manager, All Departments	Staff	Gen Fund
4.4.2.	Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.	X	Ongoing	X	X	X	X	X	Communications Dept	\$40,000	Gen Fund
4.4.3.	Create a biannual City magazine.	X	Ongoing	X	X	X	X	X	City Manager, Public Relations	\$50,000	Gen Fund/ Ad sales
4.5.	Grow the City's arts and cultural offerings.										

ID	Description of Activity	Timeframe							Responsible Party	Estimated Cost	Potential Funding Source*
		2019	2019 Accomplishments	2020	2021	2022	2023	2024			
4.5.1.	Develop a public art program via ordinance.	X	Underway	X	X				City Manager, Community Devt, Parks and Rec.	Staff	Gen Fund
4.5.2.	Implement a public art program.	X	Underway	X	X				City Manager, Community Devt, Parks and Rec., Public Works	TBD	Gen Fund/ Grants
4.5.3.	Identify incentives for incorporation of public art in private development; coordinate with action 1.1.1.	X	Underway	X					City Manager, Community Devt	Staff	Gen Fund
4.5.4.	Continue to promote City led or partnered activities and events.	X	Ongoing	X	X	X	X		City Manager, Tourism Office, Communications Dept, Public Relations	Staff	Gen Fund/ Tourism
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.	X	Ongoing	X	X	X	X	X	City Manager, Communications	Staff	Gen Fund
4.7.	Promote workforce development programs for citizens as needed										
4.7.1.	Link community members with program offerings from various service providers.	X	Ongoing	X	X	X	X	X	City Manager, Economic Devt	Staff	Gen Fund
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.	X	Underway	X	X	X	X	X	City Manager, Community Devt, Authority	See Land Use	Gen Fund
5.1.2.	Continue code enforcement efforts related to housing.	X	Ongoing	X	X	X	X	X	Community Devt	Staff	Gen Fund
5.1.2.a.	Add additional code enforcement as necessary.		Not Started						Community Devt	\$100,000	Gen Fund
5.1.2.b.	Cross-train police officers for code enforcement needs (after hours).	X	Ongoing	X	X	X	X	X	Community Devt, Police	Staff	Gen Fund
5.1.3.	Continue Police Department's Crime Free Housing Program/Addition of Video Monitoring and License Plate Readers throughout City	X	Ongoing	X	X	X	X	X	Police	TBD	Gen Fund/ Grants
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.	X	Ongoing	X	X	X	X	X	Community Devt	\$50,000 annually	Gen Fund/ CDBG

B.2. Community Work Program for Comprehensive Transportation Plan

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Brookhaven Comprehensive Transportation Plan (CTP) Recommended Work Program and Project Listing Adopted by the City Council on September 9, 2014

This Recommended Project Listing is a part of the City of Brookhaven’s Comprehensive Transportation Plan which was adopted by the City Council on September 9, 2014. The projects, programs, and policy initiatives listed here have been developed in conjunction with input from the City Council, City staff members, the CTP Steering Committee, community stakeholders, and the citizens of Brookhaven. This is intended to be a “living document” that is amended as needed as the City’s needs and priorities evolve. Given the nature of Brookhaven as a new municipality, many subsequent work phase descriptions and associated cost estimates will be determined as studies, traffic analysis, and concept reports are completed. The recommended CTP projects are categorized into the following groups:

- Part I – Corridor Scoping/Concept Projects – Priority Corridors and Community Connector Corridors
- Part II – Intersection Improvements
- Part III – Active Transportation Improvements (Bicycle, Pedestrian, and Trail Projects)
- Part IV – Public Transit Improvements
- Part V – Transportation System Operations and Management Projects
- Part VI – Other Citywide or Small Area Projects and Programs

Estimated costs were developed using the Atlanta Regional Commission’s (ARC) Project Costing Tool and planning-level estimates of unit costs, where available. They do NOT include the cost of right-of-way, utility relocation, or contingencies. They are not intended for engineering design and/or implementation purposes.

Note: Costs shown as “TBD” will be determined based on more detailed analysis of project scope and other requirements.



CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART I - CORRIDOR SCOPING/CONCEPT PROJECTS FOR PRIORITY CORRIDORS AND COMMUNITY CONNECTORS							
C-1	Ashford Dunwoody Road	North City limits to Peachtree Road	Conduct two-phase process to create a corridor vision (Phase I) and follow-up analyses (Phase II) leading to Project Concept Report per GDOT, including public outreach, environmental screening, traffic analysis, complete streets, roadway concepts, and signal improvements.	High	Phase I FY 15 Phase II FY 16	GDOT, ARC, DeKalb County, Perimeter CIDs, and City	Phase I – \$ 125K Phase II – \$ 325K
C-2	Clairmont Road Corridor	North city limits to south city limits	Development of a corridor vision, including public outreach, environmental screening, complete streets concepts, and context-sensitive solutions	Medium	FY 18	GDOT, ARC, and City	\$ 150K
C-3	Dresden Drive	Peachtree Road to Clairmont Road	Conduct two-phase process to create a corridor vision (Phase I) and follow-up analyses (Phase II) leading to Project Concept Report, including public outreach, environmental screening, traffic analysis, complete streets, roadway concepts, signal improvements, and possible realignment of Caldwell and Ellijay Roads.High	High	Phase 1 FY 17 Phase II FY 18	ARC, DeKalb County, and City	Phase I \$ 100K Phase II \$ 375K
C-4	E. Roxboro Road	West City limit to North Druid Hills Road	Conduct two-phase process to create a corridor vision (Phase I) and follow-up analyses (Phase II) leading to Project Concept Report, including public outreach, environmental screening, traffic analysis, complete streets, roadway concepts, and signal improvements.	Medium	Phase I – FY 18 Phase II – FY 19	ARC, DeKalb County, and City	Phase I \$ 125K Phase II \$ 325K
C-5	Old Johnson Ferry Road/W. Nancy Creek Drive	From West City limit to East city limit	Conduct traffic operations analysis, develop traffic calming concepts, assess need for turn lanes at Ashford Dunwoody Road, and public outreach	Medium	FY 16	City	\$ 150K

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CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART I - CORRIDOR SCOPING/CONCEPT PROJECTS FOR PRIORITY CORRIDORS AND COMMUNITY CONNECTORS (CONTINUED)							
C-6	Osborne Road	Peachtree Street to Windsor Parkway	Conduct corridor vision process including complete streets and traffic calming concepts, traffic analysis, and public outreach	Medium	FY 16	City	\$ 150K
PART II – INTERSECTION PROJECTS							
I-1	Ashford Dunwoody Road	Peachtree Road	Lengthen turn lane, add sidewalks, drainage improvements, including realignment of ADR to improve turning traffic.	High	TBD	GDOT	TBD
I-2	N. Druid Hills Road	Peachtree Road	To be addressed in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	High	FY 15	GDOT, ARC, MARTA, and City	TBD
I-3	Dresden Drive	Peachtree Road	To be address in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	High	FY 15	GDOT, ARC, and City	TBD
I-4	Buford Highway	Briarwood Road	Turn lanes and realign side street approaches; rebuild sidewalk in the SW quadrant and install new sidewalk in the NW quadrant	High	FY 16	GDOT, ARC, and City	\$ 1.4 million
I-5	Buford Highway	N. Cliff Valley Way	Intersection traffic study	Medium	FY 17	City	\$ 25K
I-6	Buford Highway	Clairmont Road	Intersection traffic study	Medium	FY 18	City	\$ 25K
I-7	Ashford Dunwoody Road	Johnson Ferry Road	Develop GDOT concept study and improve entire intersection including northbound Ashford Dunwoody Road, including innovative intersection, complete streets, and turn lanes.	High	Concept Study FY 16 Environ/ Design, R/W, and CST - TBD	GDOT, ARC, PCIDs and City	\$ 2.1 million

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CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
I-8	Ashford Dunwoody Road	Windsor Parkway	Traffic study to determine need for turn lanes and active transportation improvements, including concept	Medium	FY 19	City	\$ 100K
PART III – ACTIVE TRANSPORTATION PROJECTS (BICYCLE, PEDESTRIAN AND TRAIL IMPROVEMENTS)							
AT-1	Citywide	--	Development of an Active Transportation Master Plan addressing bicycle, pedestrian, and trail systems within the City and connections to regional systems. Plan should include policies, design concepts, alignments, cost estimates, phasing, potential funding sources, Safe Routes to Schools, and public outreach.	High	FY 16	DeKalb County, Perimeter CIDs, and City	\$ 150K
AT-2	N. Fork of Peachtree Creek Trail	West City limits near GDOT Creekside Trail to Clairmont Road	New multi-use trail and linear park (See 2014 City of Brookhaven's <i>Buford Highway Improvement Program and Economic Development Strategy</i>)	Medium	TBD	TBD	TBD
AT – 3	Murphey Candler Trail Connector	To Perimeter Center via route under I-285	New multi-use trail connector to City of Dunwoody trail system	Medium	TBD	TBD	TBD
AT – 4	Town Brookhaven	To east of MARTA Rail Line	Feasibility study for pedestrian tunnel	Low	FY 19	City and MARTA	\$ 40K
AT – 5	Peachtree Road	N. Druid Hills Road to Ashford Dunwoody Road	Pedestrian improvements (Included in ARC's PLAN 2040 RTP # 0010326)	High	FY 19	GDOT and City	\$ 4.5 million

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CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART III – ACTIVE TRANSPORTATION PROJECTS (BICYCLE, PEDESTRIAN, AND TRAIL IMPROVEMENTS) – CONTINUED							
AT-6	Peachtree Road	West City limits to North Druid Hills Road	Pedestrian improvements	High	Beyond FY 19	GDOT and City	TBD
AT – 7	Nancy Creek Trail	--	Associated with linear park; trail concept needs additional analysis and public outreach	Medium	TBD	City	\$ 40K
AT- 8	Harts Mill Road	East City limits to Ashford Dunwoody Road	Sidewalks on both sides of the road	High	FY 17	City	TBD
CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART IV – PUBLIC TRANSIT PROJECTS							
PT – 1	Neighborhood Bus Circulator Study	Citywide	Study to examine the feasibility (demand, location, service type, and costs) for a community bus transit circulator linking MARTA stations.	Low	FY 19	City and MARTA	\$ 125K
CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART V – TRANSPORTATION OPERATIONS AND MANAGEMENT PROJECTS							
OP-1	Ashford Dunwoody Road	Dresden Drive Corridor	Intelligent Transportation System (ITS) expansion (included in ARC’s PLAN 2040 (PI # TBD)	High	FY 17	GDOT and City	\$ 1. 3 million
OP-2	Clairmont Road	40 locations	Located in DeKalb County (included in ARC’s PLAN 2040)	TBD	FY 17	GDOT and City	TBD

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CTP Project Number	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART V – TRANSPORTATION OPERATIONS AND MANAGEMENT PROJECTS							
OP-3	Ashford Dunwoody Road	North of entrance drive to West Nancy Creek Drive	Pedestrian crossing and signal improvements at Montgomery Elementary School entrance	High	FY 16	City	TBD
OP-4	Windsor Parkway	At Osborne Road, Mabry Road, Lanier Drive, and Ashford Dunwoody Road	Corridor traffic operations analysis	Medium	FY 18	City	TBD
CTP Project No.	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART VI – SPECIAL PROJECTS AND PROGRAMS							
SP – 1	Peachtree Road Corridor/ Brookhaven MARTA Station Area Plan	Including Peachtree Road, Dresden Drive, Apple Valley Way, and North Druid Hills	Traffic circulation analysis, public outreach, and initial concept development to address the impacts of the proposed new transit-oriented development, new City Hall, mixed use, and park uses planned at the station site. Includes auto and bus circulation concepts, complete streets concepts, truck, service, emergency vehicle access, and potential realignment of Apple Valley Road from Caldwell Road to Standard Drive. Also includes consideration of street alignments and improvements north and south of the station area (related to Peachtree Road LCI)	High	FY 15	GDOT, ARC, MARTA, and City	\$ 200K

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CTP Project No.	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART VI – SPECIAL PROJECTS AND PROGRAMS (CONTINUED)							
SP – 2	Citywide	--	Development of an Active Transportation Master Plan addressing bicycle, pedestrian, and trail systems within the City and connections to regional systems. Plan should include policies, design concepts, alignments, cost estimates, phasing, potential funding sources, Safe Routes to Schools, and public outreach.	High	FY 16	DeKalb County, Perimeter CIDs, and City	\$ 150K
SP – 3	Ultimate Buford Highway/ Parkway Concept Study	South City limits to north City limits	Update 2006 ARC Buford Highway Corridor Study to include updated demographic, economic, and transit system data, complete streets concepts, bus rapid transit and enhanced transit options, road diet considerations and public outreach. Associated with the <i>Buford Highway Economic Development Strategy (2014)</i>	High	Phase I – Corridor Vision and Traffic Modeling - FY 16	GDOT, ARC, DeKalb County, MARTA, and City	\$ 100K
SP – 4	Citywide	Traffic Calming Program	Traffic analysis, public outreach, and support services to address cut-through traffic and other related activities.	High	FY 15 and beyond	City	\$ 60K annually
SP – 5	Citywide	State of Good Repair Program	Road maintenance and resurfacing and Sidewalk/Path maintenance activities	High	FY 15 and beyond	City	\$ 3 million annually
SP – 6	Citywide	Citizens Transport Advisory Committee	Establish a citizen-based group to help advise City leaders on local and regional transportation issues affecting Brookhaven; assist in gathering information about transportation activities by adjacent cities; and developing educational materials for citizens on the importance of transportation and key concepts such as complete streets, access management, traffic safety, pedestrian and bicycle safety, etc.	High	FY 15	City	NA

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CTP Project No.	Corridor	From/To	Project Description	Priority	Suggested Budget Year	Potential Funding Partners	Estimated Cost
PART VI – SPECIAL PROJECTS AND PROGRAMS (CONTINUED)							
SP – 7	Citywide	--	Develop Transportation Standards and Criteria for (1) active transportation facilities; (2) complete streets concepts; (3) traffic calming concepts; (4) walkable urban thoroughfares and (5) context-sensitive design.	Medium	FY 18	City	\$ 50K

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**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.1	Create overall philosophy and program structure for the City's balanced, multimodal transportation system addressing planning, design, maintenance and operations, including opportunities for citizen engagement.								
1.1.1	Create Brookhaven Citizens Transportation Advisory Committee to provide input on transportation decisions and support public awareness and education programs for the community on transportation issues	X	X	X	X	X	Public Works Dept/Mayor/ City Council	TBD	Gen Fund
1.1.2	Develop Transportation Standards and Criteria for (1) active transportation facilities; (2) complete streets concepts; (3) traffic calming concepts; (4) walkable urban thoroughfares; and (5) context-sensitive design.	X					Public Works Dept/Mayor/ City Council	\$ 50K	Gen Fund
1.1.3	Establish transportation program framework for City investments in transportation including (1) Maintenance and Resurfacing; (2) Active Transportation Improvements; (3) Corridor Visioning and Design; (4) Neighborhood Traffic Calming, and (5) Safety and Operations.	X	X	X	X	X	Public Works Dept/Mayor/ City Council	TBD	Gen Fund
1.2	Protect Priority Corridors to support the City's economy and Community Connector streets to protect mobility throughout the City.								
1.2.1	Conduct two-part study to (1) establish a corridor vision for Ashford Dunwoody Road from the north City limits to Peachtree Road, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).	X	X	X			Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund

*Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.2.2	Conduct two-part study to (1) establish a corridor vision for Clairmont Road from north City limit to south City limit, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).		X	X	X		Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund
1.2.3	Conduct two-part study to (1) establish a corridor vision for Dresden Dr. from Peachtree Road to Buford Highway, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).				X	X	Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund
1.2.4	Conduct two-part study to (1) establish a corridor vision for E. Roxboro Road from west City limits to North Druid Hills Road, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).				X	X	Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC, PCID, and Gen Fund
1.2.5	Conduct traffic operations analysis, develop traffic calming concepts, assess need for turn lanes at Ashford Dunwoody Road, and public outreach			X			Public Works, DeKalb County, PCIDs, ARC, City	\$ 150K	ARC, PCID, and Gen Fund
1.2.6	Conduct two-part study to (1) establish a corridor vision for Osborne Road from Peachtree Road to Windsor Parkway, including context-sensitive design concepts, traffic operations, active transportation, safety, and public outreach; and (2) if feasible, develop a GDOT-type concept report for the preferred alternative(s).					X	Public Works, DeKalb County, PCIDs, ARC, City	Phase 1 = \$ 125K; Phase 2 = \$ 375K	ARC and Gen Fund

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CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.3	Pursue intersection improvements to improve transportation system operations and safety for motorists, pedestrians, bicyclists, and transit users.								
1.3.1	Ashford Dunwoody Road at Peachtree Road - lengthen turn lane, add sidewalks, drainage improvements, including realignment of ADR to improve turning traffic		X				GDOT and City	TBD	GDOT and Gen Fund
1.3.2	North Druid Hills Road at Peachtree Road - To be addressed in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	X					MARTA, GDOT, and City	TBD	GDOT and Gen Fund
1.3.3	Dresden Drive at Peachtree Road - to be addressed in the Brookhaven-Oglethorpe MARTA Station Area Traffic Study	X					MARTA, GDOT, and City	TBD	GDOT and Gen Fund
1.3.4	Buford Highway at Briarwood Road - add turn lanes and realign side street approaches; rebuild sidewalk in the SW quadrant and add new sidewalks in the NW quadrant.			X			Public Works/Mayor/City Council/GDOT	\$ 1.4 mil.	GDOT and Gen Fund
1.3.5	Buford Highway and N. Cliff Valley Way - conduct traffic study to determine needs for turn lanes		X				Public Works/Mayor/City Council/GDOT	\$ 25K	GDOT and Gen Fund
1.3.6	Buford Highway and Clairmont Road - conduct traffic study to determine need for innovative intersection.				X		Public Works/Mayor/City Council/GDOT	\$ 25K	GDOT and Gen Fund
1.3.7	Ashford Dunwoody Road and Windsor Parkway - conduct traffic analysis and concept report for turn lanes, active transportation features, and public outreach.					X	Public Works/Mayor/City Council/GDOT	\$ 100K	GDOT and Gen Fund

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CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.3.8	Ashford Dunwoody Road and Johnson Ferry Road Intersection - conduct traffic analysis, concept report and construction of ultimate intersection improvement, including innovative intersection, turn lanes, active transportation features, and public outreach.			X			Public Works/Mayor/City Council/GDOT	\$ 2.1 mil.	GDOT and Gen Fund
1.4	Develop Active Transportation (bicycle, pedestrian, trail) opportunities for commuting, improving health, and recreational purposes for City residents.								
1.4.1	Develop Citywide Active Transportation Plan to identify bicycle, pedestrian, and trail facilities, alignments, design concepts, estimated costs, potential funding sources, linkages to other local and regional systems, and public outreach. Potential corri		X				Public Works/Mayor/City Council	\$ 150K	DeKalb County and City
1.4.2	N. Fork of Peachtree Creek - new multi-use trail and linear park from west city limits near GDOT Creekside Trail along north bank of creek to Clairmont Road (see Buford Highway Improvement Plan and Economic Development Strategy - 2014)	X	X	X	X	X	Comm Dev/Public Works/Mayor/City Council/private sector	TBD	Gen Fund and other sources
1.4.3	Nancy Creek Trail (associated with linear park) - develop refined trail concept to determine project alignment and scope		X	X			Public Works/Mayor/City Council/private sector	\$ 40K	Gen Fund and other sources
1.4.4	Harts Mill Road - from east City Limits to Ashford Dunwoody Road - install sidewalks on both sides of road		X	X			Public Works/Mayor/City Council/private sector	TBD	Gen Fund
1.4.5	Murphey Candler Road Trail Connection to City of Dunwoody Trail System in Perimeter Center				X		Public Works/Mayor/City Council	TBD	Gen Fund and other sources

*Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.4.6	Pedestrian Connection from Town Brookhaven to neighborhoods east - assess the feasibility of a pedestrian tunnel under the rail line.					X	Public Works/Mayor/City Council	\$ 40K	ARC and Gen Fund
1.4.7	Pedestrian improvements along Peachtree Road from N. Druid Hills Road to Ashford Dunwoody Road - included in ARC's PLAN 2040 RTP # 0010326					X	Public Works/Mayor/City Council	TBD	GDOT and Gen Fund
1.4.8	Peachtree Road from west city limit to North Druid Hills Road - pedestrian improvements					X	Public Works/Mayor/City Council	TBD	GDOT and Gen Fund
1.4.9	Pedestrian improvements along Peachtree Road from south City limits to N. Druid Hills Road					X	Public Works/Mayor/City Council	\$ 4.5 mil.	GDOT, ARC, and City
1.5	Encourage increased use of public transportation services by citizens, employees, and visitors and improve access to MARTA stations.								
1.5.1	Conduct Neighborhood Bus Circulator Study to determine the feasibility and potential demand to connect City neighborhoods with MARTA rail stations.		X	X			Public Works/Mayor/City Council	\$ 125K	Gen Fund, ARC, and other sources
1.5.2	Conduct Brookhaven-Oglethorpe MARTA Station Area Traffic Study to determine the need for vehicle, pedestrian, bicycle, service vehicle, and emergency response vehicles and associated parking requirements in the area generally bounded by Peachtree Street, Dresden Drive, Apple Valley Way, and North Druid Hills Road. Needed to address transportation impacts from the proposed MARTA Transit-Oriented Development project and likely Development of Regional Impact at this location.	X					Public Works/Mayor/City Council	TBD	Gen Fund

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**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.6	Pursue transportation system operational improvements where needed.								
1.6.1	Ashford-Dunwoody Drive at Dresden Drive Corridor - Intelligent Transportation System (ITS) Expansions - included in ARC's PLAN 2040 RTP (PI # -- TBD)			X			GDOT/Mayor/City Council	\$ 1.3 mil.	Federal, state, and Gen Fund
1.6.2	Clairmont Road Signal Upgrades (40 locations to be determined) - included in ARC's PLAN 2040 RTP			X			GDOT/Public Works/Mayor/City Council	TBD	Federal, state, and Gen Fund
1.6.3	Windsor Parkway at Osborne Road, Mabry Road, Lanier Drive, and Ashford Dunwoody Road		X				Public Works/Mayor/City Council	TBD	Gen Fund
1.6.4	Ashford Dunwoody Road at Montgomery Elementary School - install pedestrian signal improvement		X				Public Works/Mayor/City Council	TBD	Gen Fund
1.7	Address need for traffic calming in neighborhoods and other sensitive areas of the City								
1.7.1	Conduct traffic calming analyses for various locations in the City to include, but not be limited to: Childers Road/Shady Valley Drive area; Johnson Ferry Road and Mill Creek Drive; and other locations.	X	X	X	X	X	Public Works/Mayor/City Council	\$ 60K annually	Gen Fund

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**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.8	Develop transportation facilities in the City to support economic development initiatives, especially in the Buford Highway (Boulevard) Corridor								
1.8.1	Peachtree Road Corridor/Brookhaven MARTA Station Area Plan including Peachtree Road, Dresden Drive, apply Valley Way, and North Druid Hills Road - traffic circulation analysis, public outreach, and initial concept development to address the impacts of the proposed new transit-oriented development, new City Hall, mixed use, and park uses planned at the station site. Includes auto and bus circulation concepts, complete streets concepts, truck, service, and emergency vehicle access and potential realignment of Apple Valley Road from Caldwell Road to Standard Drive. Also includes consideration of street alignments and improvements north and south of the station area (related to Peachtree Road LCI.								
1.8.2	Update ARC's 2006 Buford Highway Corridor Study to identify the ultimate preferred roadway and transit concept in two phases - the first being traffic microsimulation for a road diet; and Phase II to include the remaining activities - updated data and recommendations concerning demographics, economic changes, redevelopment options, complete street principles, potential streetcar, bus rapid transit or other technology, and public outreach.	X	X				Public Works/Mayor/City Council/GDOT	\$ 200K	MARTA and Gen Fund
1.9	Maintain the City's multimodal transportation facilities in a state of good repair.								
1.9.1	Maintain a Routine Maintenance and Resurfacing Program for City streets.	X	X	X	X	X	Public Works/Mayor/City Council	\$ 3 mil./yr	Gen Fund

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**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
TRANSPORTATION**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.10	Protect City neighborhoods from the negative impacts of vehicular traffic, including cut-through traffic, excessive speeds, noise, etc.								
1.10.1	Establish a citizen-based group to help advise City leaders on local and regional transportation issues affecting Brookhaven; assist in gathering information about transportation activities by adjacent cities; and developing educational materials for citizens on the importance of transportation and key concepts such as complete streets, access management, traffic safety, pedestrian and bicycle safety, etc.	X	X	X	X	X	Public Works/Mayor/City Council	TBD	Gen Fund

**Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.*

B.3. Community Work Program for Parks and Recreation Master Plan

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EXISTING PARK RENOVATIONS	TIER 1		TIER 2			TIER 3					TOTAL
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
Clack's Corner		x			x						
Fernwood Park		x		x							
Parkside Park		x	x								
Ashford Park		x			x						
Blackburn II Park	x	x									
Briarwood Park	x	x									
Brookhaven Park	x			x							
Georgian Hills Park		x									
Lynwood Park	x	x			x						
Osborn Park	x										
Skyland Park		x			x						
Blackburn Park	x		x			x					
Murphey Candler Park South				x				x			
Murphey Candler Park North	x		x				x				
RENOVATIONS TOTAL											
NEW PARK, FACILITY AND GREENWAY CAPITAL COSTS											
District 4 Neighborhood Park	x		x								
General Maintenance & ADA Improvements	x										
Briarwood Park Expansion					x						
Aquatics Renovations	x										
Community Center Renovations	x										
New Parks Neighborhood						x		x		x	
New Park, Facility and Greenway Total											
LAND ACQUISITION COSTS											
Park Land Acquisition	x										
Greenway Acquisition	x		x		x		x		x		
LAND ACQUISITION											
GENERAL DESIGN STANDARDS & STUDIES											
Sign Standards		x									
Design Standards		x									
Aquatics Facility Master Plan and Proforma	x										
Community Centers Master Plan and Proforma	x										
Caretaker House Redvelopment Study	x										
GENERAL PARK DESIGN TOTAL											
YEARLY TOTAL											

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B.4. Community Work Program for Buford Highway Improvement Plan & Economic Development Strategy

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CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
BUFORD HIGHWAY - ECONOMIC STRATEGY

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.1	Engage Redevelopment Property Owners								
1.1.1	For Redevelopment Parcels #1, #3, #4, #5, and #6 with multiple owners of smaller parcels, this engagement should focus on achieving agreement to allow the Development Authority to jointly market these parcels to attract the desired redeveloper and use.	x	x				City Manager; Development Authority	\$20,000	General Fund/ Grants
1.1.2	For Corporate Square, encourage the ownership to undertake an update of their schematic master plan in light of the potential coming North Fork creek multi-purpose trail/park and to consider mixed use approaches.	x	x				City Manager; Development Authority	TBD	General Fund/ CDBG
1.1.3	For Northeast Plaza, encourage ownership to develop a specific plan for mixed use development to be undertaken by them or a co-developer they identify.	x	x				City Manager; Development Authority	TBD	General Fund/ CDBG
1.1.4	For other single-owner parcels (Red Roof Inn, Parcels #2 and #8), determine interest/capacity of owners to undertake redevelopment; encourage identification of partners with capacity if necessary and/or use Development Authority to market sites to developers.	x	x				City Manager; Development Authority	Incl. Above in 1.1.1	General Fund/ CDBG
1.2	Create Policy Framework for Affordable Housing								
1.2.1	Establish policy for Northeast Plaza. Apply policy and phasing approach to zoning overlay.	x	x				City Manager; Development Authority; Community Development	\$25,000	General Fund/ Grants

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CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
BUFORD HIGHWAY - ECONOMIC STRATEGY

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.3	Adopt Redevelopment Consistent Zoning								
1.3.1	Prepare and adopt necessary zoning modifications for all redevelopment parcels.	x	x				City Manager; Development Authority; Community Development	\$20,000	General Fund/ Grants
1.4	Establish Tax Allocation District								
1.4.1	Complete TAD-required Redevelopment Plan (if referendum approved); determine boundaries for district (identified redevelopment parcels and other compatible or impacted adjacent properties); coordinate with North Fork trail/park planning.	x					City Manager; Development Authority	\$35,000	General Fund
1.5	Market Redevelopment Parcels								
1.5.1	In collaboration with property owners and at varying times depending on the dynamics of each location, recruit developers for specific sites	x	x	x	x	x	City Manager; Development Authority	TBD	General Fund
1.5.2	Consider site acquisition where feasible.	x	x	x	x		City Manager; Development Authority	TBD	Development Authority
1.5.3	Determine and provide redevelopment incentives.	x	x	x	x	x	City Manager; Development Authority	TBD	Development Authority/ Tourism

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**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
 BUFORD HIGHWAY - ECONOMIC STRATEGY**

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.6	Upgrade Existing Commercial Properties								
1.6.1	Create Façade Enhancement Matching Grant Program		x	x	x	x	City Manager; Development Authority; Community Development	TBD	Grants
1.7	Small Merchant Support Services								
1.7.1	Relocation Technical Assistance for Displaced Redevelopment Parcel businesses		x	x	x	x	City Manager; Development Authority; Small Business Development Center; SBA	TBD	Grants
1.7.2	International Restaurant/Retail Recruitment	x	x	x	x	x	City Manager; Development Authority	TBD	General Fund
1.7.3	International Theme Events/Programming	x	x	x	x	x	City Manager; Tourism	TBD	Tourism

**Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.*

CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
BUFORD HIGHWAY - IMPROVEMENT PLAN

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.1	North Fork Peachtree Creek Greenway								
1.1.1	Master Plan Report - Develop a framework for constructing an integrated system of multi-use and nature trails along the North Fork of Peachtree Creek. The future network will provide residents with close-to-home and close-to-work access to bicycle and pedestrian trails. The trails and greenways will serve transportation and recreation needs and help encourage quality, sustainable economic growth. Develop cost estimates for construction and strategy for property acquisition, as required.	x	x				Dev Authority, Parks & Rec Dept	\$60,000	General Fund, Grants
1.1.2	Complete real estate appraisals for candidate parcels for acquisition. Prioritize sites for acquisition based on importance to greenway concepts as identified in master plan (see 1.1.1)		x	x			Parks & Rec Dept,	TBD	General Fund, Grants
1.1.3	Initiate discussion with property owners of candidate parcels to determine parcels that could be part of a future greenway. Purchase parcels as available and funding allows.		x	x			Parks & Rec Dept, Dev Auth	TBD	General Fund, Grants
1.1.4	Construction Documents/Design - Develop construction documents and specifications for construction of the North Fork Greenway to include 75' setback and any parcels acquired by City.		x	x	x		Parks & Rec Dept, Dev Auth	15% of estimated construction budget (as determined in 1.1.1)	General Fund, CDBGs, STP, Federal Lands Transportation Enhancement (TE) Program
1.1.5	Construction/Implementation - Construct Greenway along North Fork Peachtree Creek including trailhead and connections to existing pedestrian network.				x	x	Parks & Rec Dept, Dev Auth	see 1.1.1	see 1.1.2

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CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019

BUFORD HIGHWAY - IMPROVEMENT PLAN

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
1.2	Gateway Improvements								
1.2.1	Gateway Master Plan - Identify sites at three locations for gateway features: south city limits on Buford Highway; north city limits on Buford Highway; city limits near intersection of North Druid Hills and Buford Highway. Estimate costs for obtaining right-of-way and coordinate with GDOT. Prepare application for GDOTs Gateway Program.	x	x				Community Devt Dept, Public Works,	\$30,000	GDOT Gateway Grant Program, Gen Fund
1.2.2	Gateway Design - Design gateway features construction documents at city limits at three locations (see 1.2.1): Develop cost estimates for construction.		x				Community Devt Dept, Public Works	\$30,000	Gen Fund, GDOT Gateway Grant, Grants
1.2.3	Gateway Construction - Construct gateway feature improvements at three locations (see 1.2.1)			x			Community Devt Dept, Mayor/ City Council	TBD from 1.2.2	GDOT Gateway Grant Program, Gen Fund
1.3	Pedestrian Light Standards - Buford Highway								
1.3.1	Swap light standards specified in GDOT project for more appropriate fixtures.	x					City Mgr, Public Works, Community Devt Dept	\$500 per fixture	Gen Fund, Grants
1.4	Streetscape - Buford Highway								
1.4.1	Feasibility & Transportation Engineering Study - Conduct a study to determine the feasibility for lane reduction within the city limits.		x	x			Community Devt Dept, Public Works	\$300,000	Gen Fund, Grant Funds
1.4.2	Streetscape Master Plan - Buford Highway - based on 1.4.1 recommend improvements for Buford Highways including pedestrian amenities, street trees, crosswalks, mass transit stop improvements, and medians.	x	x				Community Devt Dept, Public Works, Dev Auth	\$100,000	Gen Fund, Grants

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CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019
BUFORD HIGHWAY - IMPROVEMENT PLAN

ID	Description of Activity	Timeframe (x)					Responsible Party	Estimated Cost	Potential Funding Source*
		2015	2016	2017	2018	2019			
<i>Projects Identified in Comprehensive Plan CWP Involving Buford Highway</i>									
1.3.1.	Develop and adopt an overlay district for the Buford Highway corridor to regulate the form and character of redevelopment in the corridor.	x					CM, Dev Auth, Comm Devt	\$50,000	Tourism, Gen Fund
1.7.2	Consider recommendations of the Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study Area.	x	x	x	x	x	Comm Devt	\$50,000	Gen Fund

**Funding is subject to annual budget allocation by Mayor and Council, potential bond issuance, and the availability of funding from federal and state grants.*

C Comprehensive Transportation Plan*

D Parks and Recreation Master Plan*

E Buford Highway Improvement Plan*

F 5-Year Comprehensive Plan Update (2019) Public Involvement Documentation

Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
LAND USE					
Land Use		Figure 2-2 - update needed	Text	Staff	
Land Use	Development Trends	Update zoning district titles referenced and add new classifications as necessary	Text	Staff	
Land Use	Existing Land Use Analysis	Update statistics throughout	Text	Staff	
Land Use		Figure 2-2 - these % are now 9 years old. Anyway to update? In particular, what is % and acreage of multifamily?	Text	Planning Commission	Data will be updated.
Land Use		Preserve single family neighborhoods	Comment only	Public	
Land Use		Lenox Park has almost 1,600 apartments and only 192 homes. We do not need more apartments. Put more owner-occupied townhomes and condos to create balance.	Policy	Public	Will be reviewed for addition to Community Work Program.
ISSUES & OPPORTUNITIES					
Issues & Opportunities	Introductory Section	Update to reflect that Community Work Program is adopted annually	Text	Staff	
Issues & Opportunities: 1. Land Use	1.1	Underway - zoning ordinance rewrite complete; other amendments pending	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.1	Delete and/or replace.	Policy	Planning Commission	Will be updated as amendments are completed and new amendments are considered by Council.
Issues & Opportunities: 1. Land Use	1.2	Completed - character area study and zoning ordinance rewrite	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.2	Review tree ordinance and stormwater ordinance as it relates to this item.	Policy	Planning Commission	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.2	"should consider" - I thought we were committed to establishing area-specific infill (beyond character)?	Policy	Planning Commission	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.2	Trees? Larger property built and more stormwater runoff.	Policy	Planning Commission	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.3	Completed - zoning ordinance rewrite	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.3	Currently address Peachtree only.	Policy	Planning Commission	Design standards were included as part of the Buford Highway Overlay; however, architectural standards were not determined to be appropriate.
Issues & Opportunities: 1. Land Use	1.3	Peachtree Road versus Buford Highway	Policy	Planning Commission	Design standards were included as part of the Buford Highway Overlay; however, architectural standards were not determined to be appropriate.
Issues & Opportunities: 1. Land Use	1.4	Ongoing - bike-ped plan, sidewalk ordinance, sidewalk fund	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.4	Add "such as," instead of naming specific nodes.	Text	Planning Commission	Text will be updated.
Issues & Opportunities: 1. Land Use	1.4	Change "...nodes of..." to "...nodes such as..." and add annexed properties to potential locations (e.g. Executive Park).	Text	Planning Commission	Text will be updated.
Issues & Opportunities: 1. Land Use	1.4	Scooters. Nodes not named.	Text	Planning Commission	Text will be updated.
Issues & Opportunities: 1. Land Use	1.4	If a sidewalk is installed on Lenox Park Boulevard (on the Arbors side of the street) it would be cutting down some 60+ trees. Instead of helping green up Brookhaven you are doing the opposite. You are not doing what 1.5 tree ordinances is supposed to do.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.4	Please make it safer to cross as crosswalks.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.4	Need stronger measures for pedestrian safety on streets with crosswalks.	Policy	Public	Will be reviewed for addition to Community Work Program.

Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
Issues & Opportunities: 1. Land Use	1.4	In building new sidewalks, do not eliminate mature trees. Some streets are fine with a sidewalk on one side only.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.4	Sidewalks not needed on both sides of street. Trees should not be cut down.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.4	Need to consider another option (mode of transport) for last mile - not scooters - for those who cannot walk greater than one mile or bike.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.5	Completed - amended 08/26/14, 02/10/15, 08/25/15, and 08/22/17	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.5	In addition to trees in the ground, expand use of large planters in public places.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.5	Do not eliminate trees for sidewalks.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.5	Current tree ordinance has not stopped the clear cutting of trees. Need to consider proposal in progress.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.6	Ongoing - sign ordinance amendments, sign registration program	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.7	Ongoing - community gardens, farmers markets, bike-ped plan	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.7	Add "trails" and reference "trips" rather than "short trips".	Text	Planning Commission	Text will be updated.
Issues & Opportunities: 1. Land Use	1.8	Completed - zoning ordinance rewrite	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.8	Many in the community feel we have gone too far in promoting mixed-use.	Policy	Planning Commission	
Issues & Opportunities: 1. Land Use	1.8	Other areas.	Policy	Planning Commission	
Issues & Opportunities: 1. Land Use	1.8	City should give incentives to draw mixed use to targeted neighborhoods like Lenox Park?	Comment only	Planning Commission	
Issues & Opportunities: 1. Land Use	1.9	Completed - zoning ordinance rewrite	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.9	Is there a real desire for increased density?	Policy	Planning Commission	
Issues & Opportunities: 1. Land Use	1.9	Soundproofing standards for new developments near PDK.	Policy	Agency	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.9	Ensure compatible land-use development near PDK.	Policy	Agency	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 1. Land Use	1.10	Completed - applications provided to school district for review monthly, annual development review meeting between departments	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.11	Ongoing - some initial contact with property owners	Comment only	Staff	
Issues & Opportunities: 1. Land Use	1.11	This probably should be part of the overall redevelopment of MARTA. May not be worthwhile to make that investment now.	Policy	Planning Commission	
Issues & Opportunities: 1. Land Use	1.11	Change to a mid-term item.	Policy	Planning Commission	
Issues & Opportunities: 1. Land Use	1.11	Consider integrating North Druid Hills Corridor with this item. Should we develop a strategy for improving Peachtree and intersections with North Druid Hills and Dresden that does not depend on MARTA for assistance?	Policy	Planning Commission	

Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
Issues & Opportunities: 1. Land Use	1.11	North Druid?	Comment only	Planning Commission	
Issues & Opportunities: 2. Community Facilities & Resources	2.1	Ongoing - tree canopy study 2014 and 2016	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.1	Language needs editing.	Policy	Planning Commission	Text will be updated.
Issues & Opportunities: 2. Community Facilities & Resources	2.1	All new parking structures and community areas should have large planters to augment the tree canopy.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 2. Community Facilities & Resources	2.1	In your intent is to preserve the tree canopy, why would you cut down 60+ trees on Lenox Park Boulevard (mature trees) to install a sidewalk.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 2. Community Facilities & Resources	2.1	In order to preserve trees do not put sidewalks on both sides of street.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 2. Community Facilities & Resources	2.1	Tree canopy can be preserved by no putting sidewalks on both sides of the street.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 2. Community Facilities & Resources	2.1	Installing additional sidewalk on Lenox Park Boulevard is against effort to conserve tree canopy. There is sidewalk on other side.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 2. Community Facilities & Resources	2.2	Ongoing - public works capital improvement program	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.2	Continue conversation with DeKalb to review capacity.	Comment only	Planning Commission	This item is related to stormwater capacity, which is not managed by the county. The city, through the development review process, communicates frequently with the county on capacity as it relates to the water/sewer system.
Issues & Opportunities: 2. Community Facilities & Resources	2.2	How do we identify needed improvements?	Comment only	Planning Commission	The city maintains a stormwater management plan in compliance with the state environmental protection division.
Issues & Opportunities: 2. Community Facilities & Resources	2.3	Completed - DeKalb consent order	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.3	Why would we do the job of Watershed? This should be done more from a basin (watershed) standpoint.	Comment only	Planning Commission	The county is responsible for capacity improvements; however, the city supports the county through the development review process to ensure capacity issues are addressed.
Issues & Opportunities: 2. Community Facilities & Resources	2.3	How do we identify needed improvements?	Comment only	Planning Commission	Through coordination with the county.
Issues & Opportunities: 2. Community Facilities & Resources	2.4	Completed - zoning ordinance rewrite, chapter 14 updates	Comment only	Staff	

Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
Issues & Opportunities: 2. Community Facilities & Resources	2.4	Strategic means defining how we get there.	Comment only	Planning Commission	
Issues & Opportunities: 2. Community Facilities & Resources	2.4	Burying utilities is such an important step. Have to be able to continue planting there.	Comment only	Public	
Issues & Opportunities: 2. Community Facilities & Resources	2.5	Ongoing - Peachtree creek greenway	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.5	Update to include North Fork Peachtree Creek	Comment only	Planning Commission	
Issues & Opportunities: 2. Community Facilities & Resources	2.6	Ongoing - city administration	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.6	This should be part of the MARTA redevelopment	Policy	Planning Commission	
Issues & Opportunities: 2. Community Facilities & Resources	2.6	Why not consider the park side campus at Lenox Park?	Comment only	Public	
Issues & Opportunities: 2. Community Facilities & Resources	2.7	Ongoing - see 1.10	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.7	Delete and/or replace.	Comment only	Planning Commission	
Issues & Opportunities: 2. Community Facilities & Resources	2.7	No charter schools	Policy	Planning Commission	
Issues & Opportunities: 2. Community Facilities & Resources	2.8	Not started - no department activity on this item	Comment only	Staff	
Issues & Opportunities: 2. Community Facilities & Resources	2.8	Do we really have any historic facilities?	Policy	Planning Commission	The city has not formally completed a historic resources survey. Task is included in Community Work Program.
Issues & Opportunities: 3. Economic Development	3.1	Ongoing - economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.1	People need affordable places to live including city employees.	Comment only	Public	
Issues & Opportunities: 3. Economic Development	3.1	Please preserve the wonderful cuisine along Buford Highway.	Comment only	Public	
Issues & Opportunities: 3. Economic Development	3.1	Krog Street Market, Ponce City Market are so successful. Why not consider Lenox Park for such a destination?	Comment only	Public	
Issues & Opportunities: 3. Economic Development	3.2	Completed - cherry blossom festival, arts commission, living walls	Comment only	Staff	

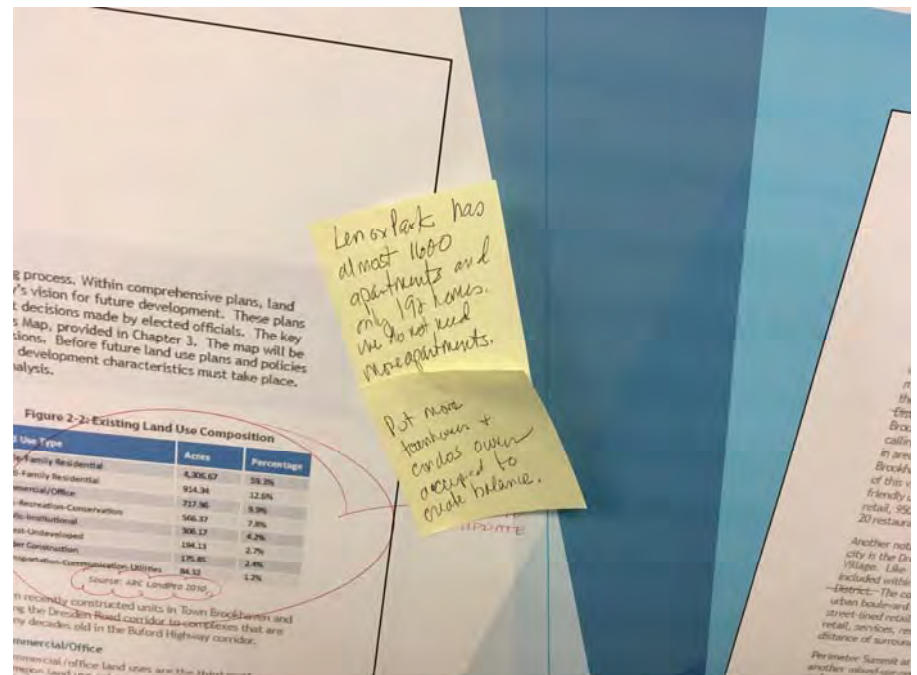
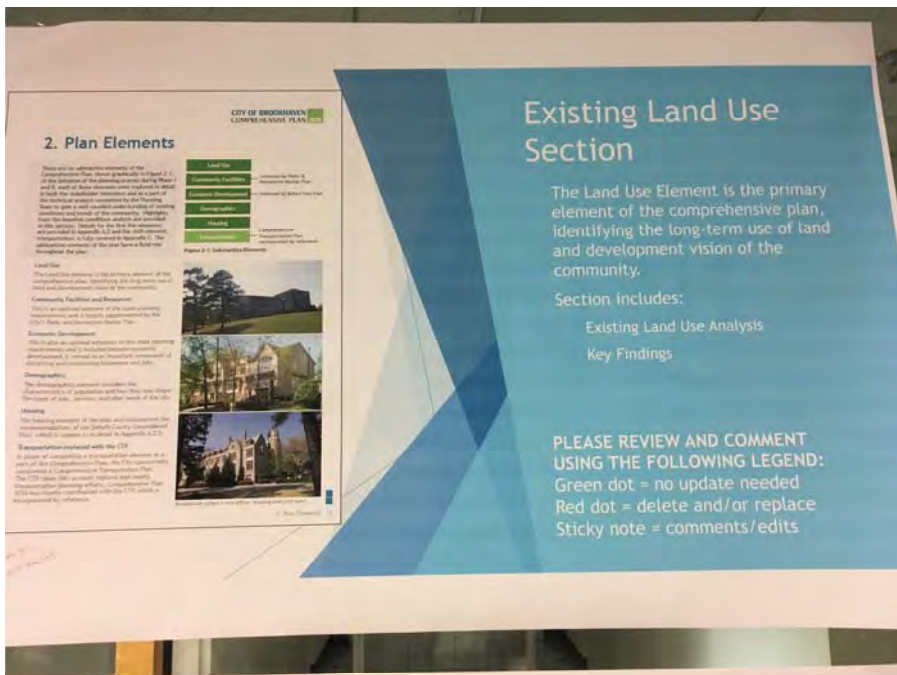
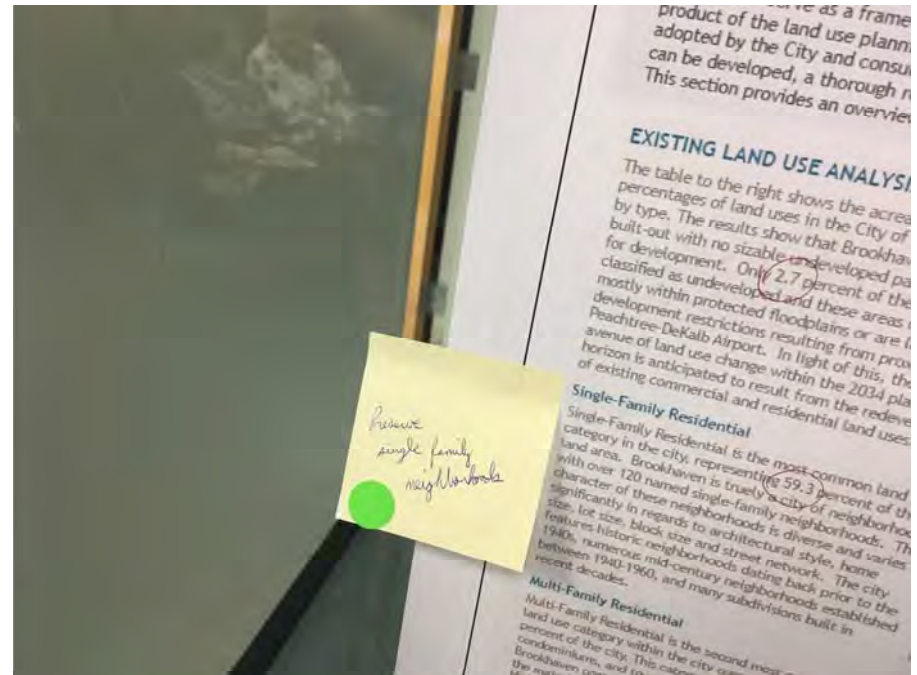
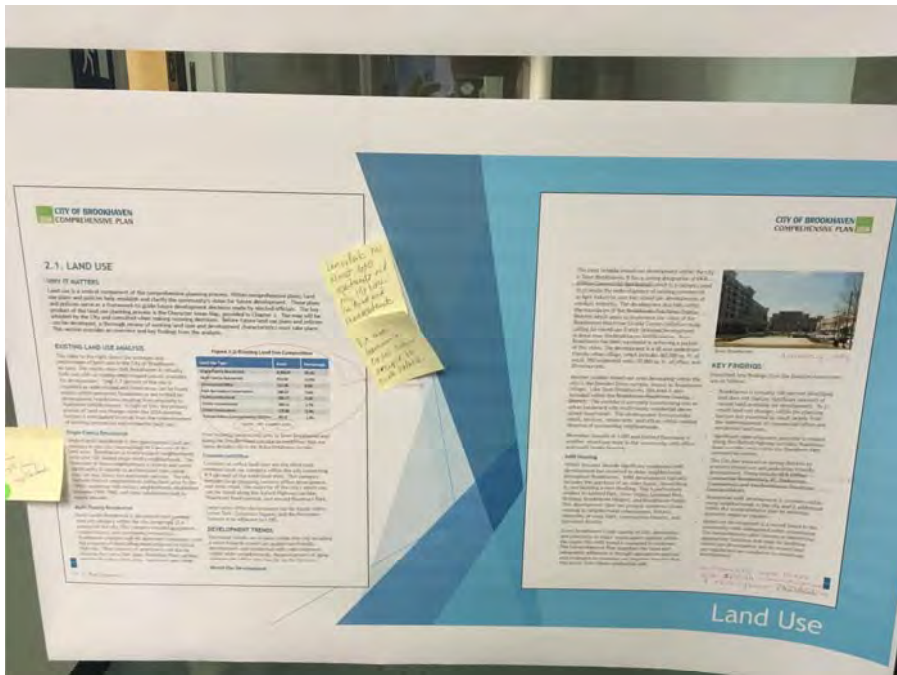
Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
Issues & Opportunities: 3. Economic Development	3.2	Can we add language that commits to reorganizing and promoting events that are already supported by the community - arts festival, We Love BuHi, etc. - on celebrating things organic to Brookhaven such as greenway?	Policy	Planning Commission	
Issues & Opportunities: 3. Economic Development	3.3	Ongoing - economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.4	Ongoing - economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.4	Be more specific here and define how sustainability can be defined as benefits from an economic, social, and environmental standpoint.	Policy	Planning Commission	
Issues & Opportunities: 3. Economic Development	3.4	Especially for sites such as the Brookhaven-Oglethorpe MARTA station.	Comment only	Planning Commission	
Issues & Opportunities: 3. Economic Development	3.5	Ongoing - economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.5	Add the chamber's intent to include how to recruit and retain businesses.	Policy	Planning Commission	
Issues & Opportunities: 3. Economic Development	3.6	Ongoing - city administration	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.6	City needs to understand how to incentivize development to spur other development.	Comment only	Planning Commission	
Issues & Opportunities: 3. Economic Development	3.6	Let's not overlook improvements to Peachtree intersections with Dresden and North Druid Hills intersections; don't wait for MARTA. Update no rezoning to PR to facilitate redevelopment. Consider how to develop area without MARTA. How to engage MARTA to build good will in community by helping with intersection improvements. Allowing public art on walls etc.	Policy	Planning Commission	
Issues & Opportunities: 3. Economic Development	3.7	Ongoing - economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.8	Completed - city administration and economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.9	Completed - city administration and economic development department	Comment only	Staff	
Issues & Opportunities: 3. Economic Development	3.9	Delete and/or replace.	Comment only	Planning Commission	Ongoing
Issues & Opportunities: 4. Population (Community Building)	4.1	Completed - gateway signs installed	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.2	Ongoing - community development department	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.2	How to incorporate local gathering places for engagement - coffee, tai chi. This is an important part of aging.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 4. Population (Community Building)	4.2	Need last mile transportation that doesn't involve walking, biking, or scooters.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 4. Population (Community Building)	4.2	Pedestrian safety is critical for aging. Traffic needs to be slowed at crosswalks enforced.	Policy	Public	Will be reviewed for addition to Community Work Program.

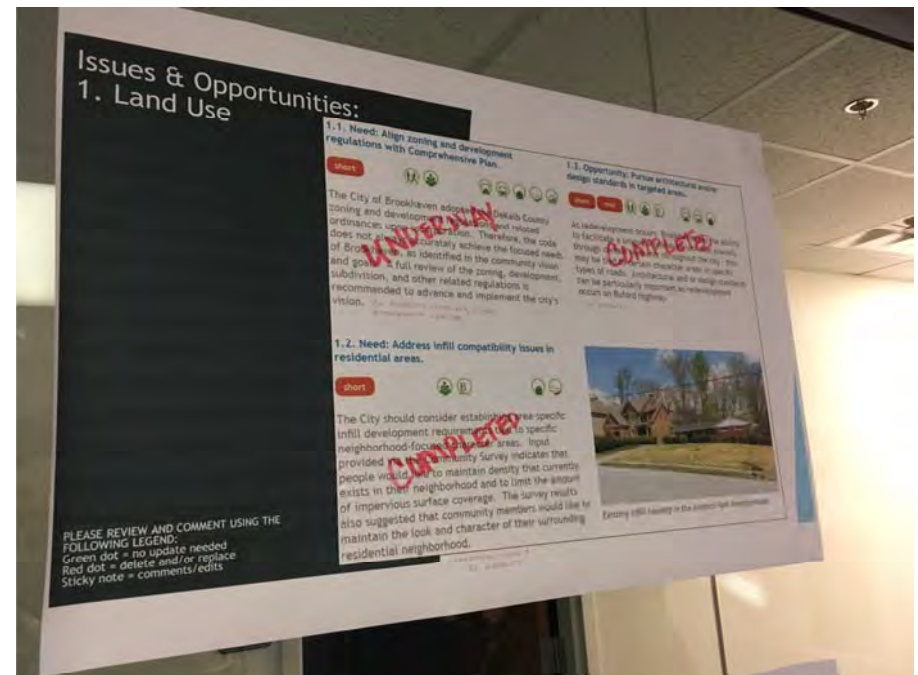
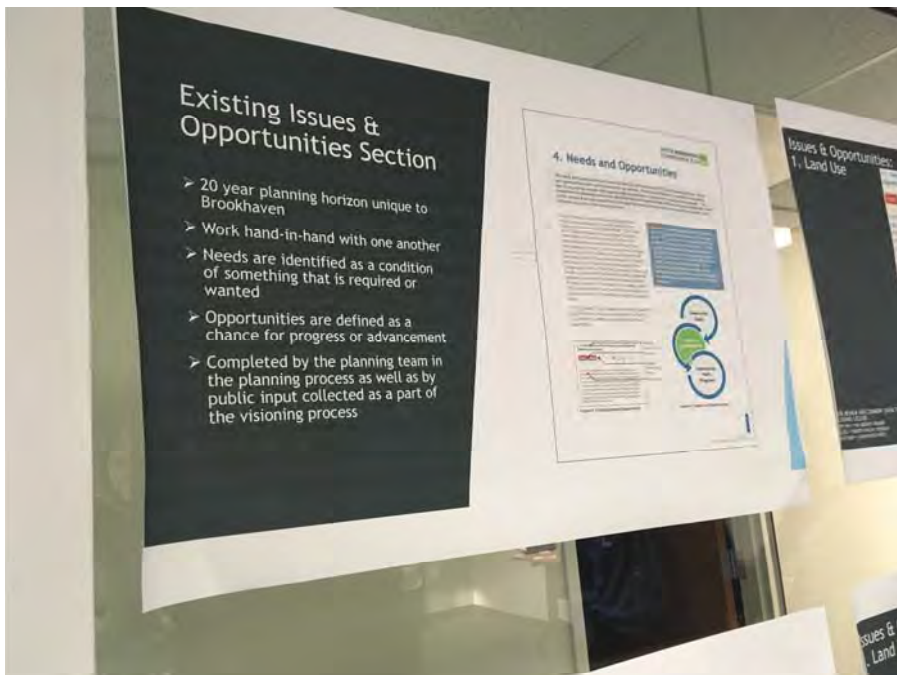
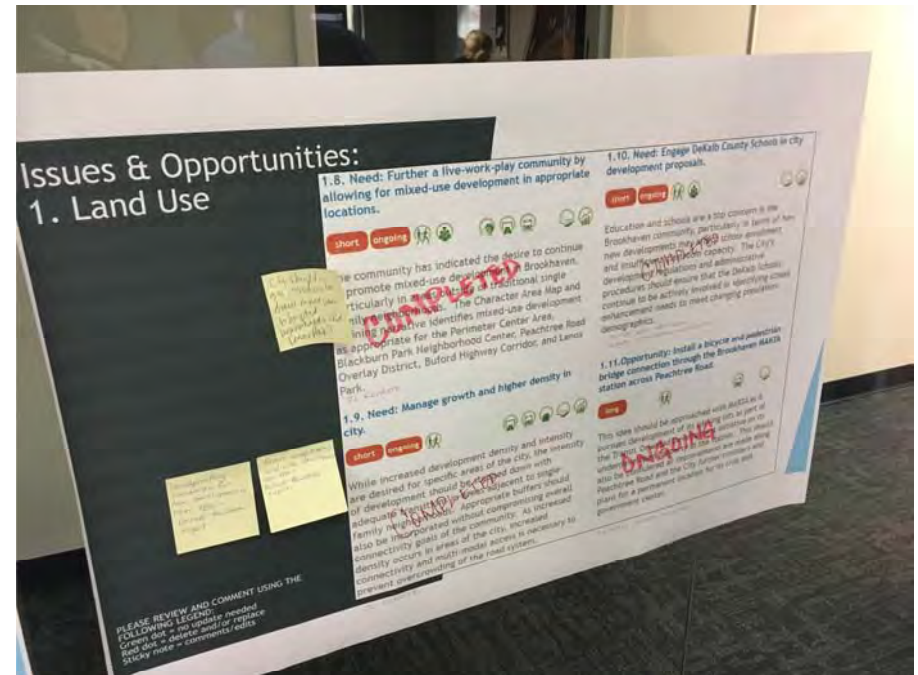
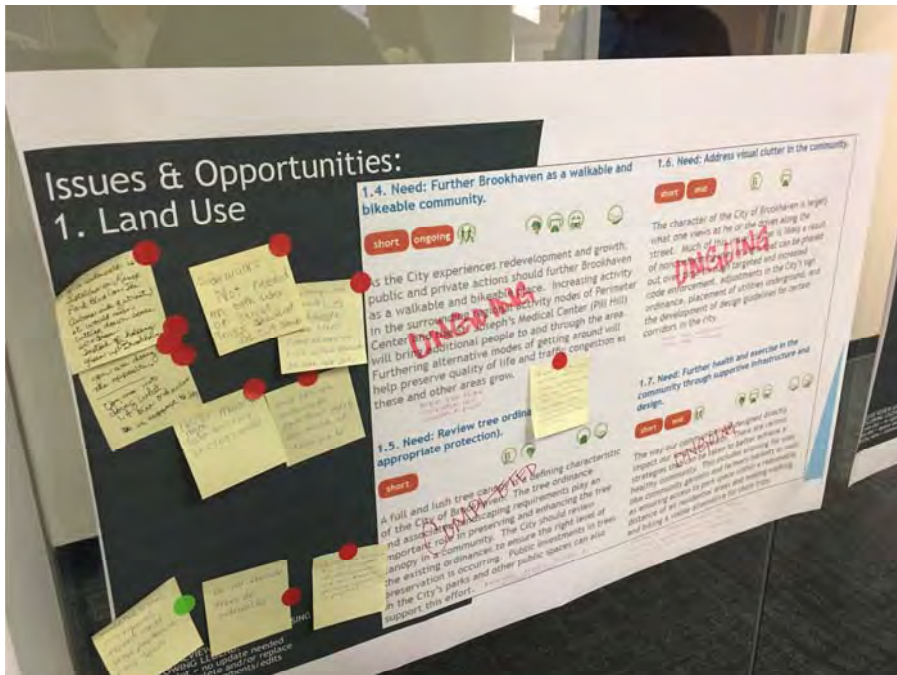
Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
Issues & Opportunities: 4. Population (Community Building)	4.2	More safety needed - crosswalks and slowing of traffic.	Policy	Public	Will be reviewed for addition to Community Work Program.
Issues & Opportunities: 4. Population (Community Building)	4.3	Ongoing - city administration	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.4	Ongoing - communications department	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.4	Not sure how festivals and parades communicate. The events build community, but the Brookhaven Blast, website, etc. are communications.	Text	Planning Commission	Text will be updated.
Issues & Opportunities: 4. Population (Community Building)	4.4	Language needs editing.	Text	Planning Commission	Text will be updated.
Issues & Opportunities: 4. Population (Community Building)	4.5	Ongoing - cherry blossom festival, partnerships with Latin American association, arts commission	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.5	Add historic African-American art, specifically around the Lynwood community.	Policy	Planning Commission	Art Advisory Committee has been established.
Issues & Opportunities: 4. Population (Community Building)	4.6	Completed - staff in-house, partnerships with Latin American association, consultant communications	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.6	Rapidly losing diversity due to economics. Most people can't afford to live here.	Comment only	Public	
Issues & Opportunities: 4. Population (Community Building)	4.7	Ongoing - partnerships with community-based organizations	Comment only	Staff	
Issues & Opportunities: 4. Population (Community Building)	4.7	Please re-word the title. The intent is good but the title says something different.	Policy	Planning Commission	Text will be updated.
Issues & Opportunities: 4. Population (Community Building)	4.7	Include for all ethnicities.	Policy	Planning Commission	Text will be updated.
Issues & Opportunities: 4. Population (Community Building)	4.7	Language needs editing.	Comment only	Planning Commission	Text will be updated.
Issues & Opportunities: 5. Housing	5.1	Completed - zoning ordinance rewrite	Comment only	Staff	
Issues & Opportunities: 5. Housing	5.2	Ongoing - apartment sweeps, apartment inspections, zoning ordinance rewrite, economic development department	Comment only	Staff	
Issues & Opportunities: 5. Housing	5.2	Need to plan without MARTA.	Policy	Planning Commission	
Issues & Opportunities: 5. Housing	5.2	Language needs editing.	Comment only	Planning Commission	

Section	Item #/Section	Comment	Edit Type	Comment by	Response from Staff
Issues & Opportunities: 5. Housing	5.3	Ongoing - fund development department	Comment only	Staff	
Issues & Opportunities: 5. Housing	5.3	Language needs editing.	Comment only	Planning Commission	
Issues & Opportunities: 5. Housing	5.3	Would very much like to see this happen.	Comment only	Public	
COMMUNITY WORK PROGRAM					
Community Work Program		Each item based on original issues and opportunities section and is updated annually	Comment only	Staff	
Community Work Program	1.3.1	Why on hold?	Comment only	Planning Commission	All "On hold**" notes were related to the Zoning Ordinance Rewrite which has now been adopted. When the Community Work Program is update for 2020-2024 as part of this project "On hold**" will be changed to "Complete."
Community Work Program	3.2.2	A great way to build community and help businesses.	Comment only	Planning Commission	
Community Work Program	3.2.3	Work with We Love BuHi as example.	Comment only	Planning Commission	
Community Work Program	3.5.1	Doesn't promote "feedback."	Comment only	Planning Commission	
Community Work Program	4.2.3	Has Planning Commission ever discussed Lifelong Communities Principles?	Comment only	Planning Commission	The Commission has not been presented or discussed Lifelong Communities outside of the initial comp plan adoption. The department is currently working on this Community Work Program activity and will bring more information to the Commission and City Council before the end of the year.
OTHER UPDATES & RECOMMENDATIONS					
Previously Discussed Updates & Initial Recommendations		>Planning Commission Work Program – Special Area Plans -Nodes vs. corridors -Roxboro -North Druid -Ashford Dunwoody -Dresden -Windsor/Osborne -Clairmont >New/Separate Character Area for Annexation Area south of I-85 >Transitional Areas >Morrison Farms Property >Update Chapter 14, Land Development & Subdivisions, to reference Comp Plan recommendations >Broadband Services Element as required by State	Comment only	Staff	Will be reviewed for addition to Community Work Program.
Previously Discussed Updates & Initial Recommendations		Keep Dresden single family between Peachtree Road Overlay and Clairmont Road.	Policy	Public	

Name	Company/Organization	Address	Phone Number	E-mail
Barbara Vargas		1856 Chrysler Dr NE	404-502-4174	bgvargas@gmail.com
Sharon Brekke		2695 Redding Rd NE	4-233-8934	sharonbrække@bellsouth.net
Sheryl Cook		1018 Arbor Trace NE	4-388-1930	sherylscook@gmail.com
Barbara Sugarman		1090 Arbor Trace NE	4-983-5187	bhsugarman@gmail.com
Gunter Sharp		2209 Street Deville NE	4/634-3581	guntersharp@yahoo.com
Katina Logan		1310 Keys Lake Dr	6789397989	Kmlogan@msn.com
Nate Schattner	POK - DeKalb-Rocktree Airport	2000 Airport Rd Atlanta, GA 30344	770-936-5440	neschattner@dekalb countyga.gov
Blain Belton		2503 ALTA VISTA DR	404-315-0294	
MARHA GROSS	N D H R A			







Issues & Opportunities: Community Facilities Resources

2.5. Need: Leverage city's creek system for greater access by community, while protecting their long-term health and viability.
short ongoing

North Fork Peachtree Creek and Nancy Creek are two of Brookhaven's most cherished natural resources. The vision is to make these areas more accessible to the community through the development of trail networks and appropriate protections to ensure the creeks are healthy and sufficiently buffered from area development.

2.6. Need: Establish a Town Center.
short mid

Establishing a Town Center will likely occur over a long term period, it is essential that we term the center contain, including offices, civic space, and other community amenities that are desired by the community as well as how the center will interact with private development.

2.7. Opportunity: Improve coordination with DeKalb County Schools or consider development of a charter school system.
long ongoing

Schools play a fundamental role in the success and health of a community. Quality schools provide a desirable place to live and raise a family and can also provide supplemental facilities for community events and activities. An ongoing concern in the Brookhaven area is the quality of the public schools in Brookhaven and the degree to which the DeKalb County Schools are adequately planning for the school needs of the population.

2.8. Need: Document and protect historic resources.
short mid

Brookhaven is a well-established community with a variety of historic sites, buildings, and streets which were developed during the early 20th century. A full inventory of the city's historic resources survey and identify ways to protect and preserve these resources in the future.

PLEASE REVIEW AND COMMENT USING THE FOLLOWING LEGEND:
 Green dot = no update needed
 Red dot = delete and/or replace
 Sticky note = comments/edits

Issues & Opportunities: Economic Development

3.5. Opportunity: Identify ways to regularly engage business community in feedback on city needs and concerns and vice versa.
short ongoing

Business retention and economic development is a vital component of economic growth. The goal is to establish a regular, ongoing dialogue with the business community to identify ways to enhance the city's economic development and establish clear roles across economic development initiatives, including EDC, understanding that attractive economic development is achieved through public-private partnerships.

3.6. Need: Leverage the Brookhaven MARTA station to encourage further desirable development along the Peachtree Corridor.
short mid

The Brookhaven MARTA station is a key asset for the community's growth and it also has the potential to be a catalyst for development along the Peachtree Corridor. It will need to be leveraged with its planning and development potential to ensure that the Brookhaven and the surrounding areas are developed in a way that is consistent with the city's economic development goals.

3.7. Need: Streamline information accessibility between economic development partners and for site selectors and prospective companies.
short ongoing

A vital step in economic development is to ensure that information is accessible to all stakeholders and prospective companies. This includes streamlining the process for site selectors and prospective companies to access information on city resources, incentives, and other economic development opportunities.

3.8. Need: Ensure a well-rounded view of the city through coordinated data analysis.
short ongoing

A vital step in economic development is to ensure that information is accessible to all stakeholders and prospective companies. This includes streamlining the process for site selectors and prospective companies to access information on city resources, incentives, and other economic development opportunities.

3.9. Need: Optimize efforts and resources at county and regional levels.
short ongoing

Optimizing efforts and resources at the county and regional levels is essential for economic development. This includes streamlining the process for site selectors and prospective companies to access information on city resources, incentives, and other economic development opportunities.

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Issues & Opportunities: 2. Community Facilities & Resources

2.1. Need: Preserve the city's tree canopy.
short ongoing

The city's tree canopy is one of the aspects of Brookhaven that sets it apart as a neighborhood-centric area within a growing urban context. The opportunities for development and redevelopment bring with it the opportunity to preserve the existing tree canopy and enhance it with new plantings at previously developed sites. Tree protection should extend from residential to commercial areas and be addressed within both the public realm and private spaces of the city.

2.2. Need: Stormwater management - evaluate existing program to ensure sufficient capacity to meet needs.
short ongoing

As redevelopment and neighborhood development occurs in the city, there will be an increase in impervious surfaces, which will call for additional stormwater management needs. Brookhaven took over management of the stormwater system when it became a city and therefore will be responsible for upgrades.

2.3. Need: Identify infrastructure and utility capacity improvements (water and sanitary sewer) needed to support Future Land Use Plan.
short

Infrastructure and utility capacity is a vital need to facilitate desired development. Development in a city requires a robust water and sewerage system. The water and sewerage capacity has not been completed since Brookhaven became a city.

2.4. Opportunity: Establish policies for burying utilities along strategic corridors.
short

Multiple stakeholders including the Comprehensive Plan Steering Committee have identified the burying of utilities as a strategic move for the City of Brookhaven. It would help improve the city's character and facilitate a more complete tree canopy. The challenge with burying utilities is the potential cost to both the city and private landowners and in certain cases could deter redevelopment from occurring.

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Issues & Opportunities: 3. Economic Development

3.1. Opportunity: Continue to enhance, diversify, and attract business establishments and unique restaurants.
short ongoing

According to public input collected, the diverse restaurant scene in Brookhaven, particularly those along the Buford Highway, is an important part of the city's identity. Continuing to enhance and diversify Brookhaven's business establishments and unique restaurants will further Brookhaven as a well-rounded community and welcoming business environment that better serves its residents and business community.

3.2. Opportunity: Identify opportunities for community festivals and events.
short

Although Brookhaven is not as racially diverse as the Atlanta metro and the state, the city is significantly ethnically diverse, with Hispanics making up a quarter of its population. Brookhaven's cultural diversity is one of its prized assets and should be celebrated. Events that bring the community together to highlight various cultures, neighborhoods, businesses, and organizations are informative to citizens wanting to know more about their city, foster appreciation of distinctive groups represented in the city, and encourage community pride which supports talent retention, a key goal of economic development.

3.3. Opportunity: Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy.
short mid

As a new city, Brookhaven has the opportunity to establish a strong foundation that can support many years of solid economic development initiatives. A holistic economic development strategy addresses bringing all partners to the table to build consensus, fleshing out the city's economic development goals, the business sectors the City and its partners want to grow, determining implementation steps.

3.4. Opportunity: Establish additional incentives to encourage sustainable development in the city.
short

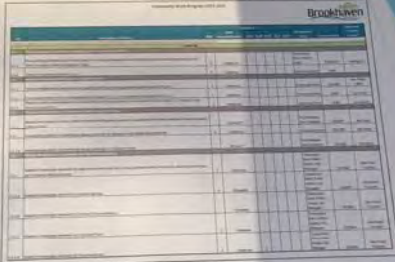
Competitive incentives are utilized in many cities, regions, and states to promote targeted growth and development. Once Brookhaven's economic development strategy is established, the City should then evaluate which incentives feasibly support these goals and pursue steps to actualize them (opportunity zones, tax allocation districts, etc.).

PLEASE REVIEW AND COMMENT USING THE FOLLOWING LEGEND:
 Green dot = no update needed
 Red dot = delete and/or replace
 Sticky note = comments/edits



Existing Community Work Program

- Based on Issues & Opportunities Section
- Currently adopted on an annual basis
- Last update completed in October 2018 for 2019-2023
- Sections include:
 - Land Use
 - Community Facilities and Resources
 - Economic Development
 - Population
 - Housing

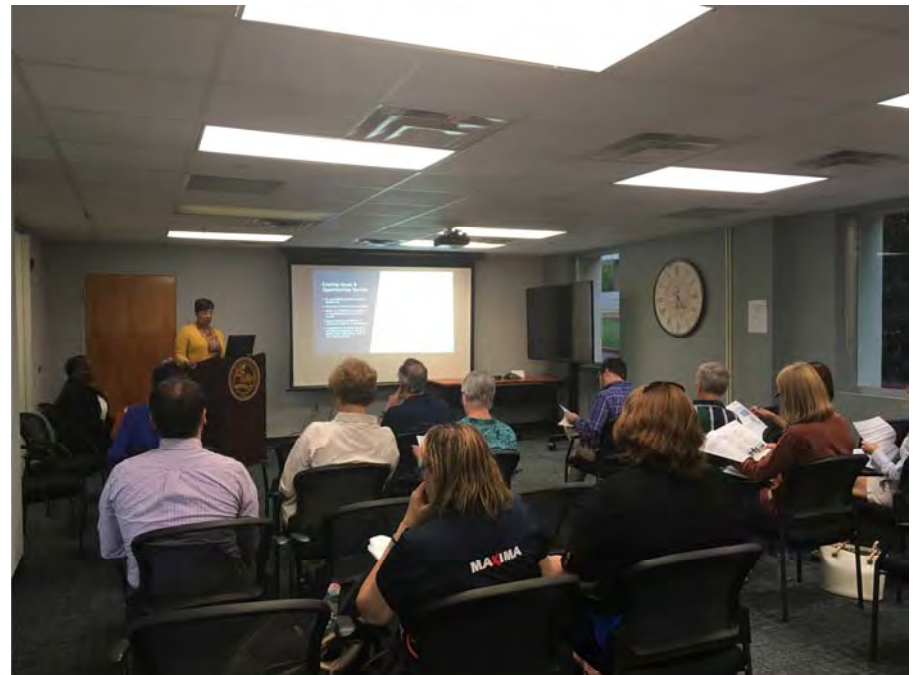


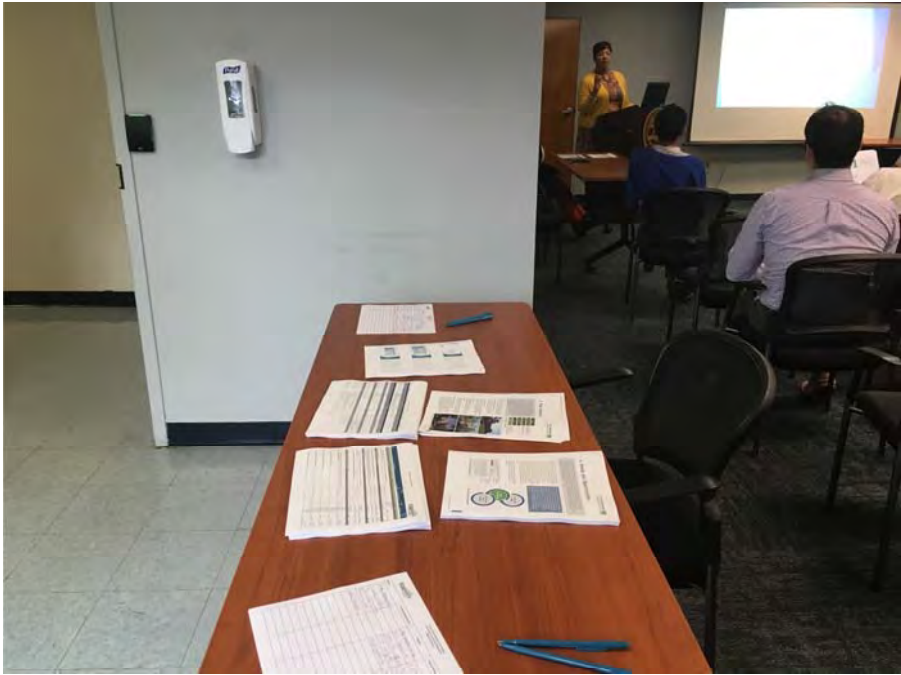
See full copy of Work Program located at table display to make comments.



5-Year Comprehensive Plan Update
 Community Involvement Meeting #2
 04/25/19 6:00 p.m.


Name	Company/Organization	Address	Phone Number	E-mail
Nate Schattner	PDK Airport	2000 Airport Rd Ste 212, Atlanta 30341	770-936-5420	neschattner@ dekalbcountyga.gov
SANDY MURPHY		3212 SAYBROOK DR NE 30349	404 293 0906	SANDY MURPHY @ COMCAST.NET
Sheryl Sloane		1267 Village Run NE Brookhaven, GA 30319-5324	404-245-0449	shsloane@comcast.net
Rosalee Clough	Lenox Park	1197 Village Run Brookhaven		rcclough@gmail.com
Barbara Varga		1856 Chapin Lane ATL, 30345	404-502-4174	bgvarga5@gmail.com
LORI GRAY		2395 THOMPSON	804 339 5800	LORIGRAY.VA @ GMAIL.COM
Terrell Carsters		2444 Oostanaula		tciorwa@bellsouth.net
Betsy Eggers	Peachtree Creek Greenway	1408 Tugaloo	4-831- 88526	betsy@peachtreecreek, org
Andy Dogenski	Lenox Park	1124 Village Run Brookhaven		andy@dogenski.com
Blair Belton		2503 ALTA VISTA	404-315-0284	





5-Year Comprehensive Update

Community Involvement Meeting #2
Thursday, April 25, 2019



Comprehensive Plan History

Date	Tasks Completed
08/17/13	Comprehensive Plan RFP Issued
11/15/13	Comprehensive Plan Contract Awarded
03/27/14	Comprehensive Plan Project Commenced
05/06/14	Steering Committee Meeting #1
05/15/14	Public Meeting #1
05/29/14	Steering Committee Meeting #2
06/09/14	Public Meeting #2
06/26/14	Steering Committee Meeting #3
07/21/14	Public Meeting #3
11/15/14	2034 Comprehensive Plan adopted
01/21/15	Comprehensive Plan Amendment (Executive Park/CHOA Annexation; Clairmont Greenspace)
05/21/16	Comprehensive Plan Amendment (Peachtree Corridor Overlay District Character Area)
12/13/16	Comprehensive Plan Amendment (Hoodliff Annexation)
12/12/17	Comprehensive Plan Amendment (CHOA Annexation)
05/23/15	Zoning Ordinance Rewrite Awarded
01/22/16	Zoning Ordinance Rewrite Placed on Hold to Initiate Character Area Study

Comprehensive Plan History (cont.)

Date	Tasks Completed
05/23/15	Zoning Ordinance Rewrite Awarded
01/22/16	Zoning Ordinance Rewrite Placed on Hold to Initiate Character Area Study
03/28/16	Character Area Study RFP Issued
05/13/16	Character Area Study Contract Awarded
07/06/16	Food Truck Outreach #1
07/13/16	Food Truck Outreach #2
07/14/16	Public Kick-Off Meeting #1
07/19/16	Public Kick-Off Meeting #2
07/20/16	Food Truck Outreach #3
08/15/16	Charrette (Initial)
09/28/16	Charrette (final - 16 in total held)
01/24/17	Character Area Study Adopted

5-Year Update - Limited Project Scope

- ▶ In March of 2014, the DCA Local Planning Rules were changed and now require a 5-year cycle of updating the issues and opportunities, community work program, and land use sections of the comprehensive plan
- ▶ Historically, updates had not been required until the 10-year mark and would be a full update of the plan document
- ▶ ARC has advised the department that the City is able to readopt the current plan with the addition of a new community work program because of the recent updates completed as part of the Character Area Study in 2017
- ▶ Required update due on or before October 31, 2019

Project Schedule

- ▶ October 9, 2018 - First Required Public Hearing (City Council)
- ▶ October 24, 2018 - Steering Committee Meeting (Planning Commission, Retreat)
- ▶ February 6, 2019 - Steering Committee Meeting (Planning Commission)
- ▶ March 28, 2019 - Community Involvement Meeting #1
- ▶ April 25, 2019 - Community Involvement Meeting #2
- ▶ May 1, 2019 - Planning Commission Meeting
- ▶ May 28, 2019 - Second Public Hearing (City Council)
- ▶ June 2019 - Submittal for Review
- ▶ July/August 2019 - Report of Findings and Recommendations
- ▶ September 24, 2019 - Adoption & notification (legal) by City
- ▶ October 2019 - Final Due Date

Existing Land Use Section

The Land Use Element is the primary element of the comprehensive plan, identifying the long-term use of land and development vision of the community

- Section includes:
- Existing Land Use Analysis
 - Key Findings



What we heard: Land Use

- ▶ Updates to Figure 2-2: Existing Land Use Composition needed
- ▶ Preserve single family neighborhoods

Figure 2-2: Existing Land Use Composition

Land Use Type	Acres	Percentage
Single-Family Residential	4,906.67	59.3%
Multi-Family Residential	934.34	12.0%
Commercial/Office	737.96	9.0%
Park/Recreation/Conservation	566.37	7.0%
Public/Institutional	306.17	4.2%
Forest/Undeveloped	294.13	2.7%
Under Construction	175.85	2.4%
Transportation/Communication/Utilities	84.32	1.2%

Source: ARC LandPro 2010

Existing Issues & Opportunities Section

- ▶ 20 year planning horizon unique to Brookhaven
- ▶ Work hand-in-hand with one another
- ▶ Needs are identified as a condition of something that is required or wanted
- ▶ Opportunities are defined as a chance for progress or advancement
- ▶ Completed by the planning team in the planning process as well as by public input collected as a part of the visioning process




What we heard: Issues & Opportunities

- ▶ Land Use
 - ▶ Text and policy edits primarily focused on mixed-use development, pedestrian access and safety, and overall traffic patterns
- ▶ Community Facilities & Resources
 - ▶ Tree preservation should be prioritized over facilities and resources (e.g. trees before sidewalks)
- ▶ Economic Development
 - ▶ Focus on incentivizing development to encourage creation of new business opportunities while preserving diversity and affordable housing in areas like Buford Highway and at MARTA
- ▶ Population
 - ▶ Incorporate planning for local gathering places in Lifelong Communities analysis
 - ▶ Pedestrian safety and last mile connectivity is a priority
 - ▶ Diversity in events and art should be promoted in areas throughout the city
- ▶ Housing
 - ▶ Affordable housing is a priority but should be planned for without reliance on a future MARTA TOD development

Existing Community Work Program

- ▶ Based on Issues & Opportunities Section
- ▶ Currently adopted on an annual basis
- ▶ Last update completed in October 2018 for 2019-2023
- ▶ Sections include:
 - ▶ Land Use
 - ▶ Community Facilities and Resources
 - ▶ Economic Development
 - ▶ Population
 - ▶ Housing



What we heard: Community Work Program

- ▶ No public comments received
- ▶ Questions from Planning Commission about notes and tasks outlined within the document

Previously Discussed Updates & Initial Recommendations

- ▶ Planning Commission Work Program - Special Area Plans
 - ▶ Nodes vs. corridors
 - ▶ Roxboro
 - ▶ North Druid
 - ▶ Ashford Dunwoody
 - ▶ Dresden
 - ▶ Windsor/Osborne
 - ▶ Clairmont
- ▶ New/Separate Character Area for Annexation Area south of I-85
- ▶ Transitional Areas
- ▶ Morrison Farms Property
- ▶ Update Chapter 14, Land Development & Subdivisions, to reference Comp Plan recommendations
- ▶ Broadband Services Element as required by State

What we heard: Initial Recommendations

- ▶ Keep Dresden single family between Peachtree Road Overlay and Clairmont Road

Project Schedule

- ▶ October 9, 2018 - First Required Public Hearing (City Council)
- ▶ October 24, 2018 - Steering Committee Meeting (Planning Commission, Retreat)
- ▶ February 6, 2019 - Steering Committee Meeting (Planning Commission)
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- ▶ October 2019 - Final Due Date

Questions

City of Brookhaven
 Department of Community Development
 Planning & Zoning Division
planning@brookhavenga.gov
 404-637-0500

Patrice Ruffin

From: Karstin Bodell <karstinbodell@gmail.com>
Sent: Tuesday, May 28, 2019 2:03 PM
To: Patrice Ruffin; COB-Planning
Subject: Fwd: Brookhaven 5-Year Comprehensive Plan Update - Community Involvement Meetings Follow-Up
Attachments: Community Work Program 2019-2023.pdf; Brookhaven Comp Plan 2034 AMENDED062116 Land Use Section.pdf; Brookhaven Comp Plan 2034 AMENDED062116 Needs & Opportunities Section.pdf; 5-Year Comprehensive Plan Update Public Comments 032819.pdf; ATT00001.htm; 5-Year Comprehensive Plan Update Presentation PC050119.pdf

Thank you for the opportunity to comment on the Comprehensive Plan update.

Land Use Section:

1.5 Review tree ordinance

Ensure this is done, and make sure it is incorporated into other workstreams that directly affect our canopy, such as 1.4 Walkable and Bikeable Community, 1.2 Infill capability, and 1.7 health and exercise.

Community Facilities + Resources Section:

2.1 Preserve the city's tree canopy. This is greatly needed, and the word preserve is the important one. Too many old growth trees are coming down and saplings as replacements will not make a difference today. Also this should be a consideration for all the sidewalk initiatives - do not remove trees to put in more concrete.

2.2 Stormwater management - this should very tightly align with tree canopy. Studies show that trees can make a huge difference. "For example, a mature oak tree can intercept more than 5,000 gallons of stormwater that would otherwise run off into sewers, according to an unofficial tree benefits calculator used by the DNR. The same tree also can remove more than 1,500 pounds of carbon from the air — about the amount of carbon generated by driving a typical car 1,600 miles." This is from an article about the tree preservation initiatives in Minnesota.

Economic Development:

Ensure materials include reference to managing green space and tree canopy. Work to gather awards and certifications for the city, which should include green and sustainable initiatives. This should be a part of the 'Ensure a well rounded view of the city through coordinated data analysis'. 3.8.1 and 3.8.2. These metrics should be available to the citizens.

Thanks!

Thank you,

Karstin Bodell
770.330.2042
www.linkedin.com/in/karstinb

----- Forwarded message -----

From: **Patrice Ruffin** <patrice.ruffin@brookhavenga.gov>

Date: Mon, Apr 29, 2019 at 10:37 AM

Subject: Brookhaven 5-Year Comprehensive Plan Update - Community Involvement Meetings Follow-Up

To: Patrice Ruffin <patrice.ruffin@brookhavenga.gov>

Cc: Aronda Smith <aronda.smith@brookhavenga.gov>, Dominique Lockhart <dominique.lockhart@brookhavenga.gov>,
Drew Murray <drew.murray@brookhavenga.gov>, Linda Abaray <linda.abaray@brookhavenga.gov>

Good morning, everyone:

Thank you for attending the Brookhaven 5-Year Comprehensive Plan Update community involvement meetings on March 28th and April 25th.

As discussed, in March of 2014, the Georgia Department of Community Affairs (DCA) Local Planning Rules were changed and now require a 5-year cycle of updating the issues and opportunities, community work program, and land use sections of the comprehensive plan. Historically, updates had not been required until the 10-year mark and would be a full update of the plan document. The Atlanta Regional Commission (ARC) has advised the department that the city is able to readopt its current plan with the addition of a new community work program since the city adopted the Character Area Study Supplement in January 2017 following adoption of the original 2034 Comprehensive Plan in November 2014. As part of this required update, which is due on or before October 31, 2019, we have incorporated a public process regarding the adoption of the update (i.e. community meeting and a steering committee).

The department has conferred with ARC, determined that Planning Commission can serve as the Steering Committee for the project, and developed the following schedule for this required update:

- Project Scope: readopt existing Issues & Opportunities and Land Use sections (because the City updated it's 2014 Comp Plan in January 2017 with the Character Area Study); update Community Work Program (already done administratively on an annual basis)
- ~~October 9, 2018 — First Required Public Hearing (City Council)~~

- ~~October 24, 2018 – Steering Committee Meeting (Planning Commission, Retreat)~~
- ~~February 6, 2019 – Steering Committee Meeting (Planning Commission, Regular)~~
- ~~March 28, 2019 and April 25, 2019 – Community Involvement Meeting(s)~~
- May 1, 2019 – Planning Commission Regular Meeting (public hearing)
- May 28, 2019 – Second Public Hearing (City Council)
- June 2019 – Submittal for Review
- July/August 2019 – Report of Findings and Recommendations
- September 24, 2019 – Adoption & notification (legal) by City
- October 31, 2019 – Final Due Date

Public comments on the following documents will be accepted through May 31, 2019 at planning@brookhavenga.gov. The documents have been attached for your reference.

- 5-Year Comprehensive Plan Update Presentation PC050119
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Land Use Section
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Needs & Opportunities Section
- Existing Community Work Program 2019-2023
- 5-Year Comprehensive Plan Update Public Comments Received List 032819

Please share with this e-mail with those that you feel may be interested. Should you have any questions or concerns, please do not hesitate to contact the department.

Patrice



Patrice S. Ruffin, AICP

Director of Community Development

City of Brookhaven

☎ 404-670-9830 | 📠 404-637-0532

patrice.ruffin@brookhavenga.gov

www.BrookhavenGa.gov

4362 Peachtree Rd. | Brookhaven, GA | 30319

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Get Connected with Brookhaven with **Brookhaven Connect**, a free app that allows users to communicate non-emergency issues, like potholes, code enforcement or other issues. **Brookhaven Connect** is available for iPhone, Android, and Windows phones or at CitySourced on other devices. More info at: <http://ow.ly/tkaE30kb9zv> Get it now!

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Project Portal for Development Services: <https://cityworks.brookhavenga.gov/ProjectPortal>

*****New permitting counter hours: 7:30 a.m. to 4:30 p.m.*****

Patrice Ruffin

From: Bates Mattison
Sent: Tuesday, May 28, 2019 12:18 PM
To: Michael Runestad
Cc: Patrice Ruffin
Subject: Re: slide 7 about the comprehensive plan presentation

Very good points. Thank you for taking the time to review. I've copied our community dev director to respond to the specifics of your email.

Sent from my iPhone

D. Bates Mattison
City Council- District 3
City of Brookhaven
4362 Peachtree Road
Brookhaven, GA 30319
Main: 404-637-0500
Direct: 678-390-3424
Cell: 404-786-6482
bates.mattison@brookhavenga.gov
www.brookhavenga.gov

On May 26, 2019, at 3:27 PM, Michael Runestad <michael.runestad@gmail.com> wrote:

Dear Mayor and City Council Members:

At your meeting on Tuesday, there is a fascinating juxtaposition of information in slide 7 about the comprehensive plan, and I hope you will pay attention to it. Specifically, it presents two concepts:

- Many vocal residents have wanted the city to preserve single family neighborhoods;
- Yet, about 60% of the city is single family homes.

In many parts of the comprehensive plan's character areas, it stresses the need to preserve single family homes, which is also a building type allowed in every character area. City staff have told me that they view this language as being about transitions and buffers between higher and lower density uses, and I do not doubt that is the perspective of city staff; however, since I started paying attention to local issues, I have also read and heard others commenting about preventing the construction of apartments and townhouses specifically because of the types of people who will live in them.

So, I ask you: What does "preserving single family neighborhoods" mean to you? Is maintaining a specific type of building the pinnacle of Brookhaven's policy?

Factoring the history of exclusionary zoning into the city's recent discrimination lawsuit, please consider how that type of language could be perceived as a "dogwhistle" and the message it might unintentionally be sending.

More practically, please also consider how “preserving single family neighborhoods” creates possible contradictions of other goals within the plan (page 33), especially diversity and sustainability. We have already seen the comprehensive plan’s overarching goals undermined for the sake of preserving single family homes, and we have seen middle housing approved over local perspectives that it would hurt their neighborhood’s character.

These situations will continue to come up in the future. Here are some examples:

- If someone needed a zoning change in a residential neighborhood to build a duplex or triplex instead of a multi-million dollar home, would they think it would be seriously considered?
- If a builder wants to replace a tear-down home with a tall-but-skinny building of 5 or 6 condos to preserve trees on the lot while maintaining the same profitability of a new single family home, is that something they should even consider?
- If someone wants to build about a dozen middle housing units in a “single family neighborhood,” how would you react to that request? Which housing types would you support?

To avoid public misconceptions leading to negative impacts on the city’s brand and to better allow builders to plan and propose projects, I think it is vital for the city to better articulate its intentions with preserving single family homes and what it means by single family neighborhoods. I encourage you to use this update as an opportunity to better explain what these philosophies aim to accomplish in practice. Lastly, please also use the update to analyze if city policy may prevent the creation of what the market supports and, if so, what the justifications for this intervention and regulation may be.

Thank you for considering my feedback, and please let me know if you have any questions.

Sincerely,
Michael Runestad
2430 Field Way NE
Brookhaven, GA 30319
815-742-4930

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Patrice Ruffin

From: Ricardo Kamenetzky <ricardo.kamenetzky@gmail.com>
Sent: Wednesday, May 22, 2019 6:01 PM
To: Patrice Ruffin; COB-Planning; COB-Mayor and Council
Cc: 'Brett Horsley'; 'Real Estate'; 'Ashley DelFavero'; 'Jared Seff'; Terrell Carstens; 'Mike Hibbard'
Subject: Brookhaven 5-Year Comprehensive Plan Update - input from Brookhaven Fields
Attachments: BF Survey q1-q11.pdf; BFCA survey results 2019 v02.docx; ATT00001.htm; BFCA survey method 2019 v02.docx

Mayor, City Council, Patrice Ruffin and Brookhaven Planning Team:

This communication conveys input from the Brookhaven Fields neighborhood for the update to the City's Comprehensive Plan. The Brookhaven Fields Civic Association (BFCA) decided to survey the neighborhood in order to provide quantified and aggregated input.

The survey was sent through NextDoor and to the BFCA yahoo group mailing list. For clarity, the survey was sent to all Brookhaven Fields neighbors that we could reach via e-mail and social media, not just the dues-paying members of the BFCA. We received 72 answers.

You will find three documents attached to this e-mail message:

First, the document "BF Survey q1-q11.pdf" provides the full detail of the answers, including charts, extracted directly from Survey Monkey. We provide this document for reference, completeness and transparency only. We understand that city staff need "stand alone" comments for inclusion in the plan update and that a 12 page pdf document is not a comment. To facilitate the work of the City staff we prepared the second attachment.

Second, the document "BFCA survey results 2019 v02.docx" includes the complete answers, with a brief introduction for each question, so that each question may be included as a stand-alone comment. This version does include every free text comment we received and we hope you find a way to include these free text comments as well. Our neighbors invested time and thought in writing these valuable comments.

Third, for completeness and context, the document "BFCA survey method v02.docx" provides additional details on the survey population, survey method and survey communications.

Patrice: We hope the second attachment works for you as input to the plan. If not, please let me know. I am willing to work with you and the planning team to reformat the answers or extract the information from Survey Monkey in a different way.

Thank you for the opportunity to provide input.

Ricardo Kamenetzky, for the Brookhaven Fields Civic Association

From: Patrice Ruffin [<mailto:patrice.ruffin@brookhavenga.gov>]
Sent: Monday, April 29, 2019 10:37 AM
To: Patrice Ruffin <patrice.ruffin@brookhavenga.gov>
Cc: Aronda Smith <aronda.smith@brookhavenga.gov>; Dominique Lockhart <dominique.lockhart@brookhavenga.gov>; Drew Murray <drew.murray@brookhavenga.gov>; Linda Abaray <linda.abaray@brookhavenga.gov>
Subject: Brookhaven 5-Year Comprehensive Plan Update - Community Involvement Meetings Follow-Up

Good morning, everyone:

Thank you for attending the Brookhaven 5-Year Comprehensive Plan Update community involvement meetings on March 28th and April 25th.

As discussed, in March of 2014, the Georgia Department of Community Affairs (DCA) Local Planning Rules were changed and now require a 5-year cycle of updating the issues and opportunities, community work program, and land use sections of the comprehensive plan. Historically, updates had not been required until the 10-year mark and would be a full update of the plan document. The Atlanta Regional Commission (ARC) has advised the department that the city is able to readopt its current plan with the addition of a new community work program since the city adopted the Character Area Study Supplement in January 2017 following adoption of the original 2034 Comprehensive Plan in November 2014. As part of this required update, which is due on or before October 31, 2019, we have incorporated a public process regarding the adoption of the update (i.e. community meeting and a steering committee).

The department has conferred with ARC, determined that Planning Commission can serve as the Steering Committee for the project, and developed the following schedule for this required update:

- Project Scope: readopt existing Issues & Opportunities and Land Use sections (because the City updated it's 2014 Comp Plan in January 2017 with the Character Area Study); update Community Work Program (already done administratively on an annual basis)
- ~~October 9, 2018 – First Required Public Hearing (City Council)~~
- ~~October 24, 2018 – Steering Committee Meeting (Planning Commission, Retreat)~~
- ~~February 6, 2019 – Steering Committee Meeting (Planning Commission, Regular)~~
- ~~March 28, 2019 and April 25, 2019 – Community Involvement Meeting(s)~~
- May 1, 2019 – Planning Commission Regular Meeting (public hearing)
- May 28, 2019 – Second Public Hearing (City Council)
- June 2019 – Submittal for Review
- July/August 2019 – Report of Findings and Recommendations
- September 24, 2019 – Adoption & notification (legal) by City
- October 31, 2019 – Final Due Date

Public comments on the following documents will be accepted through May 31, 2019 at planning@brookhavenga.gov. The documents have been attached for your reference.

- 5-Year Comprehensive Plan Update Presentation PC050119
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Land Use Section
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Needs & Opportunities Section
- Existing Community Work Program 2019-2023
- 5-Year Comprehensive Plan Update Public Comments Received List 032819

Please share with this e-mail with those that you feel may be interested. Should you have any questions or concerns, please do not hesitate to contact the department.

Patrice



Patrice S. Ruffin, AICP

Director of Community Development
City of Brookhaven

☎ 404-670-9830 | 📠 404-637-0532

patrice.ruffin@brookhavenga.gov

www.BrookhavenGa.gov

4362 Peachtree Rd. | Brookhaven, GA | 30319

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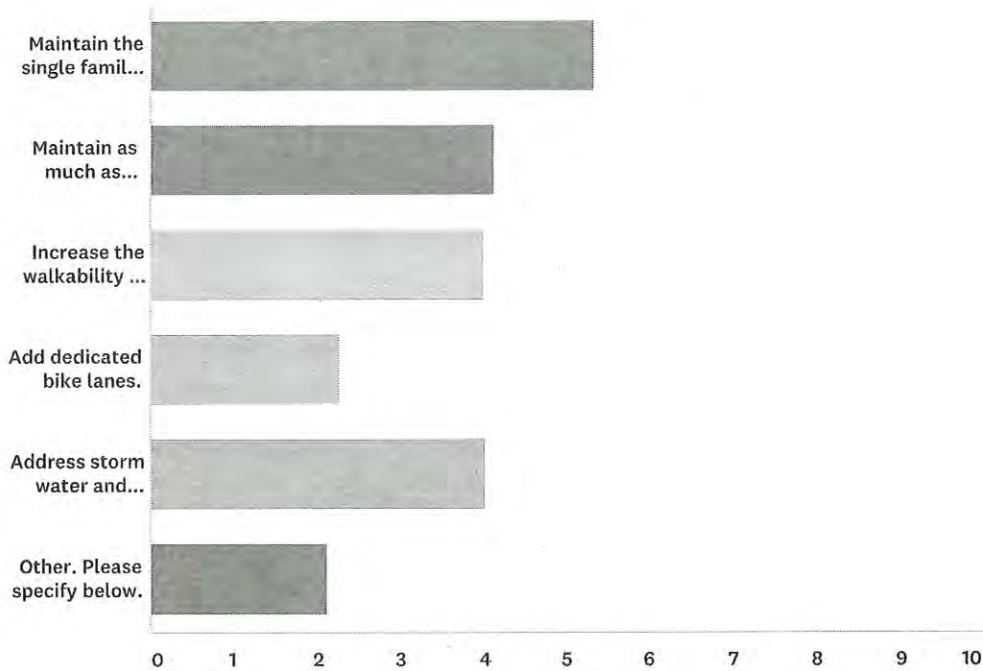


Project Portal for Development Services: <https://cityworks.brookhavenga.gov/ProjectPortal>

New permitting counter hours: 7:30 a.m. to 4:30 p.m.

Q1 Brookhaven Fields Character – What are your top priorities for the Brookhaven Fields area? Using the drop down lists, please designate your top priority as number 1, your second priority as number 2, and so on...

Answered: 72 Skipped: 0



	1	2	3	4	5	6	TOTAL	SCORE
Maintain the single family character of the neighborhood.	66.18% 45	14.71% 10	8.82% 6	8.82% 6	0.00% 0	1.47% 1	68	5.34
Maintain as much as possible of the stream buffers and tree canopy.	5.80% 4	34.78% 24	31.88% 22	21.74% 15	5.80% 4	0.00% 0	69	4.13
Increase the walkability of the neighborhood.	14.93% 10	23.88% 16	23.88% 16	25.37% 17	7.46% 5	4.48% 3	67	4.00
Add dedicated bike lanes.	3.08% 2	0.00% 0	9.23% 6	12.31% 8	58.46% 38	16.92% 11	65	2.26
Address storm water and sewage issues	11.59% 8	27.54% 19	24.64% 17	23.19% 16	13.04% 9	0.00% 0	69	4.01
Other. Please specify below.	5.26% 2	5.26% 2	7.89% 3	13.16% 5	13.16% 5	55.26% 21	38	2.11

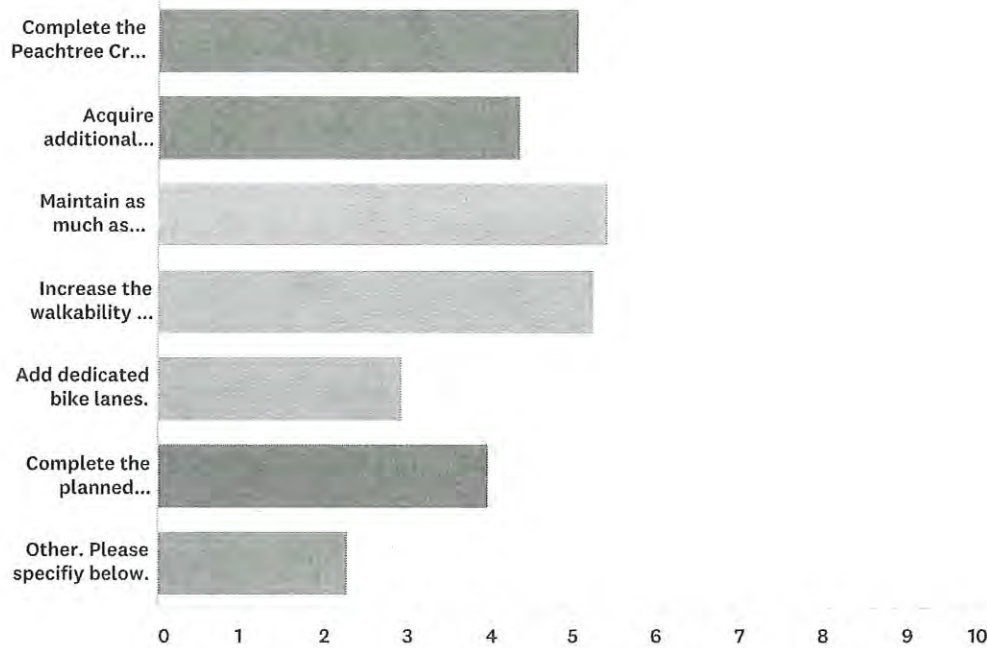
Q2 If you prioritized "Other" please explain in the text box. If not, just scroll to the next question:

Answered: 15 Skipped: 57

#	RESPONSES	DATE
1	Keep taxes low. Maximize personal freedom and free market solutions to problems.	5/16/2019 10:28 AM
2	Maintain single family detached	5/15/2019 9:29 PM
3	Forget sidewalks everywhere one side of a street is adequate too much concrete	5/15/2019 7:12 PM
4	Na	5/14/2019 12:02 PM
5	Stop the escalation of lot footprints and increase in impervious surface by over-ambitious sidewalk and multi-use/bike-ped plans	5/13/2019 10:59 PM
6	Give citizens more input and control over decisions regarding character. Make some meetings in daytime or on weekends so those of us who work evenings can attend, or have online access to input, surveys, etc.	5/13/2019 1:39 PM
7	Prohibit noise from restaurant entertainment, special events. etc. from disturbing residents.	5/13/2019 1:19 PM
8	3. Add more public spaces for neighbors to meet.	5/10/2019 11:06 AM
9	Improved traffic flow. Less neighborhood traffic. More parks/park space.	5/9/2019 11:17 PM
10	Keep existing businesses/restaurants like Savi, Rita's, Dixie q don't drive them	5/9/2019 7:14 PM
11	Address speeding through the neighborhood	5/9/2019 7:12 PM
12	Variance awards need to be minimal. Work within our code.	5/8/2019 5:12 PM
13	Clean up vacant parcels to improve Dresden and Brookhaven	5/8/2019 12:06 PM
14	Minimize traffic cut through	5/8/2019 12:01 PM
15	Address intersections of Peachtree at NDH and Dresden.	5/8/2019 9:37 AM

Q3 What are your top priorities for the City of Brookhaven, related to land use and allocation of resources? Using the drop down lists, please designate your top priority as number 1, your second priority as number 2, and so on...

Answered: 71 Skipped: 1



	1	2	3	4	5	6	7	TOTAL	SCORE
Complete the Peachtree Creek Greenway.	26.23% 16	19.67% 12	11.48% 7	26.23% 16	9.84% 6	6.56% 4	0.00% 0	61	5.07
Acquire additional spaces (like the Ashford Forest, already acquired on Clairmont Rd.) for nature preserves and parks.	6.25% 4	23.44% 15	18.75% 12	17.19% 11	21.88% 14	10.94% 7	1.56% 1	64	4.36
Maintain as much as possible of the stream buffers and tree canopy.	31.88% 22	23.19% 16	15.94% 11	15.94% 11	8.70% 6	4.35% 3	0.00% 0	69	5.41
Increase the walkability of the neighborhoods.	30.30% 20	18.18% 12	21.21% 14	15.15% 10	10.61% 7	1.52% 1	3.03% 2	66	5.26
Add dedicated bike lanes.	0.00% 0	8.33% 5	10.00% 6	5.00% 3	23.33% 14	50.00% 30	3.33% 2	60	2.93
Complete the planned upgrades to the park system.	7.81% 5	10.94% 7	21.88% 14	15.63% 10	21.88% 14	18.75% 12	3.13% 2	64	3.98
Other. Please specify below.	10.53% 4	5.26% 2	5.26% 2	5.26% 2	0.00% 0	2.63% 1	71.05% 27	38	2.29

Q4 If you prioritized "Other" please explain in the text box. If not, just scroll to the next question.

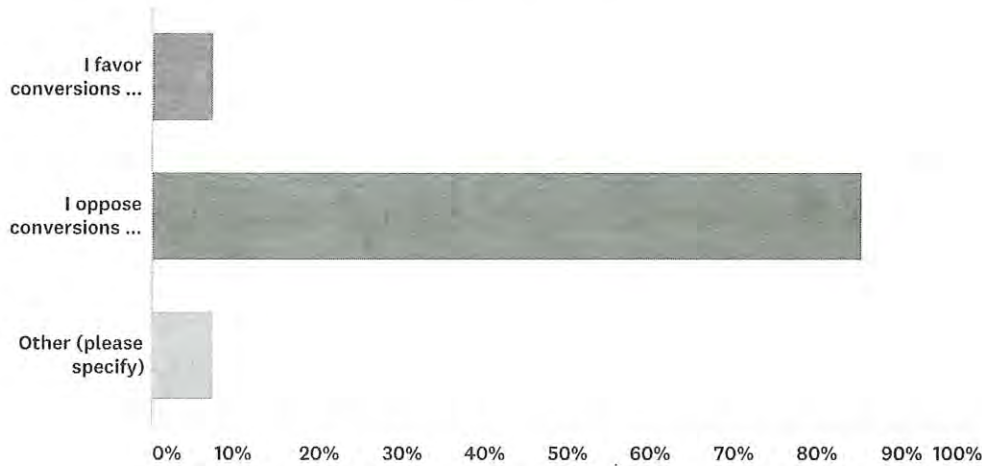
Answered: 11 Skipped: 61

#	RESPONSES	DATE
1	Keep taxes low. Maximize governmental efficiency. Privatize as much as possible.	5/16/2019 10:28 AM
2	Please spend taxpayers money as it is your own. Too much irresponsible spending	5/15/2019 7:12 PM
3	No need to build monuments in every park. We will never be world class so some things are best left alone instead of idealistically shooting for the moon, as Rebecca the ex-mayor encouraged.	5/15/2019 7:05 PM

4	Stop overdeveloping arteries already clogged with traffic	5/13/2019 10:59 PM
5	Have some meetings during the day or on weekends to accommodate citizens who work in the evenings.	5/13/2019 1:39 PM
6	Expediting traffic flow is very much needed.	5/13/2019 1:19 PM
7	Stop granting variance requests.	5/10/2019 8:10 PM
8	6. add more pockets of local, commercial, mixed-use districts throughout the city (like on Dresden Drive)	5/10/2019 11:06 AM
9	More parks/park space in the Dresden Drive, Druid Hills, Peachtree Rd Triangle.	5/9/2019 11:17 PM
10	Protect & PRESERVE current neighborhoods.	5/8/2019 5:12 PM
11	Mitigate crime	5/8/2019 12:01 PM

Q5 Dresden Corridor - The current overlay allows for high density, multi-use from Peachtree Rd. to Camille Dr. Now, beyond the overlay boundary, from Camille Dr., to Clairmont Rd, we expect substantial pressure in the near future to convert properties from detached single family homes to higher density, such as townhomes or apartments. What is your preference with respect to these potential future conversions?

Answered: 68 Skipped: 4



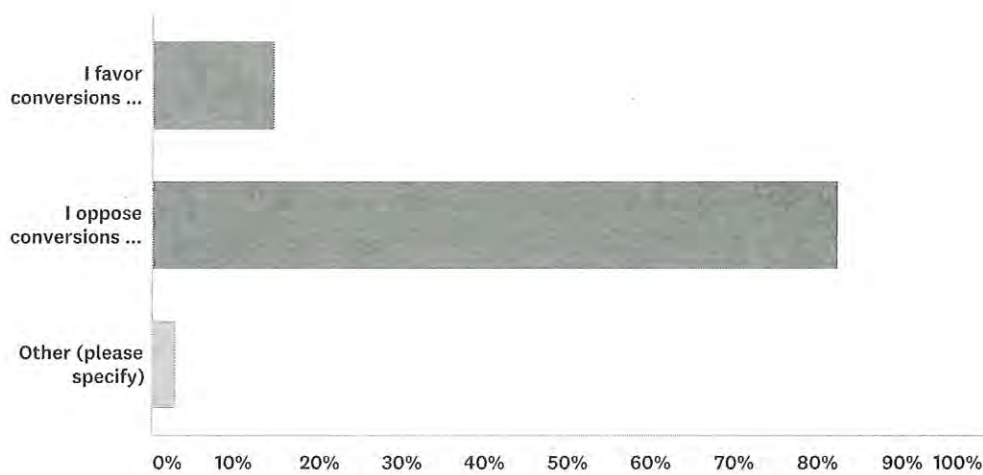
ANSWER CHOICES		RESPONSES	
I favor conversions of existing single family homes to higher density housing.		7.35%	5
I oppose conversions of existing single family homes to higher density housing.		85.29%	58
Other (please specify)		7.35%	5
TOTAL			68

#	OTHER (PLEASE SPECIFY)	DATE
1	no opinion	5/17/2019 5:04 PM
2	Only mixed use with retail and restaurant	5/14/2019 12:02 PM

3	mixed use, but with combined curb-cuts only; don't allow commercial use of existing residential units, or it will look like Clairmont Rd. (many driveways make it unsafe for pedestrians and cyclists)	5/10/2019 11:06 AM
4	I am in favor of responsible development along Dresden	5/10/2019 9:57 AM
5	Strongly oppose- we were promised that we would not have to fight this battle again!!!	5/8/2019 12:01 PM

Q6 North Druid Hills Corridor – Along North Druid Hills, from Peachtree Rd to Buford Highway, we expect substantial pressure in the near future to convert properties from detached single family homes to higher density, such as townhomes or apartments. What is your preference with respect to these potential future conversions?

Answered: 68 Skipped: 4

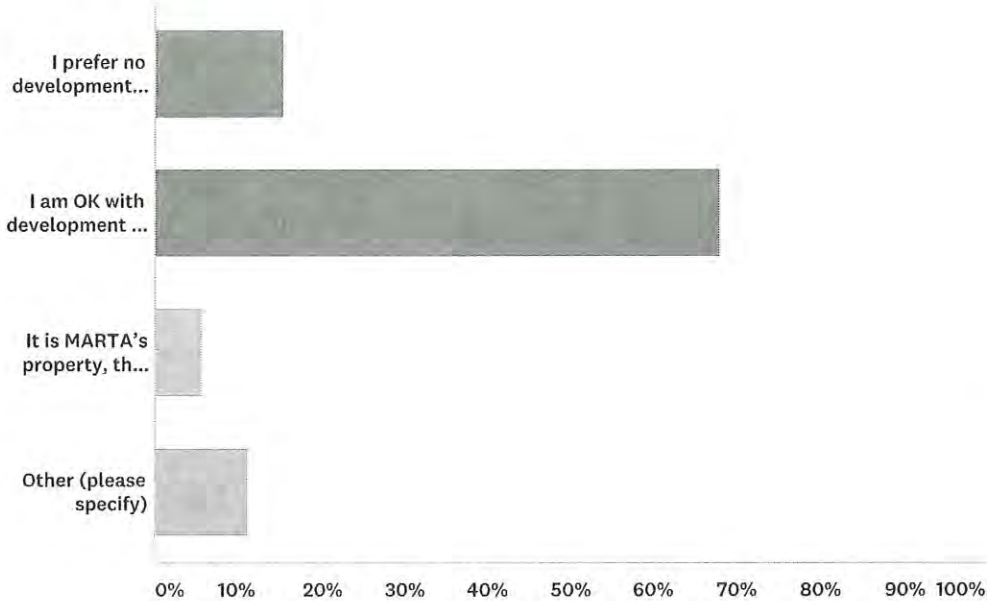


ANSWER CHOICES	RESPONSES	
I favor conversions of existing single family homes to higher density housing.	14.71%	10
I oppose conversions of existing single family homes to higher density housing.	82.35%	56
Other (please specify)	2.94%	2
TOTAL		68

#	OTHER (PLEASE SPECIFY)	DATE
1	Mixed use, but only with bike & pedestrian lanes being prioritized. Decrease curb-cuts with any change of zoning or use.	5/10/2019 11:06 AM
2	I am in favor of responsible development along Druid Hills	5/10/2019 9:57 AM

Q7 MARTA Development - Which one of the following statements most closely describes your feelings about development at the Brookhaven Marta station?

Answered: 72 Skipped: 0



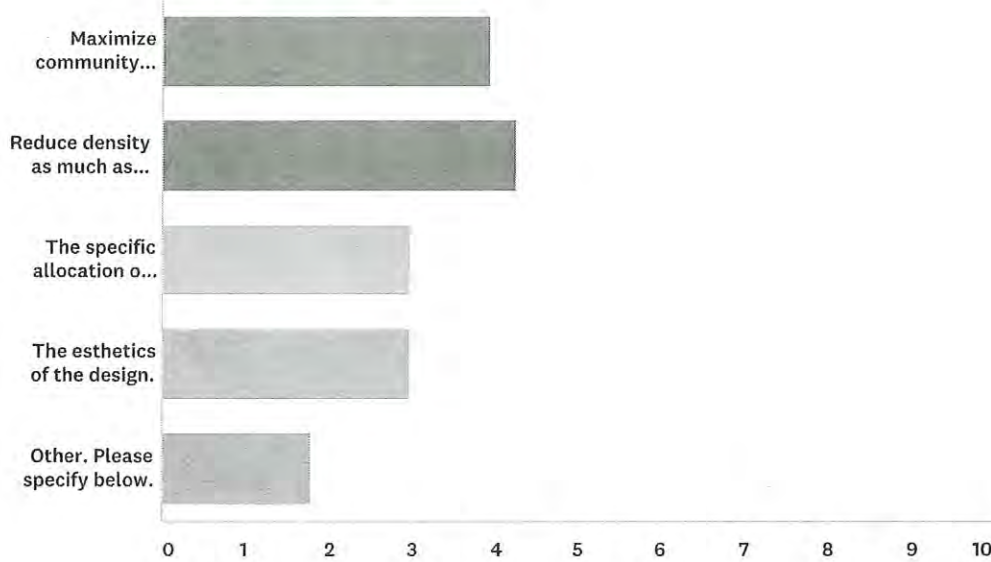
ANSWER CHOICES	RESPONSES
I prefer no development whatsoever.	15.28% 11
I am OK with development as long as there is committed, definite, funded plan to manage the expected traffic congestion issues on Peachtree Rd, Apple Valley Rd., Dresden Dr., and North Druid Hills Rd.	68.06% 49
It is MARTA's property, they should be allowed to do whatever makes sense financially for MARTA, as long as it complies with the criteria in the Peachtree Road Overlay as defined in the Brookhaven Zoning Ordinance, effective Nov 27, 2018	5.56% 4
Other (please specify)	11.11% 8
TOTAL	72

#	OTHER (PLEASE SPECIFY)	DATE
1	With the overriding proviso that no tax abatement should be granted - It is MARTA's property, they should be allowed to do whatever makes sense financially for MARTA, as long as it complies with the criteria in the Peachtree Road Overlay as defined in the Brookhaven Zoning Ordinance, effective Nov 27, 2018	5/16/2019 10:28 AM
2	There will never be a serious, realistic plan to deal with traffic there because the bridges do not allow the passage of traffic, and those viaducts are not going to change. You cannot fit additional density here. Why does everyone think this can work? Do NOT allow ingress and egress with one direction only. It will send cars circling the block. Marta development will likely spoil the walkability as the increased traffic through Brookhaven Fields will be stupid, along with the increased petty crime, homeless campers and hood rats.	5/15/2019 7:05 PM
3	I've not seen the latest update to the overlay, but density and traffic are the major concerns, including building height.	5/13/2019 10:59 PM
4	I would like more information about Brookhaven's plan for a city hall at the location, plans for sewer, and if the city plans to offer tax abatements to the developer. I'm also concerned about traffic and density.	5/10/2019 8:10 PM
5	Thank you for including "other" because the 3 options show limitations, developed by well-intentioned people without any apparent training or education in urban design or survey-balance. Like a restaurant offering only peanut butter sandwiches when we KNOW there's more food choices out there! The MARTA site is a great opportunity for plans that have vision & creativity. The choices are not reasonable approaches. How about one like this: Redevelopment of the Brookhaven MARTA station is inevitable. We should allow for higher residential and office density (including a City Government Center) in exchange for public green/pedestrian space, such as a location for the Brookhaven Arts Festival and the weekly Brookhaven Farmers Market.	5/10/2019 11:06 AM

6	<p>I prefer no development but realize that Marta retains ownership and development rights. I believe it will be developed in the future and it is up to the City of Brookhaven to help direct its development in a way that will not destroy our community. Why not think outside the box with its development. Look to other counties, states and around the world to see how this piece of land could be utilized. Think of what needs our city and community are deficient. Think of what future residents will require and want to have a safe and healthy life. Don't let this piece of land go to the developers that don't live here and have no interest in the residents quality of life. Let it be developed with community at the center of its development. I could envision it being the center of our government with city hall, police, fire, library, parks and rec., and rentable meeting space. I envision a park included with the plan. Maybe it's across the street where Marta's retention "pond" is located. It would be amazing to have a space created for community, not a space that supports a transient population that does not invest in our community. So my recommendation is to research and find other communities where something similar has been done. Then think outside the box as to how we could create something new and unique for this space that could be funded and supported by our community and private non-profits...not developers who only have their interests at heart. Ask the community to volunteer to be a part of its development by donating their time, expertise and input into a final plan that meets the needs of our community, not the needs of a city who wants more of a tax base. Look at all of the families moving here for the schools. Think about what they would want. Look at the elderly who have no supports and are feeling squeezed out. Look at our international population that are kept on the fringe, feeling unwelcome unless they are working in our yards or cleaning our homes. Only when you create a place that is welcoming and inclusive will you find true success in anything you do. Building high density homes, taking away public gathering spaces and green spaces. As we look to future where the climate is becoming warmer and many species are endangered, maybe we should think more about protecting our wildlife and trees. Our trees help protect our homes, cool and clean the air, aesthetically pleasing and wildlife need places of refuge. As Atlanta continues to grow and spread outward we should be liking to maintain a community where we still have green space for private and public use. We are too far removed from nature and it's hurting us all. Stop over building, stop clogging our streets with high density buildings, stop destroying the small pockets of green space and find new and creative ways to meet the needs of our community by creating a community where people know each other, where people are invested and where people want to give back because they love where they live. People will respond if you remind them of all of the great things that make Brookhaven a wonderful place to live. You just have to show them that you are going to support slow growth, protect natural spaces and stop creating more traffic headaches by building more dense housing.</p>	5/10/2019 7:11 AM
7	<p>I am in favor of development as long as it creates a strong city center with walkable, mixed-use character.</p>	5/8/2019 2:31 PM
8	<p># 2 with the caveat that it be inscale with the neighborhood and no cut through traffic is allowed in to the neighborhood</p>	5/8/2019 12:01 PM

Q8 MARTA Development – Priorities - If you could provide input into the design of the development, what would be your top design priority? Using the drop down lists, please designate your top priority as number 1, your second priority as number 2, and so on...

Answered: 72 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Maximize community areas: plazas and green spaces.	28.36% 19	46.27% 31	16.42% 11	7.46% 5	1.49% 1	67	3.93
Reduce density as much as possible to minimize traffic congestion issues.	63.24% 43	11.76% 8	10.29% 7	14.71% 10	0.00% 0	68	4.24
The specific allocation of space to different uses: housing, commercial, office space.	6.56% 4	24.59% 15	32.79% 20	31.15% 19	4.92% 3	61	2.97
The esthetics of the design.	6.15% 4	21.54% 14	40.00% 26	29.23% 19	3.08% 2	65	2.98
Other. Please specify below.	5.71% 2	8.57% 3	8.57% 3	11.43% 4	65.71% 23	35	1.77

Q9 If you prioritized "Other" please explain in the text box. If not, just scroll to the next question.

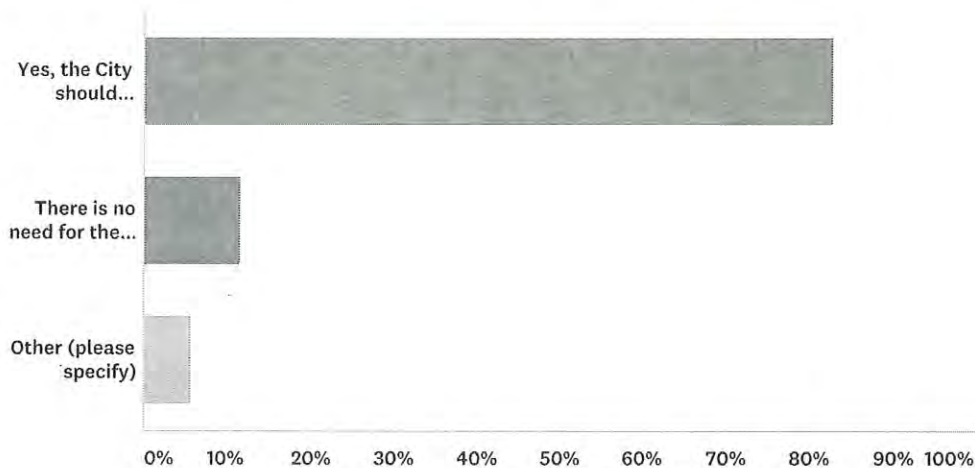
Answered: 12 Skipped: 60

#	RESPONSES	DATE
1	There should be no tax abatement for MARTA and no subsidy of any sort from the city.	5/16/2019 10:28 AM
2	Again, how can density not increase traffic in this two lanes in and out as far as the eye can see, except for Peachtree Road. Find some other use please. Marta ridership is not increasing, with all of these best laid plans. Mega stations shall be a thing of the past, soon. Mark my words.	5/15/2019 7:05 PM
3	Put in place plans FIRST to address traffic congestion and storm water issues before development is planned	5/13/2019 1:39 PM
4	Plan to prohibit noise from entertainment, special events, etc.	5/13/2019 1:19 PM
5	Area for nice dining establishments instead of a food hall. Also, no Taj MaHall City Hall.	5/10/2019 8:10 PM
6	2. Again, these "choices" are limited and parochial in scope. A priority should be connectivity for pedestrians and bicycles to plan for future transportation options. Utilize the Fernwood drainage ditch as a natural buffer and amenity; balance uses so that traffic issues are minimal. (Offices cause much more intensive traffic problems than residential; commercial/restaurants should balance the others based on traffic needs and foot-traffic options.)	5/10/2019 11:06 AM

7	Something similar to Village place on Dresden ok but only in south end of lot. Leave north end for parking. NO hotels, NO big office projects. NO restaurants with outdoor live music	5/9/2019 7:14 PM
8	Marta is heavily used by commuters. Parking for residents and current users should not be overlooked	5/8/2019 5:50 PM
9	Pretty up that Marta area it's an eyesore	5/8/2019 12:06 PM
10	Ingress and egress is NOT they the neighborhood	5/8/2019 12:01 PM
11	Marta is heavily used by commuters. Parking for residents and current users should not be overlooked	5/8/2019 11:45 AM
12	Address sewage and intersections of Peachtree at NDH and Dresden.	5/8/2019 9:37 AM

Q10 MARTA – Traffic Analysis – The City recently adopted the conclusions of a traffic study covering the North Druid Hills corridor. However, the scope of the study does not include analysis of the two most critical Peachtree Rd. intersections: Peachtree and North Druid Hills, and, Peachtree and Dresden. Should the city commission an expanded traffic analysis that covers the area around MARTA station and quantifies the potential impact of development of the MARTA station area? Please choose the option that most closely describes your position:

Answered: 70 Skipped: 2



ANSWER CHOICES

RESPONSES

ANSWER CHOICES	PERCENTAGE	COUNT
Yes, the City should commission the analysis now, so that we are ready to discuss the traffic improvements needed to enable development of the MARTA station, and seek funding for these improvements.	82.86%	58
There is no need for the traffic study now. This can wait and the developer should take care of it.	11.43%	8
Other (please specify)	5.71%	4
TOTAL		70

#	OTHER (PLEASE SPECIFY)	DATE
1	Continued studies are an exercise in futility. Study after study is completed and no action takes place - why bother.	5/16/2019 10:28 AM

2	How many studies does it take to figure out it does not work? Stop with the dollar infusion idea and take care of the citizens who live here. The other day it took me 25 minutes, at four miles per hour, to travel from the Brookhaven MARTA station by car, and cross Buford Highway. Enough already, ok?	5/15/2019 7:05 PM
3	The study should be done closer to the time of proposed development, and it should be independently done.	5/13/2019 10:59 PM
4	Again, with limited options in the survey choices, I appreciate the "other". Why didn't the City study those? Isn't it because those are GDOT roads? The city can study whatever they'd like. However, with GDOT roads, it will not have much of an impact. So perhaps we want shade trees planted along streets to make them cooler in the summer for pedestrians and cyclists? GDOT says, "No".	5/10/2019 11:06 AM

Q11 General Comments for the City - Please use the space below to convey any other comments or input to the city for inclusion in the update to the Comprehensive Plan.

Answered: 34 Skipped: 38

#	RESPONSES	DATE
1	With Dresden and N Druid Hills has major thoroughfares from outside our community, we need to minimize the traffic congestion in our community. The railroad bridge at Peachtree minimizes traffic flow. Recognize that there is minimal ability to reduce thus unless we reduct the congention and amount of traffic through the area. Lower density housing is one answer that will also help preserve our community.	5/17/2019 10:52 PM
2	Let it be dense on Peachtree, but keep the neighborhoods single family and tree-covered.	5/16/2019 2:24 PM
3	it is shocking to me that the City can even consider further development along Peachtree without consideration for the the major roads that feed to it from every other part of the metro area. N Druid, Briarwood, and Dresden are becoming increasingly dense with traffic, and I resent that the failure to consider these routes has led to inevitable and undesirable additional cut-through traffic in both Brookhaven Fields and Brookhaven Heights.	5/16/2019 10:54 AM
4	The main reason most of us voted for the city was to reduce the tax burden from Dekalb County and to free ourselves as much as possible from the dysfunction that is Dekalb. Please keep this in mind as the main objective for Brookhaven. Reduced taxes, less government, freedom!	5/16/2019 10:28 AM
5	Complete infill regulations now. Stop waiting for MARTA and push DOT to fix intersections	5/15/2019 9:29 PM
6	We are too overdeveloped as is. The streets are not safe for our children because too many cars are zooming down at too fast a pace. It takes 15 minutes to get 1/4 mile during rush hour. If the city continues to allow the overdevelopment, it will be clear that the Councilpeople are receiving illegal kickbacks from the developers and we will have no choice but to investigate and prosecute.	5/15/2019 8:12 PM
7	Control spending listen to property owners not developers	5/15/2019 7:12 PM
8	Take care of the citizens of Brookhaven, not the developers. Adding to the city coffers does not need to be city officials primary concern, or am I missing something?	5/15/2019 7:05 PM
9	Construct two two-lane highway tunnels under Peachtree from the western City Limits to Osborne Road, with junction tunnels for N. Druid Hills Road. Driverless vehicles between MARTA station and Town Brookhaven.	5/15/2019 5:40 PM
10	Please continue to pay attention to pedestrian safety and walkability of Brookhaven. Tree cover along sidewalks can be improved in many areas to make them usable in the hot summer months.	5/15/2019 5:11 PM
11	The sidewalk "plan" has no clear timeline on what streets get sidewalks when. It is incredibly slow moving and seemingly vague.	5/15/2019 4:49 PM
12	I am not interested in our city trying to encourage tourism. I don't think I am alone in this. We understand the need for tax revenue but I do not relish the concept of living in an area that encourages tourism.	5/15/2019 3:45 PM

13	Stop rushing all of the development. The sidewalk law to no where on new homes is silly. And for goodness sake stop letting all of the developers clear cut all of the lots.	5/13/2019 8:18 PM
14	Make sure the existing residents are the top priority, and not the desires of the developers.	5/13/2019 5:13 PM
15	I realize money is a priority for the city, and so they tend to side with developers, but I think more effort should be made to find a compromise of some kind that allows development of already-dense areas while preserving (really) the single family neighborhoods and also preserving our precious tree canopy and our creeks.	5/13/2019 1:39 PM
16	Sidewalks should replace green space only when they are NEEDED. Sufficient parking and service (delivery, loading.etc.) areas must be required at commercial areas. Parking should not be allowed right at intersections, so motorists can see clearly to turn right. Utilities and semi-utilities should be regulated when they dig up people's yards.	5/13/2019 1:19 PM
17	The City and it's leaders have strayed too far from the original intent of why the City of Brookhaven was formed.....the power has gone to everyone's head and we want our City back !	5/12/2019 4:19 PM
18	If the MARTA development comes to fruition, Brookhaven Fields does not need anymore major development. I can barely leave my little bubble due to traffic. Storm water runoff is getting worse in my neighborhood as well. Promises for sidewalks still haven't been fulfilled six and a half years after the city was officially created. Get back to the basics and respect the single home neighborhood I once loved to live in.	5/10/2019 8:10 PM
19	The priority for the City Comp Plan should be aggressive reassessment for safe inclusion of people who are walking or using bicycles. Adopt a "Complete Streets" policy and begin road diets throughout the city. Continue your support and prioritize the completion of the Peachtree Creek Greenway and the bike- and walk-ways that will complete its connectivity. Move toward making the MARTA location into the City Hub of government including the Library, Greenspace for the Farmers Market, etc. Make car-use concerns secondary. Increase the width of sidewalks ASAP, especially in the Emory Healthcare area and other highly-commercial districts and major corridors. Add tree buffers now so the canopy along streets will be replenished in a few years.	5/10/2019 11:06 AM
20	Those who have seen City decision-making in process know that council reps who don't reside in an affected district give zero weight to the Comp Plan or Supplements when they are contrary to what a rep wants. Which makes these updates a total dog and pony show designed to make citizens feel like they have meaningful input when they don't.	5/10/2019 10:05 AM
21	Infrastructure needs to be addressed also as a major concern if we are going to keep having growth in BH like we have seen in the past 10 years.	5/10/2019 7:15 AM
22	Stop helping developers who are lining their pockets as they destroy our community by tearing out our trees thus adding to our water runoff problems and increasing our heat index and reducing our air quality, creating more traffic issues with high density and less community by allowing a more transient population to move in and out frequently. Our government must put in place restrictions and codes that are enforceable and detrimental financially if a builder doesn't follow the rules. If they "accidentally" cut down a healthy tree which they view is in their way then they must pay a fine that will affect their bottom line, not \$500, not \$1,000, not \$5,000 but \$20,000 per tree. This will get their attention and the government must have the staff in place to make this a reality. Then and only then will you have a community with character and value. Stop being short sighted and look long term. Look at where the decisions made today will impact all that will follow.	5/10/2019 7:11 AM
23	The Peachtree Road, N. Druid Hills and Dresden Triangle should not be treated as the high density development center of Brookhaven. This is a single family home community that is being transitioned by the city into a high density apartment/townhome transitional community.	5/9/2019 11:17 PM
24	No more apartments. Protect our single family homes and tree canopy. Don't make living here a traffic nightmare...that will only decrease the value of Brookhaven Fields over time.	5/9/2019 9:36 PM
25	Traffic lights at Ndruid and Dresden from Peachtree must be addressed. Also we need more dog stations throughout our neighborhood	5/9/2019 9:11 PM
26	Have to address the traffic and storm water/sewage issues comprehensively	5/9/2019 8:41 PM
27	Please do not make the traffic denser in this area. It is almost impossible to get out onto NDH in the morning and the afternoon during rush hours.	5/9/2019 7:19 PM
28	The sewer capacity and traffic redesign at Peachtree/Dresden/Druid Hills is #1 priority!!	5/9/2019 7:14 PM

29	The primary reason I purchased a home in Brookhaven Fields is its single family, neighborhood style. The second reason I like the area is for its proximity to Buckhead. It's close, but not TOO close. I'm very much against multi family and office development along Dresden and North Druid. I chose to live here (one year ago) for the neighborhood atmosphere, not commercial or multi-family development.	5/8/2019 10:56 PM
30	Limit high density. Sewer upgrade. Walk and bike trails	5/8/2019 7:17 PM
31	Overall, the City is doing a commendable job. I look forward to the City's leadership in creating a city center at the MARTA site.	5/8/2019 2:31 PM
32	All of the "old" "I've been here forever" Brookhaven people seem to forget how run down and bad the Ashford Park area was...improving, updating, and growing with the times is important.	5/8/2019 12:06 PM
33	We have spoken many times in many ways....PLEASE listen!	5/8/2019 12:01 PM
34	Address the major issues so we hear less NIMBY complaints. Many of us bought in this area and paid a premium BECAUSE we can walk to things. More walkability is ideal.	5/8/2019 9:37 AM

BROOKHAVEN FIELDS SURVEY – MAY 2019 – RESULTS

Introduction

The Brookhaven Fields Civic Association (BFCA) conducted a neighborhood survey to provide quantified and aggregated input for the City of Brookhaven, GA Comprehensive Plan update. This document provides the respondents' complete answers, with a brief introduction for each question, so that each question may be included as a stand-alone comment. This document is being provided to the city staff that is responsible for managing the Comprehensive Plan update.

Two additional related documents are also being provided to the City with the same transmission e-mail:

1. The full detail of the answers, as extracted from the Survey Monkey survey tool, for completeness and transparency.
2. Additional details on the survey population, survey method and survey communications.

Priorities for the Brookhaven Fields neighborhood

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. The responses with respect to priorities for the Brookhaven Fields neighborhood are (the higher the score, the higher the priority):

Answer Choices	Scores
Maintain the single family character of the neighborhood.	5.34
Maintain as much as possible of the stream buffers and tree canopy.	4.13
Increase the walkability of the neighborhood.	4.00
Add dedicated bike lanes.	2.26
Address storm water and sewage issues	4.01
Other. Please specify below.	2.11
Answered	72
Skipped	0

For more information on how the scores were calculated, please refer to the technical note at the end of this document. The comments provided for the "Other" option follow:

1. Keep taxes low. Maximize personal freedom and free market solutions to problems.
2. Maintain single family detached
3. Forget sidewalks everywhere one side of a street is adequate too much concrete
4. Na
5. Stop the escalation of lot footprints and increase in impervious surface by over-ambitious sidewalk and multi-use/bike-ped plans
6. Give citizens more input and control over decisions regarding character. Make some meetings in daytime or on weekends so those of us who work evenings can attend, or have online access to input, surveys, etc.
7. Prohibit noise from restaurant entertainment, special events. etc. from disturbing residents.
 1. Add more public spaces for neighbors to meet.
8. Improved traffic flow. Less neighborhood traffic. More parks/park space.
9. Keep existing businesses/restaurants like Savi, Rita's, Dixie q don't drive them
10. Address speeding through the neighborhood
11. Variance awards need to be minimal. Work within our code.

12. Clean up vacant parcels to improve Dresden and Brookhaven
13. Minimize traffic cut through
14. Address intersections of Peachtree at NDH and Dresden.

Priorities for the City of Brookhaven

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. The responses with respect to priorities for the City of Brookhaven are, (the higher the score, the higher the priority):

Answer Choices	Scores
Complete the Peachtree Creek Greenway.	5.07
Acquire additional spaces (like the Ashford Forest, already acquired on Clairmont Rd.) for nature preserves and parks.	4.36
Maintain as much as possible of the stream buffers and tree canopy.	5.41
Increase the walkability of the neighborhoods.	5.26
Add dedicated bike lanes.	2.93
Complete the planned upgrades to the park system.	3.98
Other. Please specify below.	2.29
Answered	71
Skipped	1

The comments provided for the “Other” option follow:

1. Keep taxes low. Maximize governmental efficiency. Privatize as much as possible.
2. Please spend taxpayers money as it is your own. Too much irresponsible spending
3. No need to build monuments in every park. We will never be world class so some things are best left alone instead of idealistically shooting for the moon, as Rebecca the ex-mayor encouraged.
4. Stop overdeveloping arteries already clogged with traffic
5. Have some meetings during the day or on weekends to accommodate citizens who work in the evenings.
6. Expediting traffic flow is very much needed.
7. Stop granting variance requests.
8. 6. add more pockets of local, commercial, mixed-use districts throughout the city (like on Dresden Drive)
9. More parks/park space in the Dresden Drive, Druid Hills, Peachtree Rd Triangle.
10. Protect & PRESERVE current neighborhoods.
11. Mitigate crime

Dresden Corridor Development

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. The responses with respect to development along Dresden Drive beyond the overlay boundary, from Camille Dr., to Clairmont Rd, are:

Answer Choices	Responses	
I favor conversions of existing single family homes to higher density housing.	7.35%	5
I oppose conversions of existing single family homes to higher density housing.	85.29%	58
Other (please specify)	7.35%	5
	Answered	68

	Skipped	4
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The comments provided for the "Other" option follow:

1. no opinion
2. Only mixed use with retail and restaurant
3. mixed use, but with combined curb-cuts only; don't allow commercial use of existing residential units, or it will look like Clairmont Rd. (many driveways make it unsafe for pedestrians and cyclists)
4. I am in favor of responsible development along Dresden
5. Strongly oppose- we were promised that we would not have to fight this battle again!!!

North Druid Hills Corridor Development

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. The responses with respect to development along North Druid Hills, from Peachtree Rd to Buford Highway, are:

Answer Choices	Responses	
I favor conversions of existing single family homes to higher density housing.	14.71%	10
I oppose conversions of existing single family homes to higher density housing.	82.35%	56
Other (please specify)	2.94%	2
	Answered	68
	Skipped	4

The comments provided for the "Other" option follow:

1. Mixed use, but only with bike & pedestrian lanes being prioritized. Decrease curb-cuts with any change of zoning or use.
2. I am in favor of responsible development along Druid Hills

Brookhaven MARTA Station Development

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. The responses with respect to feelings/opinion about development at the MARTA station are:

Answer Choices	Responses	
I prefer no development whatsoever.	15.28%	11
I am OK with development as long as there is committed, definite, funded plan to manage the expected traffic congestion issues on Peachtree Rd, Apple Valley Rd., Dresden Dr., and North Druid Hills Rd.	68.06%	49
It is MARTA's property, they should be allowed to do whatever makes sense financially for MARTA, as long as it complies with the criteria in the Peachtree Road Overlay as defined in the Brookhaven Zoning Ordinance, effective Nov 27, 2018	5.56%	4
Other (please specify)	11.11%	8
	Answered	72
	Skipped	0

The comments provided for the "Other" option follow:

1. With the overriding proviso that no tax abatement should be granted - It is MARTA's property, they should be allowed to do whatever makes sense financially for MARTA, as long as it complies with the criteria in the Peachtree Road Overlay as defined in the Brookhaven Zoning Ordinance, effective Nov 27, 2018
2. There will never be a serious, realistic plan to deal with traffic there because the bridges do not allow the passage of traffic, and those viaducts are not going to change. You cannot fit additional density here. Why does everyone think this can work? Do NOT allow ingress and egress with one direction only. It will send cars circling the block. Marta development will likely spoil the walkability as the increased traffic through Brookhaven Fields will be stupid, along with the increased petty crime, homeless campers and hood rats.
3. I've not seen the latest update to the overlay, but density and traffic are the major concerns, including building height.
4. I would like more information about Brookhaven's plan for a city hall at the location, plans for sewer, and if the city plans to offer tax abatements to the developer. I'm also concerned about traffic and density.
5. Thank you for including "other" because the 3 options show limitations, developed by well-intentioned people without any apparent training or education in urban design or survey-balance. Like a restaurant offering only peanut butter sandwiches when we KNOW there's more food choices out there! The MARTA site is a great opportunity for plans that have vision & creativity. The choices are not reasonable approaches. How about one like this: Redevelopment of the Brookhaven MARTA station is inevitable. We should allow for higher residential and office density (including a City Government Center) in exchange for public green/pedestrian space, such as a location for the Brookhaven Arts Festival and the weekly Brookhaven Farmers Market.
6. I prefer no development but realize that Marta retains ownership and development rights. I believe it will be developed in the future and it is up to the City of Brookhaven to help direct its development in a way that will not destroy our community. Why not think outside the box with its development. Look to other counties, states and around the world to see how this piece of land could be utilized. Think of what needs our city and community are deficient. Think of what future residents will require and want to have a safe and healthy life. Don't let this piece of land go to the developers that don't live here and have no interest in the residents quality of life. Let it be developed with community at the center of its development. I could envision it being the center of our government with city hall, police, fire, library, parks and rec., and rentable meeting space. I envision a park included with the plan. Maybe it's across the street where Marta's retention "pond" is located. It would be amazing to have a space created for community, not a space that supports a transient population that does not invest in our community. So my recommendation is to research and find other communities where something similar has been done. Then think outside the box as to how we could create something new and unique for this space that could be funded and supported by our community and private non-profits...not developers who only have their interests at heart. Ask the community to volunteer to be a part of its development by donating their time, expertise and input into a final plan that meets the needs of our community, not the needs of a city who wants more of a tax base. Look at all of the families moving here for the schools. Think about what they would want. Look at the elderly who have no supports and are feeling squeezed out. Look at our international population that are kept on the fringe, feeling unwelcome unless they are working in our yards or cleaning our homes. Only when you create a place that is welcoming and inclusive will you find true success in anything you do. Building high density homes, taking away public gathering spaces and green spaces. As we look to future where the climate is becoming warmer and many species are endangered, maybe we should think more about protecting our wildlife and trees. Our trees help protect our homes, cool and clean the air, aesthetically pleasing and wildlife need places of refuge. As Atlanta continues to grow and spread outward we should be liking to maintain a community where we still have green space for private and public use. We are too far

removed from nature and it's hurting us all. Stop over building, stop clogging our streets with high density buildings, stop destroying the small pockets of green space and find new and creative ways to meet the needs of our community by creating a community where people know each other, where people are invested and where people want to give back because they love where they live. People will respond if you remind them of all of the great things that make Brookhaven a wonderful place to live. You just have to show them that you are going to support slow growth, protect natural spaces and stop creating more traffic headaches by building more dense housing.

7. I am in favor of development as long as it creates a strong city center with walkable, mixed-use character.
8. # 2 with the caveat that it be inscale with the neighborhood and no cut through traffic is allowed in to the neighborhood

Priorities for Marta Station Development

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. With respect to priorities for the development at the MARTA station, if it were to happen, the responses are (the higher the score, the higher the priority):

Answer Choices	Scores
Maximize community areas: plazas and green spaces.	3.93
Reduce density as much as possible to minimize traffic congestion issues.	4.24
The specific allocation of space to different uses: housing, commercial, office space.	2.97
The esthetics of the design.	2.98
Other. Please specify below.	1.77
Answered	72
Skipped	0

The comments provided for the "Other" option follow:

1. There should be no tax abatement for MARTA and no subsidy of any sort from the city.
2. Again, how can density not increase traffic in this two lanes in and out as far as the eye can see, except for Peachtree Road. Find some other use please. Marta ridership is not increasing, with all of these best laid plans. Mega stations shall be a thing of the past, soon. Mark my words.
3. Put in place plans FIRST to address traffic congestion and storm water issues before development is planned
4. Plan to prohibit noise from entertainment, special events, etc.
5. Area for nice dining establishments instead of a food hall. Also, no Taj MaHall City Hall.
3. Again, these "choices" are limited and parochial in scope. A priority should be connectivity for pedestrians and bicycles to plan for future transportation options. Utilize the Fernwood drainage ditch as a natural buffer and amenity; balance uses so that traffic issues are minimal. (Offices cause much more intensive traffic problems than residential; commercial/restaurants should balance the others based on traffic needs and foot-traffic options.)
6. Something similar to Village place on Dresden ok but only in south end of lot. Leave north end for parking. NO hotels, NO big office projects. NO restaurants with outdoor live music
7. Marta is heavily used by commuters. Parking for residents and current users should not be overlooked
8. Pretty up that Marta area it's an eyesore
9. Ingress and egress is NOT they the neighborhood
10. Marta is heavily used by commuters. Parking for residents and current users should not be overlooked

11. Address sewage and intersections of Peachtree at NDH and Dresden.

North Druid Hills Traffic Study

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors. Seventy-two (72) responded. Neighbors were asked whether the scope of the study should be extended include the critical intersections near the MARTA station: Peachtree and North Druid Hills, and, Peachtree and Dresden. The responses are:

Answer Choices	Responses	
Yes, the City should commission the analysis now, so that we are ready to discuss the traffic improvements needed to enable development of the MARTA station, and seek funding for these improvements.	82.86%	58
There is no need for the traffic study now. This can wait and the developer should take care of it.	11.43%	8
Other (please specify)	5.71%	4
	Answered	70
	Skipped	2

The comments provided for the “Other” option follow:

1. Continued studies are an exercise in futility. Study after study is completed and no action takes place - why bother.
2. How many studies does it take to figure out it does not work? Stop with the dollar infusion idea and take care of the citizens who live here. The other day it took me 25 minutes, at four miles per hour, to travel from the Brookhaven MARTA station by car, and cross Buford Highway. Enough already, ok?
3. The study should be done closer to the time of proposed development, and it should be independently done.
4. Again, with limited options in the survey choices, I appreciate the "other". Why didn't the City study those? Isn't it because those are GDOT roads? The city can study whatever they'd like. However, with GDOT roads, it will not have much of an impact. So perhaps we want shade trees planted along streets to make them cooler in the summer for pedestrians and cyclists? GDOT says, "No".

General Comments for the City, related to the Comprehensive Plan

The Brookhaven Fields Civic Association sent a survey to Brookhaven Fields neighbors to collect input for the update to the Comprehensive Plan. Seventy-two (72) responded. The survey included structured questions and also included space for open-ended comments. Thirty-eight (38) neighbors provided comments. The comments follow:

1. With Dresden and N Druid Hills has major thoroughfares from outside our community, we need to minimize the traffic congestion in our community. The railroad bridge at Peachtree minimizes traffic flow. Recognize that there is minimal ability to reduce thus unless we reduct the congention and amount of traffic through the area. Lower density housing is one answer that will also help preserve our community.
2. Let it be dense on Peachtree, but keep the neighborhoods single family and tree-covered.
3. it is shocking to me that the City can even consider further development along Peachtree without consideration for the the major roads that feed to it from every other part of the metro area. N Druid, Briarwood, and Dresden are becoming increasingly dense with traffic, and I resent that the failure to consider these routes has led to inevitable and undesirable additional cut-through traffic in both Brookhaven Fields and Brookhaven Heights.

4. The main reason most of us voted for the city was to reduce the tax burden from Dekalb County and to free ourselves as much as possible from the dysfunction that is Dekalb. Please keep this in mind as the main objective for Brookhaven. Reduced taxes, less government, freedom!
5. Complete infill regulations now. Stop waiting for MARTA and push DOT to fix intersections
6. We are too overdeveloped as is. The streets are not safe for our children because too many cars are zooming down at too fast a pace. It takes 15 minutes to get 1/4 mile during rush hour. If the city continues to allow the overdevelopment, it will be clear that the Councilpeople are receiving illegal kickbacks from the developers and we will have no choice but to investigate and prosecute.
7. Control spending listen to property owners not developers
8. Take care of the citizens of Brookhaven, not the developers. Adding to the city coffers does not need to be city officials primary concern, or am I missing something?
9. Construct two two-lane highway tunnels under Peachtree from the western City Limits to Osborne Road, with junction tunnels for N. Druid Hills Road. Driverless vehicles between MARTA station and Town Brookhaven.
10. Please continue to pay attention to pedestrian safety and walkability of Brookhaven. Tree cover along sidewalks can be improved in many areas to make them usable in the hot summer months.
11. The sidewalk "plan" has no clear timeline on what streets get sidewalks when. It is incredibly slow moving and seemingly vague.
12. I am not interested in our city trying to encourage tourism. I don't think I am alone in this. We understand the need for tax revenue but I do not relish the concept of living in an area that encourages tourism.
13. Stop rushing all of the development. The sidewalk law to no where on new homes is silly. And for goodness sake stop letting all of the developers clear cut all of the lots.
14. Make sure the existing residents are the top priority, and not the desires of the developers.
15. I realize money is a priority for the city, and so they tend to side with developers, but I think more effort should be made to find a compromise of some kind that allows development of already-dense areas while preserving (really) the single family neighborhoods and also preserving our precious tree canopy and our creeks.
16. "Sidewalks should replace green space only when they are NEEDED.
17. Sufficient parking and service (delivery, loading.etc.) areas must be required at commercial areas.
18. Parking should not be allowed right at intersections, so motorists can see clearly to turn right.
19. Utilities and semi-utilities should be regulated when they dig up people's yards."
20. The City and it's leaders have strayed too far from the original intent of why the City of Brookhaven was formed.....the power has gone to everyone's head and we want our City back !
21. "If the MARTA development comes to fruition, Brookhaven Fields does not need anymore major development. I can barely leave my little bubble due to traffic. Storm water runoff is getting worse in my neighborhood as well. Promises for sidewalks still haven't been fulfilled six and a half years after the city
22. was officially created. Get back to the basics and respect the single home neighborhood I once loved to live in. "
23. The priority for the City Comp Plan should be aggressive reassessment for safe inclusion of people who are walking or using bicycles. Adopt a "Complete Streets"policy and begin road diets throughout the city. Continue your support and prioritize the completion of the Peachtree Creek Greenway and the bike- and walk-ways that will complete its connectivity. Move toward making the MARTA location into the City Hub of government including the Library, Greenspace for the Farmers Market,etc. Make car-use concerns secondary. Increase the width of sidewalks ASAP, especially in the Emory Healthcare area and other

- highly-commercial districts and major corridors. Add tree buffers now so the canopy along streets will be replenished in a few years.
24. Those who have seen City decision-making in process know that council reps who don't reside in an affected district give zero weight to the Comp Plan or Supplements when they are contrary to what a rep wants. Which makes these updates a total dog and pony show designed to make citizens feel like they have meaningful input when they don't.
 25. Infrastructure needs to be addressed also as a major concern if we are going to keep having growth in BH like we have seen in the past 10 years.
 26. Stop helping developers who are lining their pockets as they destroy our community by tearing out our trees thus adding to our water runoff problems and increasing our heat index and reducing our air quality, creating more traffic issues with high density and less community by allowing a more transient population to move in and out frequently. Our government must put in place restrictions and codes that are enforceable and detrimental financially if a builder doesn't follow the rules. If they "accidentally" cut down a healthy tree which they view is in their way then they must pay a fine that will affect their bottom line, not \$500, not \$1,000, not \$5,000 but \$20,000 per tree. This will get their attention and the government must have the staff in place to make this a reality. Then and only then will you have a community with character and value. Stop being short sighted and look long term. Look at where the decisions made today will impact all that will follow.
 27. The Peachtree Road, N. Druid Hills and Dresden Triangle should not be treated as the high density development center of Brookhaven. This is a single family home community that is being transitioned by the city into a high density apartment/townhome transitional community.
 28. No more apartments. Protect our single family homes and tree canopy. Don't make living here a traffic nightmare...that will only decrease the value of Brookhaven Fields over time.
 29. Traffic lights at Ndruid and Dresden from Peachtree must be addressed. Also we need more dog stations throughout our neighborhood
 30. Have to address the traffic and storm water/sewage issues comprehensively
 31. Please do not make the traffic denser in this area. It is almost impossible to get out onto NDH in the morning and the afternoon during rush hours.
 32. The sewer capacity and traffic redesign at Peachtree/Dresden/Druid Hills is #1 priority!!
 33. The primary reason I purchased a home in Brookhaven Fields is its single family, neighborhood style. The second reason I like the area is for its proximity to Buckhead. It's close, but not TOO close. I'm very much against multi family and office development along Dresden and North Druid. I chose to live here (one year ago) for the neighborhood atmosphere, not commercial or multi-family development.
 34. Limit high density. Sewer upgrade. Walk and bike trails
 35. Overall, the City is doing a commendable job. I look forward to the City's leadership in creating a city center at the MARTA site.
 36. All of the "old" "I've been here forever" Brookhaven people seem to forget how run down and bad the Ashford Park area was...improving, updating, and growing with the times is important.
 37. We have spoken many times in many ways....PLEASE listen!
 38. Address the major issues so we hear less NIMBY complaints. Many of us bought in this area and paid a premium BECAUSE we can walk to things. More walkability is ideal.

APPENDIX - Technical Note on Scores for Ranking Questions

Survey Monkey automatically calculates a "score" for ranking questions, and that is the score that we reported. For example, if there are six (6) answer choices to be ranked and all respondents ranked the same answer as their #1 priority (i.e. their highest/top priority), then that answer choice would have a score of 6, the highest score possible. Survey Monkey explains that the rationale for

calculating the scores in this manner as: "We apply weights in this way to ensure that when the data is presented on a chart, it's clear which answer choice is most preferred."

For those who may be interested, a more detailed explanation, copied directly from the Survey Monkey help text, follows:

Ranking questions calculate the average ranking for each answer choice so you can determine which answer choice was most preferred overall. The answer choice with the largest average ranking is the most preferred choice.

The average ranking is calculated as follows, where:

w = weight of ranked position

x = response count for answer choice

$$x_1w_1 + x_2w_2 + x_3w_3 \dots x_nw_n$$

Total response count

Weights are applied in reverse. In other words, the respondent's most preferred choice (which they rank as #1) has the largest weight, and their least preferred choice (which they rank in the last position) has a weight of 1. You can't change the default weights.

For example, if a Ranking question has 5 answer choices, weights are assigned as follows:

- *The #1 choice has a weight of 5*
- *The #2 choice has a weight of 4*
- *The #3 choice has a weight of 3*
- *The #4 choice has a weight of 2*
- *The #5 choice has a weight of 1*

We apply weights in this way to ensure that when the data is presented on a chart, it's clear which answer choice is most preferred.

BROOKHAVEN FIELDS SURVEY – MAY 2019 – SURVEY METHOD

INTRODUCTION

The Brookhaven Fields Civic Association (BFCA) decided to survey the neighborhood in order to provide quantified and aggregated input for the update of the City of Brookhaven, GA Comprehensive Plan. This document concerns only the survey method. Two other documents are also being provided to the City with the e-mail transmission.

1. The full detail of the answers, extracted directly from the Survey Monkey software, for completeness, reference and transparency.
2. The answers, with an introductory comment added to each one, so that they may be included in the Comprehensive Plan as stand-alone documents.

METHOD

The survey was administered using the Survey Monkey software.

Population surveyed: The survey was sent to:

1. All NextDoor accounts identified as belonging to the Brookhaven Fields neighborhood. That is 1,171 accounts as of May 17, 2019.
2. All e-mail accounts belonging to the BFCA's yahoo mail list. That is 322 recipients. However, these are not additional to the names in NextDoor since there is substantial overlap between the two lists.

For clarity then, the survey was sent to all neighbors that we could reach, not just the dues-paying members of the BFCA.

We received 72 answers by the deadline of May 17. The survey is now closed.

SURVEY COMMUNICATIONS

Survey invitation. Sent through NextDoor on May 8 and later relayed to the BFCA yahoo e-mail list.



Ricardo Kamenetzky, Brookhaven Fields

Brookhaven Comprehensive Plan Update - Brookhaven Fields Survey

Brookhaven Fields Neighbor: The Brookhaven Comprehensive Plan is due for its first 5 year update. The city is accepting input through the end of May. This survey is organized by the Zoning Committee of the Brookhaven Fields Civic Association (BFCA). The survey is being sent via NextDoor to participants in the Brookhaven Fields area. The intent is to clarify residents' positions regarding key land use issues facing Brookhaven Fields. The results of the survey will be presented to the City as Brookhaven Fields's contribution to the plan. We have worked hard to minimize the number of questions and "what-ifs" so that you can answer the survey in less than 10 minutes.

We encourage you to complete the survey and also to convey your input directly by writing to planning@brookhaven.gov. The survey will be open through May 17. The link to the survey follows: <https://www.surveymonkey.com/r/SHZMH87>

Thank you in advance for your reply. We appreciate your involvement in the future of our neighborhood and our city.

Terrell Carstens, Mike Hibbard, and Ricardo Kamenetzky for the BFCA Zoning Committee.

Technical notes:

1. The survey is anonymous. You will not be identified.
2. Please do not forward the survey link outside of Brookhaven Fields. We are trying to survey only Brookhaven Fields.
3. You can change your answers until you complete the survey. The survey is completed when you press the "DONE" button at the bottom of the survey.
4. To move to the next question press the "OK" button below the question. Some questions do not have an "OK" button: simply scroll down to the next question.
5. The survey can be taken only once from the same device.
6. PM me via NextDoor, Ricardo Kamenetzky, if you have technical difficulties.

Reminder sent May 13 2019.

Brookhaven Fields Neighbor: This is a reminder about the survey on land use issues. We have received many replies already, but we want to make sure everybody's voice is heard, both by the City of Brookhaven and by the Brookhaven Fields Civic Association (BFCA). As previously communicated the survey will be open through May 17. Only four days left. If you have replied already, we thank you for your participation. If you have not yet, we encourage you to reply. You can find the link in the original posting. The average time to respond is only 7 minutes.

Terrell Carstens, Mike Hibbard, and Ricardo Kamenetzky for the BFCA Zoning Committee.

Reminder sent May 16 2019.

Brookhaven Fields Neighbor: This is the last reminder about the survey on land use issues. We have received many replies already, but we want to make sure everybody's voice is heard, both by the City of Brookhaven and by the Brookhaven Fields Civic Association (BFCA). As previously communicated the survey will be open through May 17, tomorrow. Only one day left. If you have replied already, we thank you for your participation. If you have not yet, we encourage you to reply. You can find the link in the original posting. The average time to respond is only 7 minutes.

Terrell Carstens, Mike Hibbard, and Ricardo Kamenetzky for the BFCA Zoning Committee.

Patrice Ruffin

From: Ricardo Kamenetzky <ricardo.kamenetzky@gmail.com>
Sent: Thursday, May 16, 2019 7:46 PM
To: COB-Planning
Cc: Aronda Smith; Dominique Lockhart; Drew Murray; Linda Abaray; Patrice Ruffin
Subject: RE: Brookhaven 5-Year Comprehensive Plan Update - input

Patrice Ruffin and Brookhaven Planning Team: Thanks very much for the follow up e-mail after the Brookhaven 5-Year Comprehensive Plan Update Community Involvement Meetings on March 28th and April 25th. I attended the April 25th meeting. I was impressed by your preparation for and the follow-up to the meeting I attended. Thank you for all the work that is going into the plan update.

Until recently, I had not seen the Comprehensive Plan. I was impressed by the thoroughness of the process and the quality of the document. Well done!

Now with respect to the update to the plan, I have these specific comments to offer:

I want to second this comment: *"Keep Dresden single family between Peachtree Road Overlay and Clairmont Road."* It is on the last page of the document "5-Year Comprehensive Plan Update Public Comments Received List 032819"

You already captured the comment I made verbally during the April 25th meeting: *"Plan for traffic around the MARTA station without waiting on a potential redevelopment plan."* Expanding on that comment: It is unrealistic to expect that MARTA or the developer will be able to solve this problem. It is also unrealistic to expect that the City of Brookhaven alone can solve the problem. It will take cooperation, resources and funding from multiple agencies and stakeholders. However, our City owns the problem, and it has to take a leadership role now in starting and coordinating this effort. There needs to be a sense of urgency around this. It is not too early or premature.

Regarding waste water infrastructure. I understand that DeKalb County manages waste water and I understand there is working relationship between DeKalb and Brookhaven. That is all good. However, a solid capital plan for the waste water infrastructure should be part of a "Comprehensive Plan" for the city, for completeness. If for nothing else, to show this was looked at. The plan should address current issues as well as expected growth. So I suggest adding as an appendix the latest capital plan for waste water treatment, agreed between Brookhaven and DeKalb County.

Finally, I want to second two public comments from the "Character Area Supplement" of the Comprehensive Plan, on page 40, under the heading "Zoning and Development." These comments were made in July of 2016. Unfortunately, they still ring true today:

- *"We need to get to the point as a city where we know that the zoning will stand and will 'be okay' when we walk away. We need to uphold the zoning in the neighborhoods."*
- *I feel the City of Brookhaven is passing everything through. The wording is there but they're ignoring it. We should not have to watch everything that the City does."*

Thank you for considering my input.

Ricardo Kamenetzky
1466 Canoochee Dr. NE

From: Patrice Ruffin [mailto:patrice.ruffin@brookhavenga.gov]
Sent: Monday, April 29, 2019 10:37 AM
To: Patrice Ruffin <patrice.ruffin@brookhavenga.gov>
Cc: Aronda Smith <aronda.smith@brookhavenga.gov>; Dominique Lockhart <dominique.lockhart@brookhavenga.gov>; Drew Murray <drew.murray@brookhavenga.gov>; Linda Abaray <linda.abaray@brookhavenga.gov>
Subject: Brookhaven 5-Year Comprehensive Plan Update - Community Involvement Meetings Follow-Up

Good morning, everyone:

Thank you for attending the Brookhaven 5-Year Comprehensive Plan Update community involvement meetings on March 28th and April 25th.

As discussed, in March of 2014, the Georgia Department of Community Affairs (DCA) Local Planning Rules were changed and now require a 5-year cycle of updating the issues and opportunities, community work program, and land use sections of the comprehensive plan. Historically, updates had not been required until the 10-year mark and would be a full update of the plan document. The Atlanta Regional Commission (ARC) has advised the department that the city is able to readopt its current plan with the addition of a new community work program since the city adopted the Character Area Study Supplement in January 2017 following adoption of the original 2034 Comprehensive Plan in November 2014. As part of this required update, which is due on or before October 31, 2019, we have incorporated a public process regarding the adoption of the update (i.e. community meeting and a steering committee).

The department has conferred with ARC, determined that Planning Commission can serve as the Steering Committee for the project, and developed the following schedule for this required update:

- Project Scope: readopt existing Issues & Opportunities and Land Use sections (because the City updated it's 2014 Comp Plan in January 2017 with the Character Area Study); update Community Work Program (already done administratively on an annual basis)
- ~~October 9, 2018 – First Required Public Hearing (City Council)~~
- ~~October 24, 2018 – Steering Committee Meeting (Planning Commission, Retreat)~~
- ~~February 6, 2019 – Steering Committee Meeting (Planning Commission, Regular)~~
- ~~March 28, 2019 and April 25, 2019 – Community Involvement Meeting(s)~~
- May 1, 2019 – Planning Commission Regular Meeting (public hearing)
- May 28, 2019 – Second Public Hearing (City Council)
- June 2019 – Submittal for Review
- July/August 2019 – Report of Findings and Recommendations
- September 24, 2019 – Adoption & notification (legal) by City
- October 31, 2019 – Final Due Date

Public comments on the following documents will be accepted through May 31, 2019 at planning@brookhavenga.gov. The documents have been attached for your reference.

- 5-Year Comprehensive Plan Update Presentation PC050119
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Land Use Section
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Needs & Opportunities Section
- Existing Community Work Program 2019-2023
- 5-Year Comprehensive Plan Update Public Comments Received List 032819

Please share with this e-mail with those that you feel may be interested. Should you have any questions or concerns, please do not hesitate to contact the department.

Patrice



Patrice S. Ruffin, AICP
Director of Community Development
City of Brookhaven
404-670-9830 | 404-637-0532
patrice.ruffin@brookhavenga.gov
www.BrookhavenGa.gov
4362 Peachtree Rd. | Brookhaven, GA | 30319

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New permitting counter hours: 7:30 a.m. to 4:30 p.m.

Patrice Ruffin

From: Drew Murray
Sent: Thursday, May 16, 2019 7:27 PM
To: Patrice Ruffin
Subject: FW: Comp Plan Feedback

So you can see the below comments.

Best Regards,



Drew Murray, AICP
Planner II
City of Brookhaven
☎ 404-637-0546
Drew.Murray@BrookhavenGA.gov
www.BrookhavenGA.gov
www.linkedin.com/in/DrewMurray
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From: Michael Runestad <michael.runestad@gmail.com>
Sent: Thursday, May 16, 2019 7:15 PM
To: COB-Planning <planning@brookhavenga.gov>
Subject: Comp Plan Feedback

Dear Planning Department:

Thank you for offering to let residents submit written feedback on the comprehensive plan.

I have feedback on four areas:

- What does the city mean by "preserve single family homes"?
- When will the city invest in evidence-based biking infrastructure?
- How are you going to simultaneously preserve trees at the expense of sidewalks and also build sidewalks to improve pedestrian safety?
- Can we just pay builders to create more complete sidewalks and paths?

Preservation of single-family homes

In many parts of the comprehensive plan's character areas, it stresses the need to preserve single family homes. However, considering the history of exclusionary zoning and the city's discrimination lawsuit, that language could be considered a "dogwhistle." Certainly, it does create possible contradictions of other goals within the plan (page 33), especially diversity and sustainability.

At the most recent meeting, it was stated that this language is about transitions and buffers between higher and lower density uses, and I do not doubt that is the perspective of city staff; however, I have also read several residents openly commenting online about needing to prevent the construction of apartments and townhouses specifically because of the types of people who will live in them. Furthermore, per the April 25 presentation, Brookhaven is approximately 60% single family homes, and that building type is allowed in every character area.

Therefore, to avoid public misconceptions leading to negative impacts on the city's brand, I think it is vital for the city to better articulate its intentions for why it feels preserving single family homes is explicitly needed and what, in practice, this approach aims to accomplish. The comprehensive plan also needs to explain how the city will achieve the plan's other goals when they are undermined for the sake of preserving single family homes.

One option might be creating something like Figure 2-2 (from the April 25 presentation) for each character area and include the ranges of each land use that the city hopes to see by the end of the plan's time period. Another might be a table that articulates how each of the comprehensive plan's goals are supported and undermined by the preservation of single family homes. At the very least, the city needs to articulate the criteria it uses for reconciling the contradictions between the comprehensive plan's overall goals and the specific intentions within the character areas.

Biking Infrastructure

I do not own a bike, and I live within two miles of where I work. I am a prime candidate for someone who should bike to work; however, I do not for a simple reason: It is not safe. I am also not alone.

Studies tell us that people respond to the infrastructure that is provided: Build roads and require parking, and they drive; build protected bike lanes, and they will use bikes, which will also reduce traffic for those who do drive.

However, not all bike lanes are the same. The ones the city currently creates—inconsistently painted lines in sporadic locations—are not safe. Therefore, the city should including adopting a complete streets policy in its work program to ensure our TSPLOT dollars are spent effectively. In addition, the community works list should also include identifying when and where road diets ought to take place.

The city should also require that public works provide updates on GDOT's progress on improvements for Buford Highway and Peachtree Road as often as the city receives updates on the Peachtree Creek Greenway and the parks bond (even if the report is as simple as GDOT not providing information). This type of insight on forthcoming transportation improvements affects appropriate future land uses, which is why it should be reflected in planning documents.

Trees and sidewalks

In the April 25 presentation, there were two bullets on trees and sidewalks. It appears city staff's understanding is that residents want trees preserved at all costs (including sidewalks) while also building more sidewalks to improve pedestrian safety.

In case it helps, I would like to offer the following idea for reconciling the issue of preserving trees and building sidewalks:

1. Identify lots with specimen trees in danger of being removed in the future for sidewalks,
2. Further refine the list of lots to those that do not appear to be in danger of near-term redevelopment,
3. Emulate Trees Atlanta front yard tree program and fund it using the tree fund,
4. Begin planting replacement trees in these lots in hopes of mitigating the future impact on the canopy when the other trees need to be cut down for sidewalks and paths,

5. For large-scale projects that remove lots of trees (like a future Druid Hills path or the Peachtree Creek Greenway), consider creating an arboretum as part of the paths similar to what is being done with the Atlanta BeltLine, and
6. Continue to build sidewalks and multi-use paths with an annual budget at least on par with a recent land acquisition for future car infrastructure.

The above is just an idea. Trees can be replaced but lives cannot, so I would continue to encourage prioritization of pedestrian safety via sidewalk/path construction over tree preservation.

Avoiding sidewalks and paths to nowhere

Residents have criticized sidewalks created during redevelopments as seeming disjointed and those built by the city as needlessly expensive. Public works has explained how developers can build sidewalks cheaper than the city because builders are largely just paying the marginal costs (rather than the full costs) of new sidewalks and paths. The city has also instituted a fee that builders must pay when they are doing redevelopment of areas where the city plans do not call for sidewalks and paths.

In order to accelerate the building of new sidewalks and paths and ensure more complete networks, I would like to see the city adopt a new procurement policy for sidewalks: no-bid contracts for builders to continue construction of sidewalks and paths on additional lots, and paying them at a rate similar to the fee (~\$50 per linear foot). Please add the exploration of this new type of policy to the community works list.

Allowing builders to continue sidewalks and paths past a single lot will let them recoup some of their costs for the required sidewalk. It will also give taxpayers a more complete network in less time, and it will better maximize tax dollars by building below the rate that the city has established it usually gets from open competition.

As always, thank you for taking the time to consider my feedback, and please let me know if you have any questions about my comments.

Sincerely,
Michael Runestad
2430 Field Way NE
Brookhaven, GA 30319

Patrice Ruffin

From: Linda Abaray
Sent: Thursday, May 16, 2019 7:51 AM
To: Donna Hall; COB-Planning
Cc: Patrice Ruffin
Subject: RE: Bikes and the comp plan

Good Morning Emma,

Thank you for your comments. The City confirms receipt of this email and your comments.



Linda Abaray

Deputy Director of Community
Development
City of Brookhaven

678-274-2574 | 404-637-0536

linda.abaray@brookhavenga.gov

www.BrookhavenGa.gov

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*****New permitting counter hours: 7:30 a.m. to 4:30 p.m.*****

From: Donna Hall <halldj@me.com>
Sent: Wednesday, May 15, 2019 6:29 PM
To: COB-Planning <planning@brookhavenga.gov>
Subject: Bikes and the comp plan

I have been biking in Brookhaven since 1984. The improvements made for bikers now allows for kids to consider biking, as the boundaries are becoming clearer.

Please address the three points below as a part of your Comp Plan, so that we can get around better, and more people can enjoy the outdoors.

1. PASS A COMPLETE STREETS POLICY IN 2019.
2. ACHIEVE "BICYCLE-FRIENDLY COMMUNITY" STATUS IN THE NEXT 5 YEARS.
3. PRIORITIZE NETWORKS OVER CONVENIENT (BUT DISCONNECTED) SEGMENTS SO WE CAN SAFELY GET TO COMMON DESTINATIONS BY BIKE OR FOOT (MARTA, Oglethorpe, PCG, City Hall, Brookhaven Village, city parks, Ashford-Dunwoody Village, etc)

Thank you for your strong consideration.

Donna Hall

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Patrice Ruffin

From: Linda Abaray
Sent: Tuesday, May 14, 2019 2:02 PM
To: Patrice Ruffin
Subject: FW: Brookhaven bike friendly

FYI



Linda Abaray
Deputy Director of Community
Development
City of Brookhaven
678-274-2574 | 404-637-0536
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From: Chris Kaiser <chris.a.kaiser@gmail.com>
Sent: Tuesday, May 14, 2019 11:30 AM
To: COB-Planning <planning@brookhavenga.gov>
Subject: Brookhaven bike friendly

I just wanted to let the planning committee know how important it is for my family and my neighbors to incorporate bike friendly policies into the city's planning. As an avid cyclist I ride Brookhaven streets a few times a week. The safer they are the lower the probability I get hit by a car.

Regards,

--

Chris Kaiser
404-270-0441

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Patrice Ruffin

From: Linda Abaray
Sent: Monday, May 13, 2019 9:13 AM
To: Patrice Ruffin
Subject: FW: 5 year comp plan update

Linda Abaray
Deputy Director of Community Development City of Brookhaven
☎ 678-274-2574 | 📠 404-637-0536
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www.BrookhavenGa.gov
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New permitting counter hours: 7:30 a.m. to 4:30 p.m.

-----Original Message-----

From: Zac Stewart <hi@zacstewart.com>
Sent: Saturday, May 11, 2019 2:59 PM
To: COB-Planning <planning@brookhavenga.gov>
Subject: 5 year comp plan update

Please include in the 5 year Comp Plan the following:

1. PASS A COMPLETE STREETS POLICY IN 2019.
2. ACHIEVE "BICYCLE-FRIENDLY COMMUNITY" STATUS IN THE NEXT 5 YEARS.
3. PRIORITIZE NETWORKS OVER CONVENIENT (BUT DISCONNECTED) SEGMENTS SO WE CAN SAFELY GET TO COMMON DESTINATIONS BY BIKE OR FOOT (MARTA, Oglethorpe, PCG, City Hall, Brookhaven Village, city parks, Ashford-Dunwoody Village, etc)

Best regards,

Zac Stewart

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Patrice Ruffin

From: Linda Abaray
Sent: Friday, May 10, 2019 2:01 PM
To: Patrice Ruffin
Subject: FW: 5 year comp plan update request for inclusion

FYI



Linda Abaray
Deputy Director of Community
Development
City of Brookhaven
678-274-2574 | 404-637-0536
linda.abaray@brookhavenga.gov
www.BrookhavenGa.gov
4362 Peachtree Rd. | Brookhaven, GA | 30319

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New permitting counter hours: 7:30 a.m. to 4:30 p.m.

From: Michele Sheriff Allum <micheleallum@gmail.com>
Sent: Thursday, May 09, 2019 6:52 PM
To: COB-Planning <planning@brookhavenga.gov>
Cc: John Park <john.park@brookhavenga.gov>
Subject: 5 year comp plan update request for inclusion

Hello Patrice,

How are you? I think the last time we connected was about Liam attending Sydney's bday party. What a small world!

I'm sure you're being inundated with emails about the 5 year comp plan. I hope my own personal few words will help illuminate the three points in red at the bottom of this email.

I am a firm believer that the environment we develop can have a profound effect on how we live our lives. Not only did I study this during my Masters in Public Health days but I live it with my family everyday.

My boys (9 and 10) love riding their bikes to their friend's house down the street and on Saturday's to the Farmer's Market. We also walk the boys to and from APS everyday. However, I would never let them ride their bikes alone. It's still not safe enough. On Caldwell, there has been a huge improvement with the new bike/walk path (which I love!) but there are sections where the bike path is almost non-existent (which is scary!).

We are also limited to Ashford Park(where we live) residential streets, basically creating an island that we can't leave because there are no safe/easy connections to other parts of Brookhaven. We tried once to bike to Oglethorpe where the boys play for Brookhaven FC but the car dominated roads made it a perilous trek. I think I have a few new grey hairs from that day!

Anyway, these are just a few personal stories. However, I think that becoming more bike friendly can have a huge impact on our city from so many perspectives. It's a differentiator. It's a stepping stone to a healthier population. It will just make us a happier community where people want to live!

Thanks for hearing me out and please...

Please include in the 5 year Comp Plan the following:

1. PASS A COMPLETE STREETS POLICY IN 2019.
2. ACHIEVE "BICYCLE-FRIENDLY COMMUNITY" STATUS IN THE NEXT 5 YEARS.
3. PRIORITIZE NETWORKS OVER CONVENIENT (BUT DISCONNECTED) SEGMENTS SO WE CAN SAFELY GET TO COMMON DESTINATIONS BY BIKE OR FOOT (MARTA, Oglethorpe, PCG, City Hall, Brookhaven Village, city parks, Ashford-Dunwoody Village, etc)

Kindest Regards,
Michele

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Patrice Ruffin

From: Jack Honderd <jkhonderd@gmail.com>
Sent: Wednesday, May 08, 2019 1:57 PM
To: Patrice Ruffin
Cc: John Ernst; Joe Gebbia; Bates Mattison; John Park; Linley Jones; Christian Sigman
Subject: Comp Plan Update changes
Attachments: BBA.CompPlanUpdateLetter.pdf

Hi Patrice,

Please find attached a letter from the Brookhaven Bike Alliance with requested changes for the 5 Year Comp Plan Update. We will post this on our Facebook page so you may hear from more citizens in support of these changes. Please let us know if you have any questions or comments. We look forward to working with you on this.

Thanks,

Jack (for the Brookhaven Bicycle Coalition)



**BROOKHAVEN
BIKE ALLIANCE**

May 8, 2019

Ms. Patrice Ruffin
Director, Community Development
City of Brookhaven
Brookhaven, GA 30319

RE. Comp Plan update recommendations

Dear Ms. Ruffin:

We have reviewed the current Comp Plan and discussed the 5 year update in detail at our recent Brookhaven Bike Alliance meeting, and we would like to offer the following for inclusion.

1. Pass a Complete Streets policy in 2019. It is listed in the "Top Needs/Actions" section of the Comp Plan but hasn't been completed yet after 5 years.

"Complete Streets Policy" can mean somewhat different things depending on the text used, but what's common to all versions is that "all modes of mobility are considered" during road projects. Specifically, this includes "active transportation" modes such as walking and biking. This has not always been the case in Brookhaven recently (eg. the first Buford Highway/Briarwood intersection design). Moreover, the policy should include all repaving and road-marking projects as well. Brookhaven has done a remarkable job repaving its roads, but Public Works doesn't always take advantage of the opportunities to mark 10' wide travel lanes that would leave wide shoulders for safer bike travel. A Complete Streets Policy could make sure these no cost/low cost opportunities aren't missed.

Through our supporting organizations Georgia Bikes and the League of American Bicyclists, the Brookhaven Bike Alliance can provide the City with examples of other cities' Complete Streets Policies as models for Brookhaven's.

2. Achieve "Bicycle-Friendly Community" status as recognized by the League of American Bicyclists within the next 5 years. Produce a "road map" for reaching this status in the 2019 Community Work Plan. Then fund bikeway construction and supporting initiatives to accomplish this by 2023.

This is a recommendation of the Bike Ped Plan, incorporated into the Comp Plan by reference via its inclusion in the Comprehensive Transportation Plan. However, we believe this needs to be made an explicit, high-level goal of the City and should have its own listing in the Community Work Program. Georgia currently has 12 designated Bicycle-Friendly Communities, including Roswell, Alpharetta, Carrollton, Decatur, Atlanta, Columbus and Peachtree City. The League of American Bicyclists has a clear menu and checklist on how to achieve this. Surely Brookhaven can do this, too!

3. When allocating "Active Transportation" (bike and pedestrian) funds 2019-2023, prioritize NETWORKS over convenient (but disconnected) segments so pedestrians and bicyclists can use the bikeway/sidewalks/path facilities to get to common destinations (MARTA, Oglethorpe, PCG, City Hall, Brookhaven Village, city parks, Ashford-Dunwoody Village, etc)

We agree that all "Active Transportation" improvements will be useful in the big picture, and we agree with the City's approach to take advantage of ongoing re-development opportunities. Many of these opportunities may not connect us to useful destinations in the short term, though. We ask that the City of Brookhaven make an explicit goal of the Comp Plan that NETWORKS of active transportation facilities (sidewalks and bikeways) that connect us to important city nodes receive priority in engineering and funding. The reason is obvious: we have wheels/feet on the ground that need to get somewhere TODAY. A beautiful multi-use path that will be funded in 10 years doesn't help us. Moreover, disconnected segments are often lightly used, and leave the City open to skeptics who then question additional investment.

Please let us know what we can do have these points included in the 5 Year Comp Plan Update. We will post this on our Facebook page and ask our members to voice their support as well.

Thanks,



Brookhaven Bike Alliance Leadership Committee

Jack Honderd
Marjon Manitius
Bill Cox
Michael Clifford
Tom Embry
Rob Klein
Sandra Murray
Caryn Klein
Christian Cherniak

Patrice Ruffin

From: Linda Abaray
Sent: Tuesday, May 07, 2019 11:07 AM
To: Patrice Ruffin
Subject: FW: Comments for 5 Year Comprehensive Plan Update



Linda Abaray
Deputy Director of Community
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New permitting counter hours: 7:30 a.m. to 4:30 p.m.

From: Terrell Carstens <tciowa@bellsouth.net>
Sent: Tuesday, May 07, 2019 10:56 AM
To: COB-Planning <planning@brookhavenga.gov>
Cc: Terrell Carstens <tciowa@bellsouth.net>
Subject: Comments for 5 Year Comprehensive Plan Update

- * Please think smart growth "first" within our planning. Right now it appears that increased density is the accepted plan. Higher density is appropriate in some of our planning but should not be the main focus.
- * Save trees before installing sidewalks and get more creative in the sidewalk designs.
- * Strengthen the tree ordinance ASAP. Citizens truly believe that if a tree is removed and a new tree is planted this evens the initial loss. It doesn't. Environmental conditions are not the same now and the new planting has no chance of ever being what the grand larger diameter tree had become. Sad but true.
- * Many residential areas do not want sidewalks on both sides of the street.
- * Allow variances for multi-use path widths. Many times a 6' or 8' path will more than suffice, function and save trees.
- * Keep Dresden resident from Camille to Clairmont.
- * Preserve single family neighborhoods. Esp. along the NDH Corridor.
- * Some of the apartment complexes along Buford Hwy offer much larger units than what are typically being built today. These apartment complexes need to be protected and given greater consideration as new development plans may arise. This will help to provide "homes" for "families" that are more suitable in size, cost and their needs.
- * Continue to pursue the "boulevard" planning for Clairmont Road.
- * Implement a city policy that will not allow stream buffer variances past or into the 50' buffer. Period! Many citizens and builders believe that to be the case now. As we continue to approve variances all the way to the State 25' more and more asks keep coming. This implementation could also "naturally" provide Workforce Housing within the single family residential category.
- * Storm water - Review and evaluate raised homes along stream buffers. Do not allow slab or basements. This would allow the larger homes to still be constructed without causing storm water flow issues.
- * Storm water - Review and evaluate the installation of pools. The ground water is currently being directed around the underground concrete of the pool and causing water/flooding issues onto neighboring property owners where they never had water issues in their yards prior.
- * Minimize the creation of new retention ponds unless they are designed as a public asset. Underground facilities should be encouraged in an effort to maximize a dual use of the land area above them.
- * Housing is now at 50/50 for owner occupied vs. rental. This is a dangerous tipping point. Even the SFR properties are more and more becoming rentals and are not owner occupied. This trend can destroy neighborhoods and communities. Primary residential owners are more invested in their property and their neighborhoods.
- * Make invasive plant removal of the entire parcel(s) a requirement for ALL construction applications. On the deeper lots the problem is never addressed and the invasive material remains to continue to kill trees and invade neighboring properties.

* 1.2 Need - I can't emphasize this enough. Year over year it still holds true.

Input provided via the Community Survey indicates that people would like to maintain density that currently exists in their neighborhoods and to limit the amount of impervious surface coverage. The survey results also suggest that community members would like to maintain the look and character of their surrounding residential neighborhoods.

* 1.6 Need – No huge obnoxious BROOKHAVEN lettering painted on walls as murals. We know, and visitors know where they are. Instead, manage graffiti and utilize plantings at the tops of the walls or paint murals that look like plants growing and cascading down the wall. Utilize them as a natural feature.

* 1.7 Need – The city needs to work with GDOT to expedite and achieve sidewalks along Buford Hwy. One can see the worn foot paths that are used daily by hundreds of people including children getting on & off the school buses. It's dangerous.

* 1.9 Need – Manage growth while minimizing or balancing increases in density.

* 1.11 Need – I know Peachtree is a GDOT road and the likelihood of a bridge being built over Peachtree probably isn't in the near future. Bikers currently are impatient and do not follow the rules of the road when crossing at NDH or Dresden. These intersections are looked at as the only option for bikers, pedestrians and automobiles all at the same time and none take heed nor consider the other. What about installing light activated bike crossings at Bellaire OR Brookhaven Dr and at Redding for now. Riders coming south or going north would know to go to those locations for a safer crossing. Esp. families. Small directional signs could direct them to those locations. It is not that much further when on a bike and many on a bike aren't going to MARTA anyway compared to pedestrians. The light wouldn't be activated all that frequently and the timing to cross could be adjusted to the use. Just a thought, but worth consideration when it comes to connectivity and safety concerning crossing Peachtree Rd.

* 2.2 Need – Flo-wells aren't doing the job. Need to create a property maintenance program for regular inspection and clean out by the property owners that requires them to report the findings to the city and makes them aware of their responsibility to maintain them. Maybe every 2-3 years.

* Embrace, protect and preserve the diversity, culture, businesses, and citizens that comprise a large part of the southern part of town. Is there a way to stop referring to the area as just Buford Hwy. It's Brookhaven but the area still seems to be referenced in an odd way that isn't as inclusive as many of us would like to hear. This includes the neighborhoods that have been annexed. Too many people still don't even know that some of these areas are within Brookhaven.

* Our traffic capabilities should mandate how dense MARTA can be. There is no room for error about this.

* Incentives for development should be far and few in the current economic conditions. Don't rob Peter, aka citizens, to pay Paul, aka deep pocket developers. Incentives are intended for areas of need not needs of developers.

* 3.9 Need – Needs to be reworded and a reference to working with adjacent and surrounding municipalities added.

* Promote sculptural art in our parks, outside of our public facilities buildings and create a dual use with art on our FEMA lots and some of our retention pond properties.

* 4.7 – Title reads oddly.

* Where the term affordable housing is used consider replacing or including the term workforce housing. Affordable housing seems outdated and doesn't incorporate the full range of possibilities, needs and intent.

* In the Buford Hwy Overlay please do not require buildings to be positioned so close to the road. It looks awful, is uninviting and no one wants to be that close to the traffic and the exhaust fumes.

* 1.7.6 - ?????? We already have a FEMA lot / Community Garden program that has been implemented and in use.

* Provide citizen participation and advantages to many of the HR programs offered to staff.

* 1.8.1 - ?????????????????? Other than Overlays? Additional locations in mind?

* 1.4.4 - ?????????????????? - I don't see the need for incentives. Location & opportunity are enough at this early stage.

* 2.2.1 – Excellent – Where can this be found? It shows as Complete.

Thank you,
Terrell Carstens
2444 Oostanaula Dr.

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Patrice Ruffin

From: Sandra Murray <sandymurray@comcast.net>
Sent: Tuesday, April 30, 2019 3:55 PM
To: Patrice Ruffin
Cc: Aronda Smith; Dominique Lockhart; Drew Murray; Linda Abaray
Subject: RE: Brookhaven 5-Year Comprehensive Plan Update - Community Involvement Meetings Follow-Up
Attachments: Review of Community Development Plan 2034 Revisions.docx

Thank for presenting this material for comment. I have attached a Word document with comments about several items from your presentation that have to do with Land Development, Trees and Stormwater Runoff Management.

Sandy Murray
404-273-0906
Face Book @BrookhavenTreeConservancy

From: Patrice Ruffin [mailto:patrice.ruffin@brookhavenga.gov]
Sent: Monday, April 29, 2019 10:37 AM
To: Patrice Ruffin
Cc: Aronda Smith; Dominique Lockhart; Drew Murray; Linda Abaray
Subject: Brookhaven 5-Year Comprehensive Plan Update - Community Involvement Meetings Follow-Up

Good morning, everyone:

Thank you for attending the Brookhaven 5-Year Comprehensive Plan Update community involvement meetings on March 28th and April 25th.

As discussed, in March of 2014, the Georgia Department of Community Affairs (DCA) Local Planning Rules were changed and now require a 5-year cycle of updating the issues and opportunities, community work program, and land use sections of the comprehensive plan. Historically, updates had not been required until the 10-year mark and would be a full update of the plan document. The Atlanta Regional Commission (ARC) has advised the department that the city is able to readopt its current plan with the addition of a new community work program since the city adopted the Character Area Study Supplement in January 2017 following adoption of the original 2034 Comprehensive Plan in November 2014. As part of this required update, which is due on or before October 31, 2019, we have incorporated a public process regarding the adoption of the update (i.e. community meeting and a steering committee).

The department has conferred with ARC, determined that Planning Commission can serve as the Steering Committee for the project, and developed the following schedule for this required update:

- Project Scope: readopt existing Issues & Opportunities and Land Use sections (because the City updated it's 2014 Comp Plan in January 2017 with the Character Area Study); update Community Work Program (already done administratively on an annual basis)
- ~~October 9, 2018 — First Required Public Hearing (City Council)~~
- ~~October 24, 2018 — Steering Committee Meeting (Planning Commission, Retreat)~~
- ~~February 6, 2019 — Steering Committee Meeting (Planning Commission, Regular)~~
- ~~March 28, 2019 and April 25, 2019 — Community Involvement Meeting(s)~~
- May 1, 2019 – Planning Commission Regular Meeting (public hearing)
- May 28, 2019 – Second Public Hearing (City Council)

- June 2019 – Submittal for Review
- July/August 2019 – Report of Findings and Recommendations
- September 24, 2019 – Adoption & notification (legal) by City
- October 31, 2019 – Final Due Date

Public comments on the following documents will be accepted through May 31, 2019 at planning@brookhavenga.gov. The documents have been attached for your reference.

- 5-Year Comprehensive Plan Update Presentation PC050119
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Land Use Section
- Existing Brookhaven Comp Plan 2034 AMENDED062116 Needs & Opportunities Section
- Existing Community Work Program 2019-2023
- 5-Year Comprehensive Plan Update Public Comments Received List 032819

Please share with this e-mail with those that you feel may be interested. Should you have any questions or concerns, please do not hesitate to contact the department.

Patrice



Patrice S. Ruffin, AICP
 Director of Community Development
 City of Brookhaven
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*****New permitting counter hours: 7:30 a.m. to 4:30 p.m.*****

Review of Land Use 4.1 and Land Development 2.1 Needs & Opportunities With Regard to Trees and Neighborhood Development

1.2 Need: Address infill compatibility issues in residential areas. Not only should we deal with infill character, but also look at the trees in the Brookhaven Urban Forest (BUF) and protect them in our neighborhoods, so we don't deforest our neighborhoods while we permit tearing down older homes and building new much larger homes in their places. The BUF is as much a part of the character of our neighborhoods as are the homes. Make trees a priority in CP2034, new trees don't have high-value, like our existing high-value trees. Preserve BUF as much as possible. Replanting trees is not as beneficial as preservation. Building bigger homes creates false density, because often an older home houses 2-4 people and the new, bigger home built in its place still only houses 2-4 people. Creating a unique look for Brookhaven has not so far been done. The styles of new houses built look much the same as we seen anywhere in the metro area. Need to further limit how much of a lot can be covered.

1.5 Need: Review tree ordinance (ensure appropriate protection). Currently the tree protection ordinance is only being enforced using the Alternative Compliance section, which permits cutting 99% of the trees on a property when a new house is being built and property-owners are allowed to remove 3 trees per year. This practice results in the loss of many of our high-value trees. We also only measure trees by their diameter at breast height, which means that many high-value trees are cut down because they don't reach that diameter in their lifetimes. Brookhaven Tree Conservancy has re-written the Tree Preservation Ordinance and is working on presenting it to city staff, city council and planning commission. The character of the City is negatively impacted when driving along city streets and the canopy is largely removed. Let's preserve our best trees and urban forest areas by using a Tree Value Matrix to assess trees; plan for trees at the beginning of the development process rather than after demolition and clearing has taken place; reduce grading and impervious surface building; and educate and enforce the tree preservation ordinance effectively.

1.7 Need: Further health and exercise in the community through supportive infrastructure and design. Trees are an important part of good health for the citizens of Brookhaven. We must do more to protect them.

2.1 Need: Preserve the city's tree canopy. We are cutting trees at a faster rate than the City has experienced in the past. We need a revised tree preservation ordinance to protect the high-value trees we have. I don't feel that we are doing a good job with this need, especially, since the current tree ordinance is only being enforced with alternative compliance. We need to improve our tree ordinance to preserve more trees.

2.2 Need: Stormwater management. Include trees as part of stormwater management program. Trees absorb a lot of stormwater and by cutting them down to put in flow wells we are depriving our community of one of its best resources for stormwater management as well as the other benefits of trees.

2.4 Opportunity: Establish policies for burying utilities along strategic corridors. This policy should not impact high-value trees in a way that requires them to be cut down. We should use bridging to go over tree roots or lay our multiuse paths around the tree so the critical root zone is not impacted.

Patrice Ruffin

From: Linda Abaray
Sent: Tuesday, April 30, 2019 2:11 PM
To: Patrice Ruffin
Cc: Drew Murray; Aronda Smith; Dominique Lockhart
Subject: FW:
Attachments: Comprehensive Plan Proposal by MJC-043019.pdf

See below



Linda Abaray
Deputy Director of Community
Development
City of Brookhaven
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linda.abaray@brookhavenga.gov
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New permitting counter hours: 7:30 a.m. to 4:30 p.m.

From: Michael Clifford <mjclifford@hotmail.com>
Sent: Tuesday, April 30, 2019 11:04 AM
To: COB-Planning <planning@brookhavenga.gov>
Subject:

I attended the Comprehensive Plan review last Thursday night and would like my comments to be enclosed for the review of the Planning Commission meeting tomorrow.

Thank you.

Regards,

Michael Clifford

Phone: (c) 404-273-9445.

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I recommend the following for a new insertion into the Comprehensive Plan, probably under the 1.4 section (*Further Brookhaven as a walkable and bikeable community*).

Recommendation One

Every year the City of Brookhaven will deliver a written report on the State of Biking in the City of Brookhaven. This report must detail key indicators (including money spent) of the efforts that the city has used to promote biking activities in the Bike Ped Plan, as well as other similar efforts.

One of the key indicators will be the bike related portion of the projects addressed in the Bike Ped Plan, by project name or ID. To reiterate, the bike activities and expenses must be broken out from projects that combine sidewalks and bike transportation.

Furthermore, also reported will be the percent of the transportation budget spent in the year on bike related activities versus all other modalities.

The City of Brookhaven shall also discuss in this Annual Report:

- Progress to connect bikers to Parks within the City and our city to other cities
- Efforts to obtain the status as a Bike Friendly City, as established by the League of American Bicyclists.
- The use of City land (Parks, flood plains) to connect neighborhoods
- Efforts to train and certify our Police for patrolling by bike and the number of hours per year that patrols have been conduct on bikes.
- If the Complete Streets policy has been concretely adopted.
- Efforts to adopt such established programs as Safe Routes to Parks or Safe Routes to Schools
- Efforts to train existing and/or hire part time or full time staff trained in the design of bicycling infrastructure
- Measure the miles of special land features such as flood plains, FEMA properties, easements, and COB parkland that are used to improve connectivity to little trafficked roads and neighborhoods.

Rationale:

There have been several press statements released by the City of Brookhaven on the total dollars spent on sidewalks and roads. Nothing has been printed to document any activity for installation of bike infrastructure for a variety of reasons. Furthermore, The Bike Ped Plan has combined sidewalk and bike project expenditures in the Plan. Assessing progress for biking is difficult due to the commingling of funds. While subsections of 1.4 call for streetscape standards to be developed for the major “spines” of Brookhaven streets, bicyclist can employ little used streets – if these are connected now, rather than years in the future.

A yearly report of the progress of becoming a bike friendly city, measured with concrete indicators helps everybody.

Recommendation Two:

Insert under Opportunities (around 1.11) the following:

Opportunity: Pursue sources of funding to speed the adoption of bicycle trails.

- Actively apply for additional funding such as the Department of Natural Resources' Recreational Trails Program.
- Choose to use SPLOST funding for bicycle related transportation.

Rationale:

The Bike Ped Plan states that funding is a key restriction on the rate in which projects will be adopted. Only over late Middle Term to Long Term are resource intensive projects scheduled to be adopted – and that is years or decades away. Currently, cities around Brookhaven are aggressively building trails and bridges using sources that we do not or have not chosen to approach.

Submitted by: Michael Clifford / 3212 Saybrook Drive / Brookhaven, GA 30319 4/30/2019

Patrice Ruffin

From: Drew Murray
Sent: Monday, April 29, 2019 2:14 PM
To: Patrice Ruffin
Cc: COB-Planning
Subject: RE: Brookhaven 5-year Comp Plan update

Forwarding the below sent to the Planning email.

Best Regards,



Drew Murray, AICP
Planner II
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www.linkedin.com/in/DrewMurray
4362 Peachtree Rd. | Brookhaven, GA | 30319

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From: Betsy Eggers <betsyeggers@gmail.com>
Sent: Monday, April 29, 2019 1:28 PM
To: COB-Planning <planning@brookhavenga.gov>
Subject: Brookhaven 5-year Comp Plan update

Dear Patrice,

First of all, thank you for all you do to make our city a better place to live and to wisely accommodate the growing "pains" that happen in a suburb as it grows into a city!

I am not speaking for the Peachtree Creek Greenway Inc. but as a citizen.

Tree Ordinance:

The priority in our city should be walk-ability and bike-ability. People in wheelchairs, moms/dads with strollers, kids on bikes... they need wide, safe sidewalks protected from street traffic by a tree-lined street. Trees are a renewable resource, and new trees should be replanted to re-secure a strong tree canopy. However, trees should not be spared over peoples' needs for safety. Old trees are often the next trees that die naturally. In just a few years, newly planted trees will replenish the canopy.

Naming the Peachtree Creek Greenway:

When this plan was developed, the PCG had not yet been named and within the Comp Plan it is referred to vaguely, e.g. "It is also targeted for a major trail network along the North Fork Peachtree Creek and location for a community park as well as pocket park space along the corridor to better serve the multi-family residential users in the corridor. " (5.2 Buford Highway Corridor)

Perhaps naming the Greenway in the text adds clarity.

Speedbumps:

Speedbumps on streets may slow down cars, but are a safety hazard for bike riders. Consider placement relative to a bike rider: have a wide enough gap in the center (2 feet) for riders to pass through. The speedbumps installed on Skyland Drive are mighty steep as cyclists descend down a hill!

Complete Streets:

Adopt the complete streets policy. A painted stripe along the edge of any street helps for cyclists to have more elbow room, even if it's less than the ideal width.

Thanks so much,
Betsy Eggers

From: City of Brookhaven <news@brookhavenga.gov>
Sent: Friday, February 08, 2019 6:01 PM
To: Patrice Ruffin
Subject: The Brookhaven Blast



The Brookhaven Blast

Your weekly roundup of news, events, and meetings from the City of Brookhaven.

City announces 2019 Brookhaven Cherry Blossom Festival

The City of Brookhaven announces the return of the Brookhaven Cherry Blossom Festival. The music and arts extravaganza takes place at Blackburn Park, 3493 Ashford Dunwoody Road, on Saturday and Sunday, March 30-31, 10 a.m. to 6 p.m. Admission is free.

In addition to an all-star music lineup, the festival will also bring back perennial favorites such as the Arts & Crafts Market, Classic Car Show, Pet World, Kidz Zone and food trucks.

For more information about the 2019 Brookhaven Cherry Blossom Festival, visit www.BrookCherryFest.org, Facebook at [@BrookhavenBlossomFest](https://www.facebook.com/BrookhavenBlossomFest) and Twitter at [@BrookCherryFest](https://twitter.com/BrookCherryFest).



Wallflowers, Smash Mouth to headline Brookhaven Cherry Blossom Festival



The City of Brookhaven announces an all-star music lineup for the 2019 Brookhaven Cherry Blossom Festival on Saturday and Sunday, March 30-31, at Blackburn Park, 3493 Ashford Dunwoody Road in Brookhaven. Admission is free.

Performing Saturday, March 30, is headliner Smash Mouth along with the Spin Doctors and the Romantics. The Wallflowers will headline the music lineup on Sunday, with supporting acts to be announced.

Read more [here](#).



Registration open for Brookhaven Cherry Blossom Festival 5K

Registration is now open for the 2019 Brookhaven Cherry Blossom Festival 5K/1K, taking place Saturday, March 23, at 7:30 a.m. at Blackburn Park, 3493 Ashford Dunwoody Road. This year's 5K, which is both USATF-certified for 2019 Peachtree Road Race qualifying and a fundraiser for Children's Healthcare of Atlanta, will take runners through Brookhaven's Blackburn Park. Oglethorpe University is the presenting sponsor for this race. Read more [here](#).





Get to know the Brookhaven Police Department

**CITIZENS
POLICE
ACADEMY**
Enrolling
Now



Registration is now open for the Brookhaven Citizens Police Academy, taking place Thursday nights, March 7-May 9. Learn more and register by Feb. 22 [here](#).

City to host public meetings for Comprehensive Plan 5-year update

The City of Brookhaven's Community Development Department will host a series of public meetings for five-year Comprehensive Plan update, required by the Georgia Department of Community Affairs.

The following meetings will take place at **Brookhaven City Hall, 4362 Peachtree Road**:

- **Thursday, March 28, 6 p.m.:** Community Involvement Meeting #1
- **Thursday, April 25, 6 p.m.:** Community Involvement Meeting #2

Next City Council Meeting: Tuesday, Feb. 12

City Council Work Session:
3:30 p.m.

City Council Regular Meeting:
7 p.m.

Click [here](#) for additional meeting dates and agendas.



Parks & Rec Spring 2019 Activity Guide available now

Patrice Ruffin

From: Susan Hiott
Sent: Tuesday, April 02, 2019 2:43 PM
To: Patrice Ruffin; Linda Abaray
Subject: FW: Comp Plan Steering Committee Meetings
Attachments: City to host public meetings for Comprehensive Plan 5.docx

From: Susan Hiott
Sent: Tuesday, February 05, 2019 12:05 PM
To: 'John Hewitt' <JohnH@dekalbchamp.com>; Carla Parker <carla@dekalbchamp.com>; 'Dyana Bagby' <DyanaBagby@reporternewspapers.net>
Cc: Dianne Govekar <dianne.govekar@brookhavenga.gov>; Receptionist <receptionist@brookhavenga.gov>
Subject: Comp Plan Steering Committee Meetings

Champion, please note under Open Meetings Act. These times have been sent to you through our Communications Department, also.

Staff, please post these meetings outside City Hall. Thank you.

City to host public meetings for Comprehensive Plan 5-year update

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- **Thursday, April 25, 6 p.m.:** Community Involvement Meeting #2 – 6 p.m.



Susan D. Hiott, MMC
City Clerk
City of Brookhaven
770-359-9779 | 404-637-0464
susan.hiott@brookhavenga.gov
www.BrookhavenGa.gov
4362 Peachtree Rd. | Brookhaven, GA | 30319

Brookhaven  Alert

Stay in the know! Sign up for **BROOKHAVEN ALERT**, a free service to get notifications from state and local authorities like weather, traffic and other emergencies. Sign up now at www.BrookhavenGA.gov/BrookhavenAlert or download the Smart911 app.

Get Connected with Brookhaven with **Brookhaven Connect**, a free app that allows users to communicate non-emergency issues, like potholes, code enforcement or other issues. **Brookhaven Connect** is available for iPhone, Android, and Windows phones or at CitySourced on other devices. More info at: <http://ow.ly/tkaE30kb9zy> Get it now!

No promise or warranty is made by the City of Brookhaven with respect to any information provided by these services. They are for informational purposes only and no service, response, or other performance by the City of Brookhaven is made or implied.

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Patrice Ruffin

From: Susan Hiott
Sent: Tuesday, April 02, 2019 3:01 PM
To: Patrice Ruffin; Linda Abaray
Subject: FW: Posting for Planning Commission Retreat
Attachments: PlanningCommissionRETREAT10242018.docx

From: Susan Hiott
Sent: Thursday, October 11, 2018 9:32 AM
To: 'John Hewitt' <JohnH@dekalbchamp.com>; Carla Parker <carla@dekalbchamp.com>
Cc: Dianne Govekar <dianne.govekar@brookhavenga.gov>; Receptionist <receptionist@brookhavenga.gov>; Burke Brennan <burke.brennan@brookhavenga.gov>; Ann Marie Quill (annmarie.quill@brookhavenga.gov) <annmarie.quill@brookhavenga.gov>; Kelly Reynolds <Kelly.Reynolds@brookhavenga.gov>
Subject: Posting for Planning Commission Retreat

Champion, please note meeting under Open Meetings Act.
Staff, please post meeting notice outside City Hall.

Thank you.

CITY OF BROOKHAVEN
4362 PEACHTREE ROAD
BROOKHAVEN, GA 30319

THE PLANNING COMMISSION ANNUAL RETREAT WILL BE
HELD WEDNESDAY, OCTOBER 24, 2018

9:00 A.M. – 4:00 P.M.
PERIMETER SUMMIT
4004 SUMMIT BOULEVARD
16TH FLOOR



Susan D. Hiott, MMC

City Clerk

City of Brookhaven

☎ 770-359-9779 | 📠 404-637-0464

susan.hiott@brookhavenga.gov

www.BrookhavenGa.gov

4362 Peachtree Rd. | Brookhaven, GA | 30319

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CITY OF BROOKHAVEN
4362 PEACHTREE ROAD
BROOKHAVEN, GA 30319

THE PLANNING COMMISSION ANNUAL RETREAT
WILL BE HELD WEDNESDAY, OCTOBER 24, 2018

9:00 A.M. – 4:00 P.M.
PERIMETER SUMMIT
4004 SUMMIT BOULEVARD
16TH FLOOR

Patrice Ruffin

From: Susan Hiott
Sent: Tuesday, April 02, 2019 3:06 PM
To: Patrice Ruffin; Linda Abaray
Subject: FW: Message from "RNP002673AEC7F9"
Attachments: 20190402145307621.pdf

Council's agenda was sent to Champion and Dyana Bagby and posted outside.

-----Original Message-----

From: no-reply
Sent: Tuesday, April 02, 2019 2:53 PM
To: Susan Hiott <susan.hiott@brookhavenga.gov>
Subject: Message from "RNP002673AEC7F9"

This E-mail was sent from "RNP002673AEC7F9" (MP C6502).

Scan Date: 04.02.2019 14:53:07 (-0400)
Queries to: no-reply@brookhavenga.gov

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5. **Resolution RES-2018-10-01:** Consideration and Approval of Resolution Authorizing the Abandonment of All Remaining Right of Way Adjacent to and Abutting Tullie Road and Tullie Circle Authorizing the Sale of the Such Abandoned Right of Way to Children's Healthcare of Atlanta, Inc., as the Adjacent Property Owner of Such Right of Way, to Authorize the Mayor or City Manager to Execute Necessary Documents, to Authorize the Receipt of Funds from the Sale of Abandoned Right of Way, and for Other Purposes

K) ANNOUNCEMENTS

L) REPORTS AND PRESENTATIONS

1. Presentation of Proposed FY2019 Budget to Council - City Manager Christian Sigman

M) OLD BUSINESS

N) NEW BUSINESS

1. **Ordinance ORD-2018-10-01:** TA18-10 an Ordinance to Amend Chapter 15, Licenses, Permits, and Business Regulations, of the Code of the City of Brookhaven to Establish Permit Requirements for Special Events - *Public Comment for Ordinance - Action Item*
2. **Ordinance ORD-2018-10-02:** TA18-09 an Ordinance to Amend Chapter 15, Licenses, Permits, and Business Regulations, of the Code of the City of Brookhaven to Establish Permit Requirements for Film Production - *Public Comment for Ordinance - Action Item*
- *3. 5-Year Comprehensive Plan Update - First Public Hearing - *Public Hearing*
4. Consideration and Approval for Acceptance of GDOT Agreement for Peachtree Creek Greenway - Phase II - and TIP Federal Funding - *Action Item*
5. **Resolution RES-2018-10-02:** Consideration and Approval of a Resolution to Authorize the City Attorney to Bring Such Action as May be Necessary to Secure, in Fee Simple, Real Property Located Within the City of Brookhaven for Public Purposes And/Or Roadways as Authorized Under Georgia Law - *Action Item*
6. Consideration and Approval of Submittal of Application for FY 2019 EPA 319 (H) Funding North Fork Peachtree Creek Streambank Restoration - *Action Item*

Sent Agenda to Christian Sigman outside ok

O) OTHER BUSINESS

P) PUBLIC COMMENTS

Q) MAYOR'S AND COUNCIL'S COMMENTS

R) EXECUTIVE SESSION (IF NEEDED) TO DISCUSS PERSONNEL, REAL ESTATE, AND/OR PENDING/POTENTIAL LITIGATION

S) ADJOURNMENT

280-422255 4/4,4/11,4/18,4/25sk
NOTICE ++2018-2246 ++
PROBATE COURT OF DEKALB COUNTY
RE: PETITION OF ERROL NORMAN FOR LEAVE TO SELL PROPERTY OF ESTATE OF ROSA N. HILL, DECEASED.

hearing.
Bedelia C Hargrove
Judge of the Probate Court
Morgan Johnson, Clerk of the Probate Court

290-423121 4/11 4/18,4/25,5/2jb
RE: ANTHONY JEROME HAND, Deceased
Estate Nos.
++2018-1763 & 2018-1893++

GEORGIA, DEKALB COUNTY PROBATE COURT
To: Elizabeth Hand, Mirabia Hand, and Any Unknown Heirs
LUANNE M. BONNIE has petitioned for a Determination of Heirs regarding the Estate of Anthony Jerome Hand.

Bedelia C Hargrove
Judge of the Probate Court
Morgan Johnson, Clerk of the Probate Court

Miscellaneous

290-421959 3/21,3/28,4/4,4/11sk
RE: JOHN GEORGE LOUIS, Deceased
Estate No. ++2017-2047 ++

NOTICE
GEORGIA, DEKALB COUNTY PROBATE COURT
To: M'Deja Lyon, Harold Lionel Louis, Alisa Breyon Louis, John George Louis, Dionne Yvette Louis, Dieter Casanave Louis, Darlesia Nicole Cearcy, Dorothy Daan Radis Louis, Emily Marie Dionne Warner, Miles Blakely Hamilton, Adrianna Patricia Darjean, John Henry Warner, and Any Unknown Heirs

Bedelia C Hargrove
Judge of the Probate Court
J. Enrique Morales, Clerk of the Probate Court

290-422256 4/4,4/11,4/18,4/25sk
IN RE: Estate of JOAN BUCHWALD STEIN

Estate No. ++2016-1421++
Petition By Personal Representative for Waiver of Bond and Grant of Certain Powers
NOTICE
GEORGIA, DEKALB COUNTY PROBATE COURT

Will

300-421902 3/21,3/28,4/4,4/11sk
NOTICE ++2019-0171++

RE: PETITION OF JUDY RILEY TO PROBATE IN SOLEMN FORM THE WILL OF TYRONE JAMES SINGLETON, DECEASED, UPON WHICH AN ORDER OR SERVICE WAS GRANTED BY THIS COURT.

Bedelia C Hargrove
Judge of the Probate Court
Morgan Johnson, Clerk of the Probate Court

300-421903 3/21,3/28,4/4,4/11sk
NOTICE ++2019-0432++

RE: PETITION OF KATHY DIANE CRADIC TO PROBATE IN SOLEMN FORM THE WILL OF MARY SAMS MARSHALL, DECEASED, UPON WHICH AN ORDER OR SERVICE WAS GRANTED BY THIS COURT.

tions are filed, the Petition will be granted without a hearing.
Bedelia C Hargrove
Judge of the Probate Court

300-422159 3/28,4/4,4/11,4/28sk
NOTICE ++2018-1615++

RE: PETITION OF LETRICIA JONES TO PROBATE IN SOLEMN FORM THE WILL OF MYRTICE MCDANIEL, DECEASED, UPON WHICH AN ORDER OR SERVICE WAS GRANTED BY THIS COURT.

Bedelia C Hargrove
Judge of the Probate Court
Donna Whitehead, Clerk of the Probate Court

Year's Support

310-421904 3/21,3/28,4/4,4/11sk
NOTICE ++2018-2048++

TO: All Interested Parties
The Petition of BEVERLY A. KIRKPATRICK, for a year's support from the estate of JOHN FRANK KIRKPATRICK, JR., Deceased, for Decedent's Surviving Spouse and minor child, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before APRIL 15, 2019, why said Petition should not be granted.

Bedelia C Hargrove
Judge of the Probate Court
By: Morgan Johnson, Clerk of the Probate Court

310-421905 3/21,3/28,4/4,4/11sk
NOTICE ++2019-0440++

TO: All Interested Parties
The Petition of JULIA BEHNKEN a/k/a JULIA DOLLY ROVOLIS BEHNKEN, for a year's support from the estate of JOHN OWEN BEHNKEN, Deceased, for Decedent's Surviving Spouse and minor child, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before APRIL 15, 2019, why said Petition should not be granted.

ing.
Bedelia C Hargrove
Judge of the Probate Court
By: Morgan Johnson, Clerk of the Probate Court

310-421906 3/21,3/28,4/4,4/11sk
NOTICE ++2019-0428++

TO: All Interested Parties
The Petition of ORA NELLE SHOCKLEY FIELDS, for a year's support from the estate of GEORGE WILLIAM FIELDS, JR., Deceased, for Decedent's Surviving Spouse and minor child, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before APRIL 15, 2019, why said Petition should not be granted.

Bedelia C Hargrove
Judge of the Probate Court
By: Morgan Johnson, Clerk of the Probate Court

Public Hearing

320-423107 4/11,4/18,4/25jb
CITY OF BROOKHAVEN
NOTICE OF PUBLIC HEARING

Topic: ++CITY OF BROOKHAVEN COMPREHENSIVE PLAN 2034++
Purpose: PUBLIC HEARINGS RELATING TO REVIEW OF THE FIVE-YEAR UPDATE OF THE CITY OF BROOKHAVEN 2034 COMPREHENSIVE PLAN.

PUBLIC NOTIFICATION:

Ivy Preparatory Academy at Kirkwood will be holding its first public hearing for their ++FY20 Proposed Budget++ on Thursday, April 18, 2019 at 5:30pm at 1807 Memorial Drive Atlanta, GA 30317.

320-423120 4/11,4/18jb
NOTICE TO THE PUBLIC

YOU ARE HEREBY NOTIFIED that on the 22nd day of April, 2019, at 9:00 a.m., at the DeKalb County Courthouse in the City of Decatur, Georgia, Judge Adams of the Superior Court of DeKalb County will hear the case of the STATE OF GEORGIA, Plaintiff, v. HOUSING AUTHORITY OF THE COUNTY OF DEKALB, GEORGIA AND INDIAN CREEK FAMILY DEVELOPMENT, LP, Defendants, Civil Action File No. 19CV4074-5.

and related personal property and equipment, located in unincorporated DeKalb County, Georgia and known as "Sunrise View Apartments" (collectively, the "Project"), and to pass upon the validity of the Housing Authorities Law (O.C.G.A. § 8-3-1, et seq.), as amended. A portion of the costs of the acquisition, construction and equipping of said Project will be financed by the Authority for the benefit of Indian Creek Family Development, LP, a Georgia limited partnership, pursuant to a Loan Agreement, to be dated as of the first day of the calendar month in which the Bonds are issued.

THE AUTHORITY HAS WAIVED THE PERFORMANCE AUDIT AND PERFORMANCE REVIEW REQUIREMENTS PROVIDED IN O.C.G.A. §36-82-100 AND WILL NOT CONDUCT ANY "PERFORMANCE AUDIT" OR "PERFORMANCE REVIEW" WITH RESPECT TO THE BONDS, AS SUCH TERMS ARE DESCRIBED IN O.C.G.A. §36-82-100.

Any citizen of the State of Georgia residing in DeKalb County, Georgia, or any other person wherever residing who has a right to object, may intervene and become a party to this proceeding.

This 22nd day of April, 2019, CLERK, SUPERIOR COURT, DEKALB COUNTY, GEORGIA

++Civil Action File No. 19CV4074-5/Sunrise View Apartments++

Public Notice

330-421592 3/7,3/21,4/4,4/11sk
PUBLIC NOTICE OF CAUCUS OF ELECTORS CENTRAL PERIMETER COMMUNITY IMPROVEMENT DISTRICT

Notice is hereby given to all owners of real property within the Central Perimeter Community Improvement District whose property is subject to taxes, fees, and assessments levied by the District's board ("Electors") that a caucus of Electors has been called for April 24, 2019. The purpose of the caucus of Electors will be to elect four members to fill four seats on the Central Perimeter Community Improvement District Board pursuant to 1996 Ga. L. 4228.

330-421867 3/21,3/28,4/4,4/11sk
Georgia Department of Transportation

To Hold A Location and Design Public Information Open House For ++P.I. No. 0013991++ DeKalb County

On Thursday, April 18, 2019 at Peachtree Baptist Church, 2108 Briarcliff Rd, Atlanta, GA 30329, the Georgia Department of Transportation will hold a Public Information Open House concerning the project listed above.

This project proposes to replace the bridge on State Route (SR) 42/Briarcliff Road over South Fork Peachtree Creek. The proposed project would have two 12-foot travel lanes and 6-foot shoulders on both sides of the bridge. Total length of the project is approximately 1750 feet. The proposed bridge would utilize staged construction, allowing an onsite detour.

The purpose of this Location and Design Public Information Open House is to provide the public with an opportunity to view the project, ask questions, and comment on the project. The Open House will be held from 5:00 p.m. to 7:00 p.m. It will be informal, and the public is invited to attend anytime during these hours. There will be no formal presentation. A court reporter will be available to allow the public an opportunity to make verbal comments about the project.

Americans with Disabilities Act (ADA) Information:

The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling Joshua Higgins at 770-216-3896.

Written statements will be accepted concerning this project until Thursday, May 02, 2019. Written statements may be submitted to: Mr. Eric Duff

State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW
- 16th Floor
Atlanta, Georgia 30308

LEGAL NOTICE

TO: UNITED STATES; STATE OF WISCONSIN; Registrar; Department of Health - Vital Records; Transportation; Motor Vehicles; Revenue; All States, Subdivisions, Counties, Municipalities, Local/Federal, inter/multinational governments, any construed attorneys (at law and/or in fact), corporations, companies, partnerships, persons, vessels, military; DISTRICT OF COLUMBIA, and all political subdivisions thereof: IRS; Department of The Treasury/de jure 1789; Commerce; Homeland Security; Agriculture; Transportation; Territories and Possessions; UNITED NATIONS and organs; Vatican; United Kingdom; Crown City of London; IMF; affiliates and subsidiaries: courts, tribunals, jurisdictions, districts, vases, unrecognized Indian/Native tribes, bands and clans, and any agents, employees, officers, directors, successors, assigns and all others existing, TAKE NOTICE! The undersigned is Attorney-in-Fact, "AIF," to the mark: John Larry Payne™. All prior authority, even irrevocable, on behalf of John Larry Payne™, herein means and includes derivatives, forms and copy, is hereby REVOKED, CANCELLED, RESCINDED and TERMINATED, nunc pro tunc, to the 15th day of February, 1951, "DOB," for eternity. The NAME John Larry Payne™, is for my benefit. I make claim as beneficiary, beneficial owner/interest holder of the State of Wisconsin Certificate of Live Birth / Birth Certificate (Classified), with John Larry Payne™. I further DISSOLVE, nunc pro tunc, ab initio, to DOB, for eternity, all undisclosed and unauthorized PARTNERSHIPS, with John Larry Payne™. NOTICE: All use of John Larry Payne™ MUST BE AUTHORIZED BY AIF, under use terms in the Notices of Common-Law: Trademark and Copyright, of record in the California Secretary of State Office, Filing Numbers: 17-7623122738; 17-7618130963 and 17-7618131085. Rural Development Deposit and Loan Security Agreements, GSA SF28, OF90, OF91, and attendant forms, are the basis of commercial contracts by John Larry Payne™, signed only per 3-402(b)(1), whose: Permanent location is at the Office of Certificate Custodian, State Registrar; whose mail location is permanently outside of the federal district. Mail will be accepted only when addressed in compliance with postal law, and without a ZIP Code; and refused, otherwise, without liability. THIS IS NOTICE to the WORLD that John Larry Payne™: 1) is the subject of Common-Law Trademark/Copyright Protection; with a record Attorney-in-Fact. The mail location for Occupant to Executor Office is: in care of Bearer and Attorney-in-Fact, near. 345 West Saint Paul, 1695, Milwaukee, Wisconsin U.S.A. ZIP Code Exempt Postal Code DMM 602 1.3(e)(2). 2) Any use of my protected Property, without specified express written permission is UNAUTHORIZED USE. 3) ANY UNAUTHORIZED USER MUST IMMEDIATELY CEASE AND DESIST. 4) Unauthorized use immediately and automatically invokes the SELF-EXECUTING CONTRACT/SECURITY AGREEMENT. UNAUTHORIZED USE IS IDENTITY THEFT, IMPERSONATION, COUNTERFEITING, THEFT, TRESPASS, PIRACY, MISUSE, CONVERSION, FORGERY AND FRAUD, WITH \$15,000,000 (Fifteen Million) DOLLARS PER INSTANCE OF UNAUTHORIZED USE. Govern yourself accordingly.

++John Larry Payne™++

330-422179 4/4,4/11jb

NOTICE TO THE PUBLIC

YOU ARE HEREBY NOTIFIED that on the 15th day of April, 2019, at 9:00 a.m., at the DeKalb County Courthouse, 556 North McDonough Street, Decatur, Georgia 30030, the Presiding Judge of the Superior Court of DeKalb County will hear the case of the State of Georgia v. Housing Authority of the County of DeKalb, Georgia, and BJS Starnes Elderly, LP, Civil Action File No. 19CV3737-5 before Judge Adams in the Superior Court of DeKalb County, the same being a proceeding to confirm and validate an issue of the Housing Authority of the County of DeKalb, Georgia Multifamily Note (the "Governmental Note"). The Governmental Note is to be issued by the Housing Authority of the County of DeKalb, Georgia (the "Issuer") for the purpose of financing the acquisition, construction and equipping of an approximately 128 apartment units to be known as Starnes Senior Living Apartments located in the County of DeKalb, Georgia (the "Project"). The Project is to be owned and operated by BJS Starnes Elderly, LP, a Georgia limited partnership (the "Borrower"). The financing of the Project will be by the Issuer for the benefit of the Borrower pursuant to a Funding Loan Agreement (the "Funding Loan Agreement") among Bank OZK in its capacity as initial funding lender (the "Initial Funding Lender"), the Issuer and U.S. Bank National Association, as fiscal agent (the "Fiscal Agent") and a Project Loan Agreement (the "Project Loan Agreement") among the Issuer, the Fiscal Agent and the Borrower. In said proceeding, the Court will also pass upon the validity of said (i) Funding Loan Agreement, (ii) Project Loan Agreement, (iii) Project Note, (iv) Deed to Secure Debt, Assignment, Security Agreement and Fixture Filing and Joinder of the Issuer, as fee owner and ground lessor, by the Borrower and Issuer in favor of Fiscal Agent with respect to the Project, (v) Collateral Assignment of Architect's Contract, Plans, Construction Contract and Permits by the Borrower in favor of the Initial Funding Lender, (vi) Collateral Assignment and Subordination of Development Fee among the Issuer, the Housing Development Corporation of DeKalb, a Georgia non-profit corporation ("HDC"), the Borrower and the Initial Funding Lender, (vii) the Environmental Indemnity Agreement among the Borrower, the Issuer, HDC, the Beverly J. Searles Foundation Inc., a non-profit corporation organized and existing under the laws of the State of Delaware (the "Foundation") and the Initial Funding Lender, (viii) Payment and Performance Guaranty by the Issuer guaranteeing principal and interest due under the Project Loan and Project Note in favor of the Initial Funding Lender, (ix) Payment and Performance Guaranty by HDC guaranteeing principal and interest due under the Project Loan and Project Note in favor of the Initial Funding Lender, (x) Payment and Performance Guaranty by the Foundation guaranteeing principal and interest due under the Project Loan and Project Note in favor of the Initial Funding Lender, (xi) Completion Guaranty by the Issuer, HDC and Foundation in favor of the Initial Funding Lender, (xii) Construction Disbursement Agreement between the Borrower and the Initial Funding Lender and (xiii) Land Use Restriction Agreement in connection therewith relating to the Governmental Note, as well as upon the validity of the Housing Authorities Law, Official Code of Georgia Annotated, Section 8-3-1, et seq., as amended. Said Governmental Note will mature in the amounts, on the date and bear interest at the rate set forth in the Governmental Note and the Funding Loan Agreement.

NO PERFORMANCE AUDIT OR PERFORMANCE REVIEW OF THE NATURE DESCRIBED IN OFFICIAL CODE OF GEORGIA ANNOTATED SECTION 36-82-100 SHALL BE CONDUCTED WITH RESPECT TO THE GOVERNMENTAL NOTE OR THE PROJECT. Any citizen of the State of Georgia residing in DeKalb County or any other person wherever residing who has a right to object, may intervene and become a party to this proceeding. This 4TH day of APRIL, 2019. CLERK, SUPERIOR COURT, DEKALB COUNTY, GEORGIA. ++19CV3737-5/Starnes Senior Living Apartments++

**CITY OF BROOKHAVEN
NOTICE OF PUBLIC HEARING**

Topic: CITY OF BROOKHAVEN COMPREHENSIVE PLAN 2034

Purpose: PUBLIC HEARINGS RELATING TO REVIEW OF THE FIVE-YEAR UPDATE OF THE CITY OF BROOKHAVEN 2034 COMPREHENSIVE PLAN.

Date: PLANNING COMMISSION PUBLIC HEARING: MAY 1, 2019
MAYOR AND CITY COUNCIL HEARING: MAY 28, 2019

Time: 7:00 P.M.

Location: CITY HALL COUNCIL CHAMBERS, 4362 PEACHTREE ROAD, BROOKHAVEN GA 30319

Date Notice Sent to Newspaper: 04/04/19
For Newspaper: Run Legal Ad on 04/11/19, 04/18/19, 04/25/19

G Report of Accomplishments (2014-2019)



ID	Description of Activity	Status	Accomplishment
LAND USE			
1.1.	Align zoning and development regulations with Comprehensive Plan.		
1.1.1.	Revise Zoning Ordinance and Code to align City's zoning, development and related regulations with Comprehensive Plan 2034. (consider Unified Development Code)	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.1.a.	Amend zoning map pursuant to 1.1.1.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.2.	Address infill compatibility issues in residential areas.		
1.2.1.	Conduct neighborhood specific surveys regarding infill uses for designated neighborhoods in the city.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.2.2.	Pursue adjustments to City's zoning based on findings of 1.2.1, in coordination with action item 1.1.1.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.2.3.	Prepare a small scale neighborhood commercial (node) zoning district. <i>Coordinate with action item 1.1.1., Revise Zoning Ordinance and Code.</i>	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.3.	Pursue architectural and/or design standards in targeted areas.		
1.3.1.	Develop and adopt an overlay district for the Buford Highway corridor to regulate the form and character of redevelopment in the corridor.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.3.2.	Investigate possibility of establishing design guidelines for Blackburn Park Neighborhood Center.	Not Started	Special Area Plan to be considered in 2020.
1.3.2.a.	Investigate possibility of establishing design guidelines for Clairmont Road.	Underway	Special Area Plan currently underway in conjunction with the City of Chamblee and will be adopted before the end of 2019
1.4.	Further Brookhaven as a walkable and bikeable community.		
1.4.1.	Establish streetscape standards for major roads within the City's Zoning Ordinance and Code review, requiring street trees and Complete Street principles.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.4.1.a.	Establish streetscape standards for Buford Highway.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.4.1.b.	Establish streetscape standards for Ashford Dunwoody Road.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.4.1.c.	Establish streetscape standards for Clairmont Road.	Underway	Special Area Plan currently underway in conjunction with the City of Chamblee and will be adopted before the end of 2019
1.4.1.d.	Establish streetscape standards for Peachtree Road.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.4.2.	Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.	Underway	Park bond approved, project manager identified, and park plan implementation underway. https://www.brookhavenga.gov/parks-bond-ref
1.4.3.	Implement recommendations of the Comprehensive Transportation Plan that promotes walkability and bikeability.	Underway	Sidewalk program and other recommendations being implemented. https://www.brookhavenga.gov/publicworks/page/capital-program
1.4.4.	Identify opportunities to promote neighborhood commercial centers in targeted areas through incentives or other mechanisms.	Underway	Economic Development Department and Development Authority initiatives. https://www.brookhavenga.gov/econdev
1.5.	Review tree ordinance (ensure appropriate protection).		
1.5.1.	Review the tree ordinance to ensure that it is working effectively and amend the ordinance if necessary, as a part of task 1.1.1.	Complete	Tree Ordinance amendments Complete 08/26/14, 08/10/15, 08/25/15, and 08/22/17. Task Complete. Due to significant public input task being added for future consideration.
1.6.	Address visual clutter in the community.		
1.6.1.	Continue Code Enforcement efforts.	Ongoing	
1.6.2.	Review and amend sign ordinance as needed.	Complete	Sign Ordinance amendments Complete 01/15/13, 09/23/14, 06/09/15, 03/27/18, 02/12/19, and 05/28/19.
1.7.	Further health and exercise in the community through supportive infrastructure and design.		
1.7.1.	Consider the adoption of the Ashford Dunwoody Master Active Living Plan and amend the PC zoning district as appropriate.	Underway	To be considered in 2020.
1.7.2.	Consider recommendations of the Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study Area.	Underway	To be considered in 2020.
1.7.3.	Ensure that community gardens and other healthy, local foods initiatives are permitted in City's ordinances.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.



ID	Description of Activity	Status	Accomplishment
1.7.4.	Pursue Healthy Communities designation by CDC or other entity (Requires further research by planning team)	Not Started	To be considered in 2020.
1.7.5.	Identify locations for community gardens.	Underway	Park bond approved, project manager identified, and park plan implementation underway. https://www.brookhavenga.gov/parks-bond-ref
1.7.6.	Implement a community garden program.	Underway	Park bond approved, project manager identified, and park plan implementation underway. https://www.brookhavenga.gov/parks-bond-ref
1.8.	Further a live-work-play community by allowing for mixed-use development in appropriate locations.		
1.8.1.	Develop and adopt a new mixed-use zoning district.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.8.2.	Identify appropriate locations for community events and gatherings; ensure appropriate activities are permitted, such as temporary sale of alcohol.	Ongoing	Initiatives through Tourism/Convention & Visitors Bureau.
1.9.	Manage growth and higher density in city.		
1.9.1.	As a part of action item 1.1.1, review and update City's buffer, transitional height plane, and connectivity requirements for buildings taller than 2 stories.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
1.9.2.	Conduct an update for the Peachtree Brookhaven LCI study, which would include a review of the existing overlay district regulations and recommend necessary changes to be in concert with amended zoning ordinance.	Complete	The LCI update was completed in December 2016 and an update of the Overlay District was adopted in January 2018.
COMMUNITY FACILITIES AND RESOURCES			
2.1.	Preserve the city's tree canopy.		
2.1.1.	Document and complete analysis of City's tree canopy through GIS mapping program.	Complete	Tree Canopy Studies completed in 2015 and 2017. https://www.brookhavenga.gov/sites/default/files/fileattachments/community_development/page/17055/2016_brookhaven_treestudyresults_final021317.pdf
2.1.2.	Hire a Land Development Inspector/Tree Arborist to review trees on public/private property or pursue International Society of Arboriculture certification for a member of staff to serve as a City Arborist	Complete	
2.1.3.	Pursue Tree City USA designation with the Arbor Day Foundation.	Complete	
2.1.4.	Establish a tree bank planting program.	Complete	
2.2.	Stormwater management - evaluate existing program to ensure sufficient capacity to meet needs.		
2.2.1.	Inventory all impervious surfaces within Brookhaven using GIS or similar method.	Complete	
2.2.2.	Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2009 Watershed Management Plan. <i>Consider incorporation of rain gardens and bio-detention ponds as a stormwater management component and other BMPs.</i>	Ongoing	
2.2.3.	Explore conversion of 100 year flood FEMA sites and other vacant lands to stormwater management facilities.	Ongoing	
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.	Ongoing	
2.4.	Establish policies for burying utilities along strategic corridors.		
2.4.1.	Enter into discussions with the local electric and communications provider to discuss costs and options for burying utilities.	Complete	In Late 2016, the City did get an estimate from GA Power of \$800,000 to \$900,000 per mile for just GA Power service. Other utilities on GA poles would be an additional cost. Additionally, this figure did not cover the connect from the service line to each structure, which was \$20,000-\$40,000 per structure. The Peachtree Overlay district includes requirements for undergrounding utilities.

ID	Description of Activity	Status	Accomplishment
2.4.1.	As a part of Zoning Ordinance and Code review (see Land Use), provide policies for burying utilities along specific corridors.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
2.5. Leverage city's creek system for greater access by community, while protecting their long-term health and viability.			
2.5.1.	Implement recommendations of City's Parks and Recreation Master Plan.	Underway	Park bond approved, project manager identified, and park plan implementation underway. https://www.brookhavenga.gov/parks-bond-ref
2.5.2.	Evaluate stream bank restoration on park property. <i>Coordinate with Parks and Recreation Master Plan.</i>	Underway	
2.5.3.	Deploy stream bank restoration.	Underway	
2.6. Establish a Town Center.			
2.6.1.	Determine components and needs of a Town Center.	Ongoing	
2.6.2.	Undertake a Master Plan to explore strategic location and desirable attributes of Brookhaven's long-term City Hall and civic area needs.	Ongoing	
2.6.3.	Explore/inventory available sites.	Ongoing	
2.6.4.	Begin process to secure sites for Civic/City Center.	Ongoing	
2.7. Improve coordination with DeKalb County Schools or consider development of a charter school system.			
2.7.1	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.	Underway	The City and the DeKalb County Board of Education have a joint use of facilities related to the new turf field that was built at Ashford Park Elementary School. The City can use the new turf field during non-school hours for recreational activities and the school can use the field during school hours and school sanctioned special events.
2.8. Document historic resources.			
2.8.1.	Undertake a historic and archeological resource survey (including cemeteries)	Not Started	
2.8.2.	Develop historic guidelines for identified resources.	Not Started	
2.9. Ensure access to emergency services.			
2.9.1	Evaluate ability to maintain emergency services.	Ongoing	
2.9.2.	Implement related recommendations of Comprehensive Transportation Plan.	Ongoing	
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.	Ongoing	
3.1.1.a.	Create a citywide Economic Development Plan and Market Strategy.	Underway	Awaiting adoption by Development Authority.
3.2. Identify opportunities for community festivals and events.			
3.2.1.	Convene a committee of local leaders representing diverse constituencies to gain insight on the types of community events they would support and potentially host or sponsor.	Complete	
3.2.2.	Promote and advance these events as a platform to celebrate the various cultures represented within the city.	Ongoing	
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.	Ongoing	The inaugural Taste Brookhaven event will be held 08/10/19.
3.3. Use the Buford Highway Economic Development Strategy to drive development of a citywide Economic Development Strategy.			
3.3.1.	Explicitly define the City's vision and core economic development goals to ensure that businesses opening, relocating to, and expanding in Brookhaven create jobs and make investments that are in alignment with those goals.	Complete	Economic Development Department and Development Authority initiatives. https://www.brookhavenga.gov/econdev
3.3.2.	Identify the most appropriate business sectors to pursue within various areas within the city.	Complete	Economic Development Department and Development Authority initiatives. https://www.brookhavenga.gov/econdev
3.3.3.	Evaluate economic opportunities in proximity to the DeKalb- Peachtree Airport (PDK).	Underway	



ID	Description of Activity	Status	Accomplishment
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	Awaiting adoption by Development Authority.
3.4.2.	Consider adopting and implementing an Opportunity Zone.	Complete	
3.4.3.	Consider adopting and implementing a Tax Allocation District (TAD).	Complete	
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.	Ongoing	The City established "welcome baskets" for the Brookhaven Chamber to hand out at ribbon cuttings and other welcome events held by all new Brookhaven businesses.
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.	Ongoing	
3.5.3.	Invest in customer relationship management (CRM) software.	Not Started	
3.5.4.	Maintain a relationship with Brookhaven businesses.	Ongoing	The economic development department continues to promote the City by spearheading marketing efforts in strategic publications alongside the Brookhaven Convention and Visitors Bureau, touting the city's assets to large-scale developers, site selectors, brokers, and regional partners, and establishing an economic development toolkit to attract employers.
3.5.5.	Promote and operate the City's business incubation center.	Underway	This item has been funded in the budget.
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.	Underway	
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.	Ongoing	
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.	Ongoing	
3.8.2.	Incorporate examination of national and metrowide best practices and peer city benchmarking into periodic City data analysis.	Ongoing	This occurs during the budget process and during specific policy analysis. For example, the budget document includes response times for police. During policy analysis, comparison to neighboring cities and peer cities is the norm, including false alarm and alcohol ordinance revisions, police officer salaries, rights-of-way maintenance, side walk installation, etc.
3.8.3.	Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.	Ongoing	
3.8.4.	Develop work program as part of the citywide Economic Development Plan.	Underway	
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.	Ongoing	
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 wayfinding study for signage.	Complete	Gateway monument design adopted and signs installed.
4.1.2.	Complete strategic lighting and landscaping study for City Rights of Way.	Complete	Streetscape Design standards were completed in 2018.
4.1.3.	Establish a "Gateway" monument program.	Complete	Gateway monument design adopted and signs installed.
4.1.4.	Implement Phase 1 of 4.1.1, 4.1.2, and 4.1.3.	Ongoing	
4.2.	Promote the aging population.		



ID	Description of Activity	Status	Accomplishment
4.2.1.	Complete the Atlanta Regional Commission Local Government Lifelong Communities Assessment Survey.	Underway	
4.2.2.	Identify appropriate facilities, programs, and policies to further Brookhaven as a Lifelong Community.	Underway	
4.2.3.	Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Communities Principles.	Underway	
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.	Underway	This was implemented with the reappointment of Boards and Commission members in January 2019.
4.4.	Enhance City's communications with public.		
4.4.1.	Hold public forums, offering community members an opportunity to learn about government services.	Ongoing	
4.4.2.	Establish and regularly update a Residents Page on the City's website that shares information on community events and resident accomplishments.	Complete	The city's website has a city calendar, a community calendar, and a section with resources for residents with links to services outside of the City's jurisdiction, such as drivers license, schools, county sanitation, etc. The website also includes a tourism information page that links to the convention and visitors bureau website.
4.4.3.	Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.	Ongoing	The city provides a weekly e-blast and a quarterly printed newsletter.
4.4.4.	Create a biannual City magazine.	Ongoing	The city's quarterly newsletters are in magazine format and the city has just completed its second annual report.
4.5.	Grow the City's arts and cultural offerings.		
4.5.1.	Develop a public art program via ordinance.	Underway	The City has established an Arts Advisory Committee to begin the process of establishing a public arts program in the City as well as the parks.
4.5.2.	Implement a public art program.	Underway	The City has established an Arts Advisory Committee to begin the process of establishing a public arts program in the City as well as the parks.
4.5.3.	Identify incentives for incorporation of public art in private development; coordinate with action 1.1.1.	Underway	
4.5.4.	Continue to promote City led or partnered activities and events.	Ongoing	
HOUSING			
5.1.	Allow for diverse housing types to support life-cycle housing needs, such as accessory units, townhomes, assisted living, and a variety of single family and multifamily units.		
5.1.1.	In alignment with Comprehensive Plan, as a part of the City's Zoning Ordinance and 'Development Regulations, ensure that a variety of housing types and densities are available to ensure a full mix of housing is allowed.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
5.1.2.	Complete an analysis to explore application of accessory housing units in different areas of Brookhaven.	Complete	Zoning Ordinance Rewrite adopted November 28, 2018.
5.2.	Preserve safe and affordable housing in the community.		
5.2.1.	As multi-family housing redevelops in community, provide incentives for providing affordable housing as a percentage of units.	Underway	
5.2.2.	Continue code enforcement efforts related to housing.	Ongoing	
5.2.2.a.	Add additional code enforcement as necessary.	Not Started	
5.2.2.b.	Cross-train police officers for code enforcement needs (after hours).	Ongoing	
5.2.3.	Continue Police Department's Crime Free Housing Program.	Underway	
5.3.	Work with DeKalb County to target HUD funding for improvement and preservation of affordable housing in city.		
5.3.1.	Complete communitywide audit of city's apartment complexes.	Complete	



ID	Description of Activity	Status	Accomplishment
5.3.2.	Conduct interior apartment audit program per ordinance.	Ongoing	
5.3.3.	Participate in updates to the DeKalb County Consolidated Plan to identify opportunities to meet Brookhaven affordable housing needs.	Ongoing	