

Community Assessment City of Chamblee, Georgia 10th Year Comprehensive Plan Update



ROSS+associates

urban planning & plan implementation

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Introduction

The City of Chamblee is currently engaged in the 10th year update to its Comprehensive Plan. Although not specifically required by the Department of Community Affairs (DCA), the City of Chamblee has decided to update its plan under the revised Minimum Planning Standards, effective May 1, 2005. The new standards separate a community's comprehensive plan into three parts: The Public Participation Plan (PPP), the Community Assessment and the Community Agenda. This portion of the Comprehensive Plan, the Community Assessment, has been divided into two volumes to increase general usability of the document:

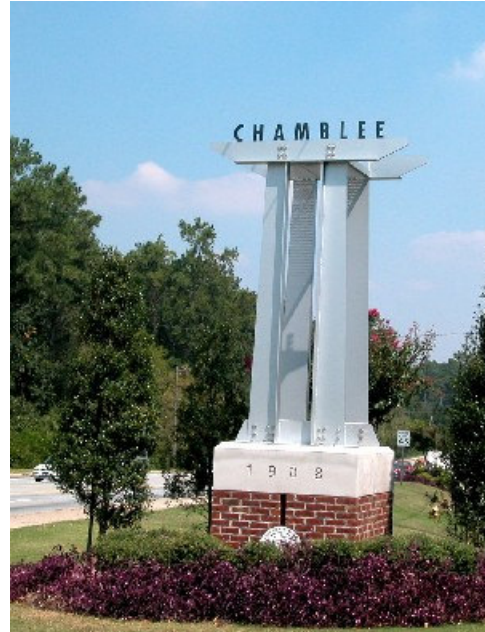
Community Assessment-Volume 1

- Overview and Core Issues;
- Quality Community Objectives Assessment and Issue Identification; and
- Initial Character Areas.

Technical Assessment Analysis-Volume 2

- Regional Development Policy Identification;
- Technical Data Analysis; and
- Roadway Capacity and Level of Service characteristics.

As the first part of the planning process, the primary objective of the Community Assessment was to analyze data and outline any issues that surfaced from this data. The second part of the plan, the Community Agenda, will relate these identified issues to the community's Vision and develop implementation measures to address these issues. Along with descriptive text and mapping, the Community Agenda will become the roadmap and guide for the community over the next twenty years.



Overview and Core Issues

Chamblee is a community in constant motion, with a multitude of languages and a desire to always learn more about the ever-changing world. Chamblee has always been a city of continuing transformation. ...from bucolic dairy land, to Southern railroad junction...from temporary home to 40,000 WWI “doughboys” to 1950’s industrial complex.... from a homogeneous bedroom community to a diverse micro-cosmic small town.... And now, it is the true international city of Georgia. The City of Chamblee has the most ethnically diverse population of any municipality in the Southeast and is an attraction to residents and businesses who want to enjoy in-town life inside the I-285 perimeter at affordable prices. With award-winning schools, community based services, multi-modal transportation access, adjacency to the metropolitan Atlanta markets, major employment centers and a wide variety of housing opportunities, Chamblee is poised for a positive future.



Chamblee’s motto is “A City on the Right Track.” However, the City also recognizes the wisdom of the Will Rogers Quote, “Even if you’re on the right track, you’ll get run over if you just sit there.” The dynamic, ever-changing history of Chamblee sets a high standard for progress as the City moves into the next century. The residents and businesses of the City of Chamblee see their changing identity as a positive opportunity allowing them to focus on this new image as an “International Small Town.”

As Chamblee moves into the 21st century, its history is being written in a multitude of languages. From its foundations as a southern rail town, its people have built a progressive urban city that is eagerly planning its next transformation.

■ Assessment Overview

This Community Assessment will address the following potential issues:

- Areas where rapid development or change of land uses is likely to occur;
- Areas where development may outpace the availability of community facilities and services, including transportation;
- Areas in need of redevelopment and/or significant improvements to aesthetics (including strip commercial corridors);
- Large abandoned structures or sites, including those that may be environmentally contaminated;
- Areas with significant infill development opportunities (scattered vacant sites);
- Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development; and
- Areas of significant disinvestments, levels of poverty, and/or unemployment substantially higher than average levels for the community as a whole.

■ Core Issues

This Community Assessment examined existing conditions, inventoried facilities, and developed forecasts for the City for the next twenty years. The following plan elements were addressed: population, economic development, housing, community facilities and services, transportation, natural resources, cultural resources, and intergovernmental cooperation. Potential issues were then identified and data researched. The following is a summary of core issues that the City will face over

the next twenty years. Further examination and analysis will be performed to find potential solutions to these issues within the Community Agenda.

- Market studies show that the City will experience strong growth over the next ten years. The amount of growth does not pose problems for Chamblee residents or business. The main growth issue is that growth is managed and that the City maintains and enhances the overall quality of life. This will be examined further in the Community Agenda. Strategies include:
 - Develop city-wide character areas to ensure that new development is compatible with the Community Vision;
 - Increase the use of design guidelines for new development; and
 - Explore ways to increase public open space and connectivity throughout the City.
- Will population diversity continue into the future? Because of the City's location, access to transportation corridors, and low-density building stock, pressure from residential developers seeking spaces to build higher density developments to house an increasingly affluent inner-perimeter population is expected to grow. This is evidenced by a recent burst of high-priced multi-family residential development. A major issue is "How can the City grow while maintaining its diversity both culturally and economically?"
- Chamblee's population is ethnically and culturally diverse. This diversity is considered one of the City's most important assets.
- The City currently contains a wide range of housing choices and wants to maintain this diversity in the future.
- Major automobile arterials that are routed through the City's center, such as Peachtree Industrial Boulevard, Buford Highway, Chamblee-Tucker Road, Peachtree Road, and Clairmont Road and MARTA transit access are one of the keys to Chamblee's attractiveness. How does the City maximize a positive impact from these access points, while maintaining its distinct character and sense of place?
- The City has limited vacant land. The promotion of quality new development on remaining vacant parcels of land and creative redevelopment approaches on underutilized properties and corridors throughout the City should set the tone for achieving the Vision.
- Several established neighborhoods are experiencing incompatible land uses and increased traffic congestion. How do we protect these neighborhoods while we grow?
- To maintain quality of life we need to examine the ability of public facilities and infrastructure to support new development and redevelopment efforts, particularly in the areas of circulation access and linkages (rail and bus transit, pedestrian, vehicular and bicycle), streetscape amenities, on-street and consolidated parking facilities, and multi-story mixed land use projects.
- The integration of pedestrian/non-vehicular linkages and accessibility between public transportation and surrounding land uses is a major issue. The physical and design attributes of the MARTA station divides the city in two and has discouraged, rather than fostered, evolution of the area as a focal point around which a human scale activity node. What steps can the City take to improve transit and overall connectivity within the City?

Quality Community Objectives Assessment

In 1999 the Board of the Georgia Department of Community Affairs adopted the Quality Community Objectives (QCOs) as a statement of the development patterns and options that will help Georgia preserve her unique cultural, natural and historic resources while looking to the future and developing her fullest potential. The Office of Planning and Quality Growth has created the Quality Community Objectives Assessment to assist local governments in evaluating their progress towards sustainable and livable communities. The assessment is a tool for use at the beginning of the comprehensive planning process, much like a demographic analysis or land use map, showing a community “you are here.” This initial assessment is meant to provide an overall view of the community’s policies, not an in-depth analysis.

■ Social and Economic Development

Growth Preparedness

Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, and sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired or leadership capable of responding to growth opportunities and managing new growth when it occurs.

We have population projections for the next twenty years that we refer to when making infrastructure decisions. Projections have been made utilizing the City’s current land use patterns, market demand studies, current densities, and potential redevelopment areas. Currently build-out is projected in 2015, although this could change due to changing zoning and density characteristics, expansion of redevelopment and conversion areas within the city. Redevelopment capacity, infrastructure programming and available capacity will be monitored annually and will support actual growth.

We have a Capital Improvements Program that supports current and future growth. Many of the City’s services and facilities are supplied by DeKalb County and are not under the direct control of the City. The services that are supplied by the City are planned in direct relation to population and employment projections.

We have designated areas of our community where we would like to see growth. The City currently has four character areas as part of its Future Land Use Plan that are supported by the appropriate regulations to achieve the desired patterns of growth. Although Chamblee has very little undeveloped vacant parcels, there are several redevelopment and infill opportunities as outlined in the current comprehensive plan that will be further evaluated as part of this plan. Further development of Character Areas will be developed in the Community Agenda.

Do regional population projections (or national census data) accurately reflect the true growth patterns within the community? Trend analysis and baseline population do not give an accurate measure of current and projected population and employment growth within the City as developed by DCA and Woods & Poole. Independent forecasts have been developed to address these deficiencies.

Do projected population increases reflect the desires of the community, or do specific growth management techniques need to be developed? The community is comfortable with the projected population and employment forecasts and has instituted zoning and planning to accommodate this growth in a managed way that meets the goals of its Vision. Forecasted growth is based on the City’s current density patterns.

Is the age distribution of the community changing dramatically (under 25 or over 65)? Although the City does not expect a large increase in the age distribution of persons under 25 or over 65, the City has a high quality service and infrastructure base to accommodate these populations now and in the future. Services and infrastructure include: access to quality medical facilities, alternative transportation modes, quality schools, and senior services and housing development.

Does the racial/ethnic composition of the community pose any special needs or considerations to consider? As one of the most diverse communities in all of Georgia, Chamblee houses and employs individuals from a number of different nations and hosts a plethora of culture-specific businesses and institutions. Ethnic diversity is considered one of the strengths of the Chamblee community. Many refugees and immigrants have settled in and around Chamblee because of the availability of affordable housing stock and ethnic related services, commerce and activities. These immigrants have helped revitalize the City's declined commercial/retail district along Buford Highway and within the International Village, imparting new vitality to the area and thereby attracting even more newcomers. Continued development of this cultural identity and the necessary services and infrastructure to support these populations is a goal of the community's vision.

Do current and planned community facilities support projected population growth? Preliminary analysis suggests that the City is adequately planning land use and infrastructure, except the distribution of park and open space, to support population/employment forecasts. So much of the City's infrastructure, such as water and sewer, education, and transportation are out of the City's direct control. The current level of service of City controlled facilities and services is very satisfactory, and the City should strive to continue this level of community responsiveness.

Social Demographics Issues

- It is important to encourage and protect Chamblee's diverse population.
- Public facilities and services should be planned to accommodate new growth on an incremental basis.
- A 5-year capital facility and services plan should be developed based on Level of Service (LOS) standards.
- The City's future land use plan map will be developed as a "character area" based map to ensure that projected growth is targeted and guided to appropriate areas within the City.
- The City should continue to work with other agencies and governments to ensure that non-city controlled facilities and services meet the needs of its citizens.



- A small percentage of Chamblee school children attend the schools within the City. The City would like to see more neighborhood based district requirements to promote its sense of place.
- Education attainments in some Chamblee district schools are lagging behind the region.

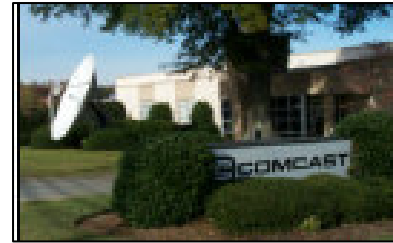
■ Economic Development

Employment Options

A range of job types should be provided in each community to meet the diverse needs of the local workforce.

Our economic development program has an entrepreneur support program. Many of the businesses within Chamblee are small “mom & pop” type of establishments. The City supports such business through its codes, programs and overall responsiveness. Private agencies also support such businesses.

Our community has jobs for a variety of labor types: unskilled, skilled, professional and managerial jobs. Although not considered a major employment node, the City has a wide and diverse range of employment opportunities, which require both skilled and unskilled labor. Current data shows that all sectors except for mining and agriculture are represented within the city. As part of the metro-Atlanta region, and with its exceptional transportation access, both public and private, the residents of Chamblee have a wide range of inside and outside opportunities from which to choose.



Educational Opportunities

Educational and training opportunities should be readily available in each community to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Our community provides work-force training options for our citizens. As a small community within a large county, the City itself has limited employment training options; however, its residents and businesses have full access to county services and many nearby public and private secondary and vocational and technical facilities.

Our workforce training programs provide citizens with skills for jobs that are available in our community. Chamblee has ESL (English as a Second Language) and other programs that aim to integrate immigrant populations. Many other programs are easily accessible and located within the Metro Atlanta area.

Our community has higher education opportunities, or is close to a community that does. As part of the larger Metro Atlanta region and its exceptional transportation access, Chamblee residents have many options for training and higher education opportunities. The Interactive College is located within the City of Chamblee.



Our community has job opportunities for college graduates, so that our children may live and work here if they choose. There is currently a diversity of economic development opportunities within the City, including professional services. This trend is expected to continue as major redevelopment areas develop.

Appropriate Businesses

The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skilled job opportunities.

Our economic development organization has considered our community's strengths, assets and weaknesses and has created a business development strategy based on them. The City has conducted a market/fiscal analysis as part of the Atlanta Regional Commission's Livable Centers Initiative (LCI) implementation plan to identify market demands of the LCI area specifically, and the City in general. The LCI study took into account current land development patterns and the study area's role as a primary market attraction area. The Community Agenda will identify more detailed strategies to achieve economic development goals as they relate to character areas.



Our economic development organization has considered the types of businesses already in our community and has a plan to recruit business/industry that will be compatible. The City actively promotes the International Village, MidCity District and Antique Row as unique aspects of its community. The Peachtree DeKalb Airport hosts a "Good Neighbor" Day to promote many activities associated with aviation, the history of the airport and its connection to the City.

We recruit businesses that provide or create sustainable products. The City of Chamblee does not recruit any business that could be considered harmful for the environment or inappropriate to an urban area.

We have a diverse job base, so that one employer leaving would not cripple us. Following national trends, the City of Chamblee has seen a transition over the last two decades from a strong industrial base to a more service oriented economy. Acknowledging this transition, the City continues to strive for diversity of employment opportunities and connections to the greater Atlanta area. Two major proposals within the City include a Wal-Mart Village to provide a regional commercial base, and the International Village Mixed Use center that will provide various levels of commercial and office opportunities, including a hotel, meeting center and links to export/import opportunities at Peachtree DeKalb Airport.

Are there enough jobs or economic opportunities for local residents? Preliminary analysis suggests that there are a wide variety of employment opportunities within the City. Transportation access, both auto and public, offers unlimited opportunities to access major Metro-area employment centers, including Perimeter Center, Buckhead and Downtown. The City is also part of a larger regional employment generator and therefore should not strive to provide all types of stand-alone economic opportunities, but rather to enhance internal linkages, services, and housing opportunities so that our residents can take full advantage of all the opportunities offered within the City and in the region.



Is economic development within the community innovative enough to attract appropriate economic development? The City should focus its economic efforts on some of the existing unique qualities of the City, such as Antique Row's national recognition on the antique circuit, the draw of International Village and Peachtree DeKalb Airport. Additional support should be given to increase the visibility of this unique economic development opportunity.

■ Economic Development Issues

- Chamblee is roughly halfway between Buckhead and Perimeter Center, two of the largest, most intense, rapidly expanding business/entertainment districts in the region. Because of the limited availability of land in these districts, an economic and demographic spillover into the city limits of Chamblee is nearly unavoidable.
- Small “mom and pop” retail and services are a major part of the community’s identity. The City will investigate ways to support and encourage these types of businesses.
- Improving linkages with the Metro Atlanta area are important to the community’s overall diversity of employment opportunities.
- Because of the limited amount of vacant land and the size of the City, compatibility between residential and non-residential uses and the quality of design are important.
- The City will develop a future land use plan map that accommodates projected non-residential demand.
- Character areas will be redefined and added to create the most appropriate and compatible mix of non-residential uses in terms of land use impact, connections and infrastructure availability.
- A diverse and balanced tax base of residential and non-residential uses is important to maintain quality and responsive services within the City.
- Our community does not have an active business recruitment and retention program.
- There should be greater coordination among the business community for events, programs and issues.
- There is a lack of communication between government/agencies/authorities/private sector entities involved in economic development.
- More investigation should be done on niche marketing and downtown development.
- The City should investigate the possibility of become a “Main Street” community through DCA.

■ Housing Choices

A range of housing size, cost and density should be provided to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.

People who work in our community can afford to live here, too. Chamblee provides a large portion of the regional affordable and workforce housing needs.

Our community has enough housing for each income level (low, moderate, and above-average incomes). There is diversity in housing price points and unit types that span across a wide economic spectrum. Preliminary analysis did show that the City is deficient in the higher income, move up market and very low income; although analysis also shows that the City of Chamblee supplies a higher percentage of housing for the lowest income bracket than the surrounding communities.

We encourage new residential development to follow the pattern of our original town, continuing the existing street design and recommending smaller setbacks. Actually the City is encouraging a very different land use pattern than currently exists. The majority of the City developed during WWII, and much of the City's land use pattern was industrial and "suburban" in nature. The City's ordinances are preserving stable 1950's neighborhoods, while at the same time encouraging neo-traditional and mixed uses within redevelopment areas.

We have options available for loft living, downtown living, or "neo-traditional" development. Yes, the City's current ordinances and land use plan encourage this type of development in appropriate areas. The community is also looking to encourage a healthy mix of uses, like corner groceries, barber shops, or drugstores within easy walking distance of residences.

Will future housing units support the community's growth management goals (mix of housing price and type)? Chamblee offers a variety of housing types and costs throughout the City's housing communities, including a higher percentage of entry level than the surrounding area. Chamblee is



currently a mix between large rental unit developments, higher density for-sale units and smaller single family homes on large lots. Most housing built over the last five years has been part of mixed use developments or higher density stand alone development. The development of Character Areas and regulations emphasizing the mixing of uses, as well as the existing housing stock will provide for continued housing diversity in the future.

Are there excessive vacancy rates in the community? The housing market in the City exhibits a very low vacancy rate. The vacancy rate was only 2.2%, with less than 1% of the ownership units vacant. This indicates the attractiveness of Chamblee’s housing stock in the market, while at the same time the potential unmet demand by the market for residential properties.

Are varied housing options available to meet residents’ needs at all stages of life? Residents require different accommodations throughout their lifecycle. The needs of a single person are very different from those of a family and again from someone we would consider an “empty nester.” The City currently provides a wide range of housing types from detached single family housing in a range of square footages, townhouses and multi-family developments in a wide range of styles and sizes.

Are there any areas of blight or concentrated areas of substandard housing within the community? There are no large districts of blight or substandard housing found within the City limits. However, a number of the multi-family units within the International Village area exhibit conditions associated with need for rehabilitation or replacement.

Are current established neighborhoods adequately protected? Without adequate protection, the market in Chamblee could become active enough to force the unwilling relocation of low-income,



moderate income, long-term residents, seniors and families. This pressure could diminish the possibility of sustaining a socially and economically diverse community, one of the goals of the Community Vision. Transportation improvements, transitional land use corridors and strong zoning controls will be identified during the Community Agenda update.

■ Special Needs Populations

Are a large percentage of residents considered cost burdened? The incidence of cost burdened households (paying over 30% of their income) among ownership households in the City is 7.3%. The proportion of owners considered severely cost burdened is 2.7% of all owners, and 4.9 % of the ownership households are considered overcrowded. None of the ownership households live in units which are considered substandard (i.e. lacking plumbing facilities).

Are special needs populations being adequately housed? The special needs of the elderly, handicapped, large families, female heads of households, and the homeless are among “special needs” populations which require additional attention in the provision of housing. The current housing mix is currently meeting these needs. In addition, the City is working with Senior Connections to develop a needs based senior housing development on Peachtree Road.

Is there an adequate stock of attractive workforce housing in the community? How does it compare to surrounding area and correlate to regional employment opportunities? Housing prices in Chamblee are considered affordable in the context of the Perimeter Area region in which the City is located. The City of Chamblee’s average median priced home is \$184,900, which is considered affordable to persons in the low income category, while the median priced home in DeKalb County in 2000 was \$130,000, and the Metro Atlanta region as a whole at \$273,700. However, median prices in the surrounding Perimeter area were considerably higher than in Chamblee.

Are there barriers to providing future affordable or subsidized housing in the community? The primary barriers to new affordable housing in the community are the lack of vacant land for infill or new development, steadily increasing market prices in response to the limited availability of land, and regional pressures. It is evident that new market rate housing does not fulfill the housing needs in terms of affordability of very low income households. It is clear that cooperative participation of the public and private sectors is necessary to expand housing opportunities to the lower income economic segments of the community. In addition, as a city located within an entitlement county, Chamblee has very little access to housing program money directly and must rely on the County for any major program improvements.

Is the renter occupied to owner occupied housing ratio appropriate to the community? The rental to ownership ratio is much higher within the city than the region or the state. The majority of Chamblee residents occupy rental units, 65% as compared to 35% owner occupied.

■ Housing Issues

- Encourage and promote housing opportunities that meet current and future residents’ economic profiles, life styles and life cycles.
- The renter to ownership ratio is very high.
- The City should investigate incentive programs to encourage new developments to reserve a percentage of proposed units for affordable housing.
- The City should increase cooperation and programming with community-based organizations that provide housing and services.

Community Facilities and Services

Chamblee is one of eight municipalities located in DeKalb County. As a small community within a large and heavily urbanized county, Chamblee is able to emphasize the benefits of local government service in addition to reliance on County infrastructure and support.

Are there any current or projected deficiencies in the community's community facilities? Many of the City's community facilities and services are not provided by the City, but by DeKalb County and therefore are not directly under the City's control. County services include the school system, library, fire and emergency services, and public water and sewer. DeKalb County has long-range community facility plans for these services within its Comprehensive Plan.

Preliminary analysis predicts that City-provided services are both responsive and adequate at this time, including police, solid waste, and general government services. Preliminary analysis also confirms that the City's facilities have an adequate LOS and/or plans to address LOS shortfalls in the future. The one exception is adequate distribution of public parkland. As discussed later in this assessment due to the availability of vacant parcels, this inadequacy proves to be especially challenging.

Are public facilities (current and planned) inadequate for the community's growth management goals? Chamblee provides its residents and businesses with services and facilities that are responsive, user-friendly, personal, and community based in keeping with the community's Vision. The City has undertaken several recent projects that have provided new and larger spaces for City departments, including City Hall, the Police Department and renovated space for the Public Works Department. These facilities were built with excess capacity to accommodate growth projections.

Are community facilities and land use planning coordinated? The City is focusing on linkages between current and planned facilities and land use. Planning for facilities is based on comprehensive plan population and employment figures, as well as the character of the area. This topic will be addressed further within the Short Term Work Program (STWP).

Is there an excessive cost of providing public services/facilities for new development? The City will continue to strive for a balanced tax base in order to provide high quality services to its residents and businesses.

Does the city have an adequate parkland LOS that meets the community's vision? The City is dedicated to providing open space and recreation opportunities, and it is committed to greenspace protection in accordance with the DeKalb County Greenspace Plan. Chamblee also recognizes the importance of integrating historic and cultural resources as foundations of the historic Central Business District (CBD) and International Village. Public parkland within the City totals approximately fifty acres and translates into 4.4 acres per 1,000 persons. This LOS is considered average for urban cities. Unique and creative solutions will have to be sought to provide continued recreational opportunities and greenspace within a built-out city.

Are library and cultural opportunities adequate for the community? The Chamblee Library offers a community-based facility that is designed to meet the very unique cultural makeup of the City.



■ Facilities and Services Issues

- Parkland is not distributed equally within specific neighborhoods.
- There is very little available land that is affordable for park and recreation use. The City will seek creative solutions to address future parkland demand.
- Connectivity between community services is an issue within the City, especially the improvement of non-motorized facilities.





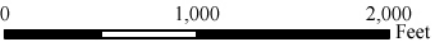
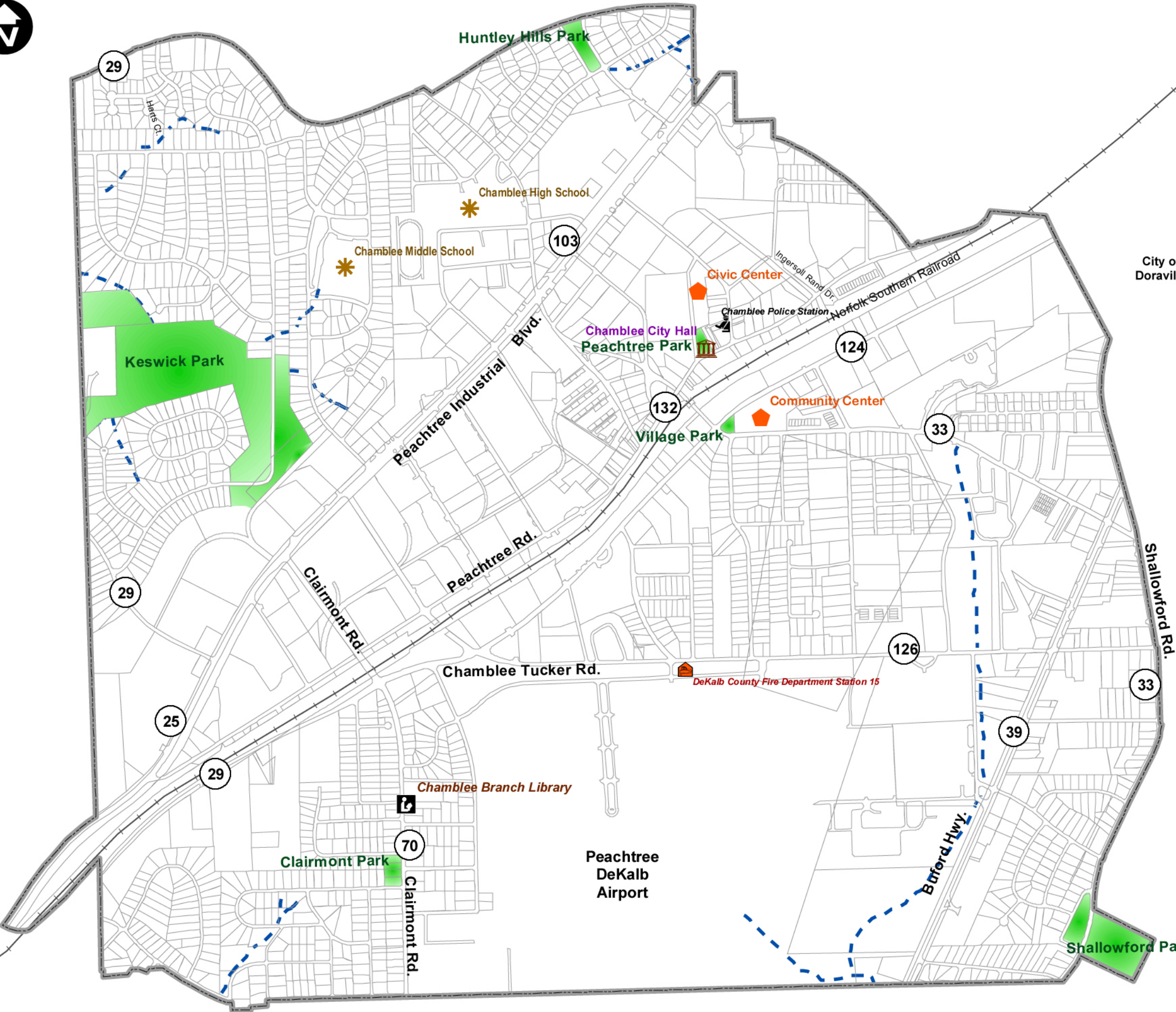
CITY OF CHAMBLEE
DeKalb County, Georgia

2005 Comprehensive Plan Update

PREPARED FOR:



PREPARED BY: **PBSJ**



Key

- City Limits
- Railroad
- Stream
- Parcel
- Police Station
- City Parks
- Fire Stations
- Library
- City Hall
- School
- Activity Centers

COMMUNITY FACILITIES AND SERVICES

Transportation

We have public transportation in our community. MARTA provides nine fixed bus routes inside the City limits, and the Chamblee MARTA station is located in the heart of the City’s center, with north and south entrances.

We require that new development connects with existing development through a street network, not a single entry/exit. Chamblee’s Development Regulations promote a street design that complements both neighborhoods and commercial centers and is scaled for pedestrian use. Proposed street layouts are required to be interconnected within a development and with adjoining development as often as possible, and cul-de-sacs are only allowed where topographical and/or lot line configurations offer no practical alternatives.

We have a good network of sidewalks to allow people to walk to a variety of destinations. Sidewalks currently exist or are planned throughout much of the City. The City is augmenting its current sidewalk system via several Livable Centers Initiative (LCI) projects that will provide greater connectivity, especially within the Mid-City District. Additional planned sidewalks are intended to correct current deficiencies throughout the City.

We have a sidewalk ordinance in our community. The City’s development standards require that new developments provide public sidewalks adjacent to all public streets and shall consist of two zones: a landscaping/tree planting zone adjacent to the curb and a clear zone, free of utility poles and other obstructions. Sidewalk standards along state highways have been developed within state standards.



We have a plan for bicycle routes through our community. The City adopted the Pedestrian and Bikeways Plan 2020 (2003 adoption) to guide the installation of new sidewalks, bike lanes, shared-use paths/greenways, share-the-road signage for bicycles, and pedestrian crossings. The Plan recommends a network of facilities that links destinations throughout the City, including the MARTA station, the Mid-City District, schools, parks, and civic uses.

We allow commercial and retail development to share parking areas wherever possible. There is a provision within the City’s Zoning Ordinance for “joint-use parking.” This regulation promotes shared parking for a mixture of uses provided certain criteria are met. These criteria take into consideration the distance from the destination along with peak activity times.

Transportation Issues

Roadways/Signalized Intersections/Bridges

Two key components for an efficient and safe transportation network are capacity and speed. The conditions of existing roadways pose negative impacts to established neighborhoods and to the City's vision of a small community based on human linkages.

Issue: Cut-through traffic through the heart of the City. This may become an even greater issue upon the opening of the Wal-Mart Super center and any other large regional retail operations along Peachtree Industrial Boulevard.

Issue: Cut-through traffic in established neighborhoods and other related traffic problems. Running through stop signs and excessive speed are also problems, especially on the fringes of the Huntley Hills, Clairmont Road, and Sexton Woods subdivisions.

Issue: Excessive speed along Clairmont Road. Residents have difficulty accessing established services and facilities, such as the Chamblee Branch Library and Clairmont Park, and pedestrians perceive the road as inhibiting safe travel along existing sidewalks.

Issue: The City should analyze internal corridors to make them more user-friendly. Two specific examples are Peachtree Road across from the MARTA station and along Clairmont Road, where the use of traffic calming devices such as planted medians and narrower streets may be warranted.

Issue: Are roadways designed in accordance with the City's Vision? Although the City uses the DeKalb County roadway classifications, several roads that are classified within the arterial and collector categories function as "main" and local streets within the City. Speeds and pass-through traffic are major issues for the City.

Issue: Signalized intersection deficiencies. Projections for the year 2030 show PM peak hour deficiencies along several road segments that are located between signalized intersections in the City. Although roadway deficiencies cannot be attributed solely to the operations of the intersections, in many cases intersection improvements such as the addition of turn bays, permitted/protected turn phases and system-wide coordinated signal timing may be the most efficient improvements that can enhance the operational efficiencies of the roadway corridors.

Issue: Current roadway network deficiencies. The DeKalb County Comprehensive Transportation Plan 2000 baseline data indicates there are no roadway network deficiencies in the AM peak hour. The 2000 PM peak hour data shows several deficient links along the roadways of the City. Currently portions of PIB, Chamblee Dunwoody Road, Johnson Ferry Road, and Chamblee Tucker Road operate at an LOS E or F.

Issue: 2030 Projected Deficiencies. 2030 projections reveal that there will be several deficient roadway facilities by the year 2030, particularly in the PM peak hours. The 2030 projection illustrates that the trends in the level of service will continue over the next twenty-five years if current conditions remain consistent. During the AM peak hours, 2030 conditions reflect fewer deficiencies than during the PM peak hours. The LOS E roadways during the AM peak hours are Chamblee-Dunwoody Road from the northern City limits to PIB, and on Chamblee Tucker Road between West Hospital Avenue and Buford Highway. During the PM peak hours most of PIB, Chamblee Dunwoody Road, Johnson Ferry Road, Clairmont Road, and over half of Chamblee Tucker Road are anticipated to operate at a LOS E or F.



CITY OF CHAMBLEE DeKalb County, Georgia

2005 Comprehensive Plan Update

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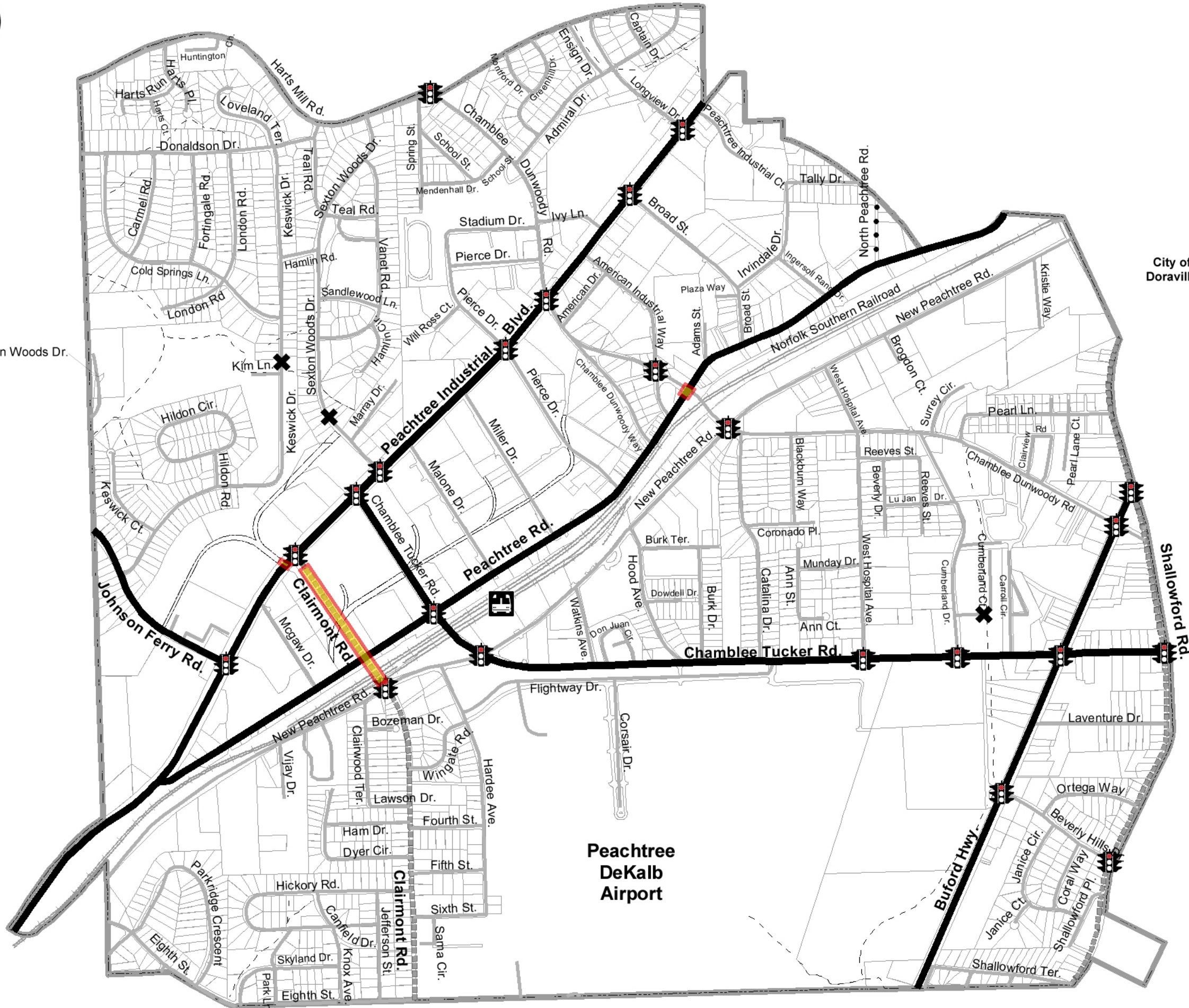


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Ashton Woods Dr.

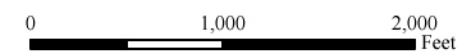
City of Doraville

**Peachtree
DeKalb
Airport**



Key

- City Limits
- Signalized Intersection
- Culvert
- Bridge Structure
- Urban Principal Arterial
- Minor Arterial Street
- Urban Collector Street
- Local Roadway
- MARTA Station
- Abandoned Railroad Spur
- Railroad
- Stream
- Parcel



ROADWAYS/SIGNALIZED INTERSECTIONS/ BRIDGES INVENTORY



CITY OF CHAMBLEE
DeKalb County, Georgia

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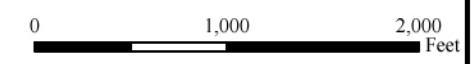
Key

City of Chamblee

Level of Service Classification

- A
- B
- C
- D
- E
- F

**YEAR 2000 AM PEAK
LEVEL OF SERVICE**





CITY OF CHAMBLEE
DeKalb County, Georgia

2005 Comprehensive Plan Update

PREPARED FOR:



PREPARED BY: **PBS&J**

Key

City of Chamblee

Level of Service Classification

A

B

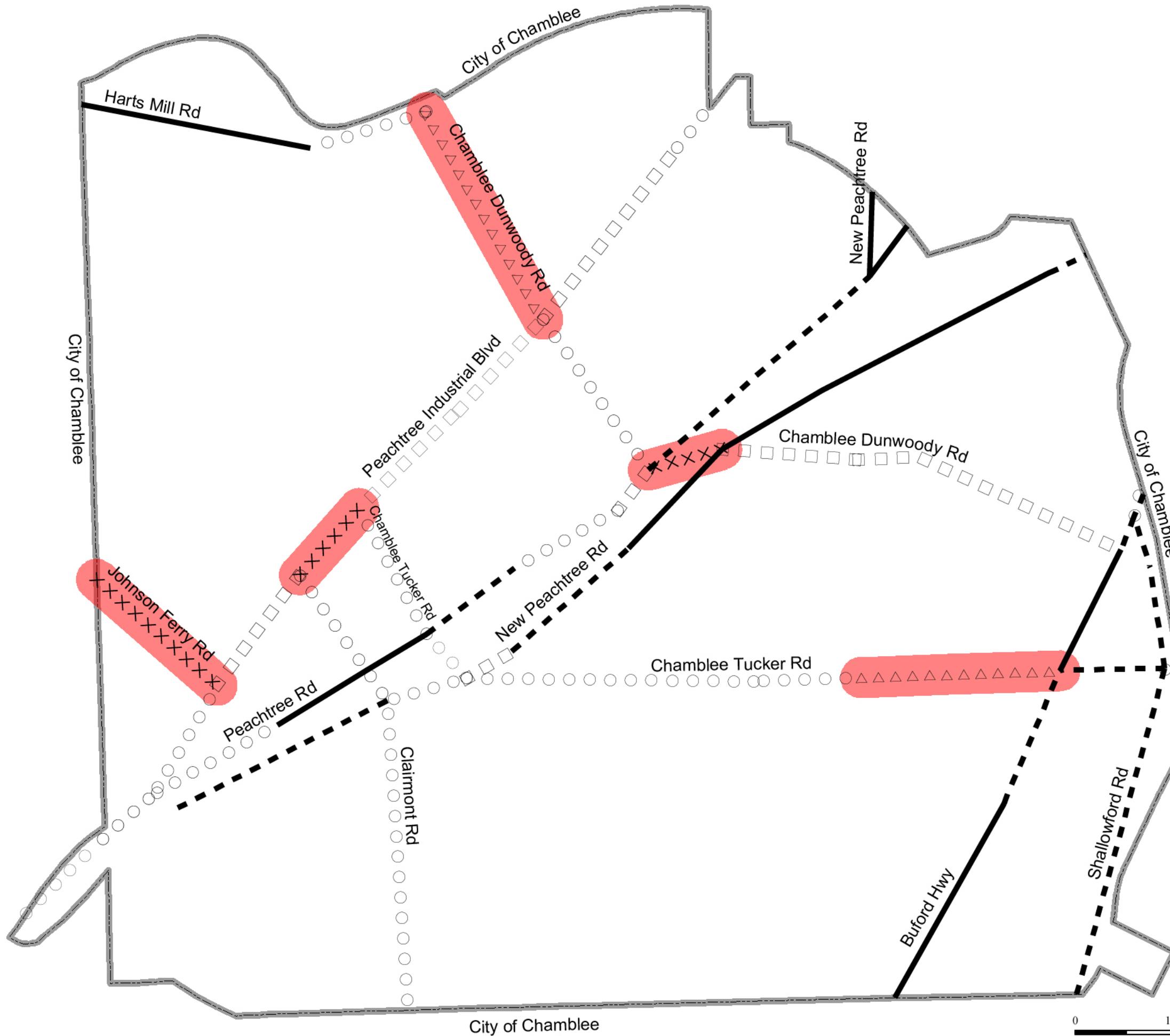
C

D

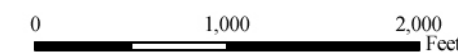
E

F

Deficient LOS



**YEAR 2000 PM PEAK
LEVEL OF SERVICE**





PREPARED FOR:



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Key

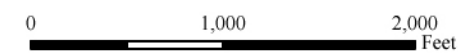
City of Chamblee

Level of Service Classification

- A
- B
- C
- D
- E
- F

Deficient LOS

**YEAR 2030 AM PEAK
LEVEL OF SERVICE**





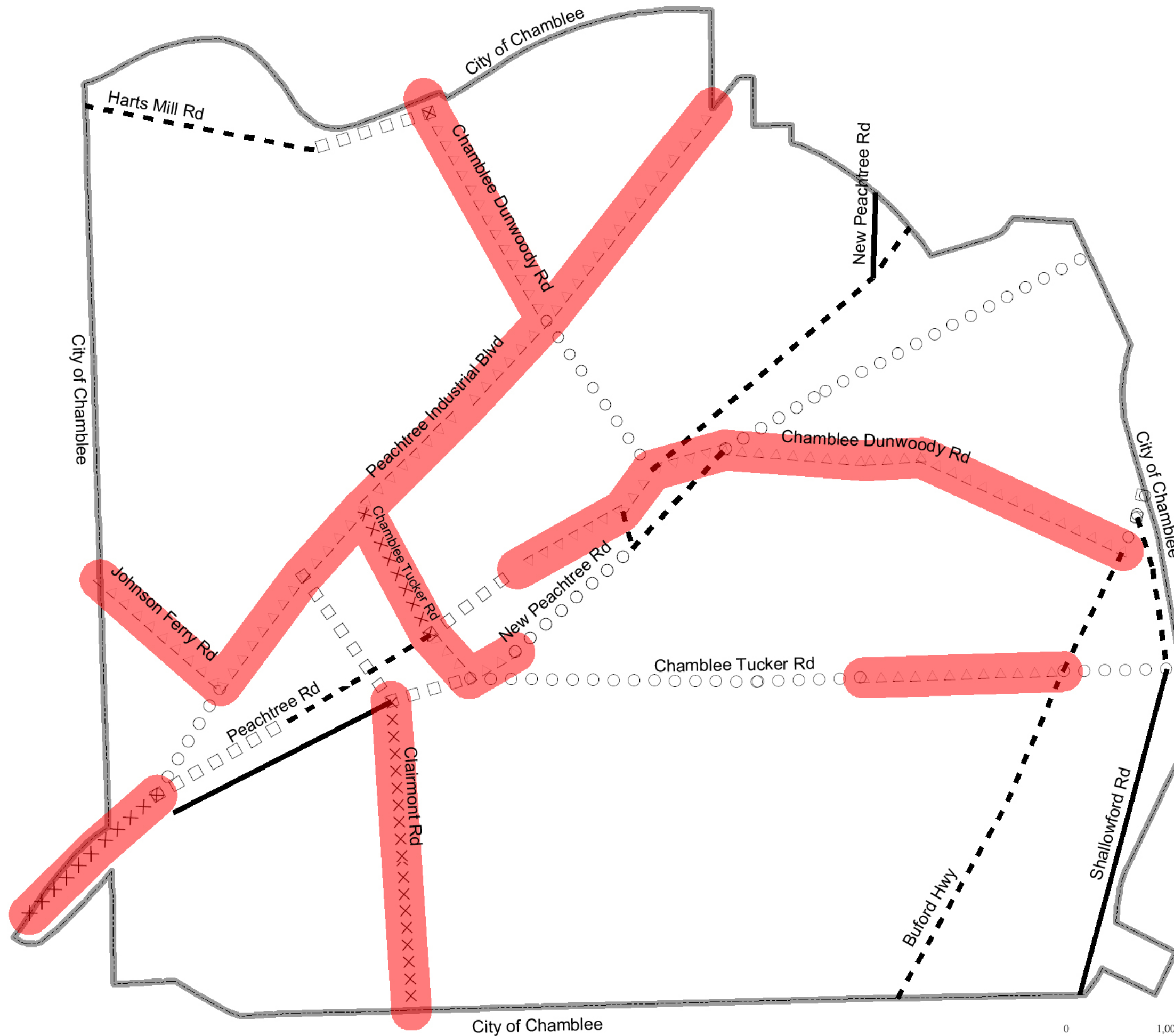
CITY OF CHAMBLEE
DeKalb County, Georgia

2005 Comprehensive Plan Update

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Key

City of Chamblee

Level of Service Classification

- A
- B
- C
- D
- E
- F

Deficient LOS

**YEAR 2030 PM PEAK
LEVEL OF SERVICE**

0 1,000 2,000 Feet

Alternative Modes: Transit

Issue: Quality of MARTA bus stops. A majority of the stops within the City limits do not have provisions for seating, shelters, or trash receptacles; however, the County-sponsored Buford Highway Streetscape Project will add benches and trash receptacles at five stops along MARTA route #39. MARTA does not maintain a list of approved styles, leaving it up to the County's discretion as far as design and installation as long as the items are located on County property.

Issue: There is a lack of signage to help orient passengers who arrive in Chamblee. MARTA will be undertaking a station re-design (ARC# DK-AR-237), which may afford an opportunity to incorporate way-finding signage at the boarding platforms and at the station exits to clearly direct pedestrians to local destinations such as Antique Row, International Village, and City Hall. This pedestrian connectivity is very important to both residents and visitors into the city. The City has recently located way finding and gateway signage at major intersections and gateways into the City. Increasing efforts will continue to support pedestrian movement.

Issue: Are the needs of all commuters being met? Private bus companies that cater to the large Hispanic population have started to provide bus services inside the City limits. There appears to be a gain in popularity for these services due to their flexible schedules and for the ability of the bus drivers to speak Spanish, which has impacted the use of the existing MARTA bus service. In addition, MARTA rail is perceived as being an inconvenient mode of travel and is viewed as being better suited for reaching major destinations to the north, south, and downtown Atlanta rather than nearby town centers such as Decatur.

Alternative Modes: Pedestrian/Bicycle Provisions

Issue: Additional sidewalk/bikeway projects are necessary to connect neighborhoods throughout the City to the downtown area and to other major attractors. New sidewalk projects underway are focused on the downtown/LCI study area; others that are recommended in the 2003 Pedestrian and Bikeways Plan include sidewalks/pedestrian crossings that improve the connectivity between neighborhoods to the Mid-City District and provide additional pedestrian connections to local schools. In addition, share-the-road signage is encouraged on several roadways with existing sidewalks to the north of PIB to accommodate cyclists.

Issue: Pedestrian safety along Buford Highway and PIB. There are limited pedestrian provisions in these heavily traveled corridors; however, planned City and County sidewalk projects (Buford Highway Streetscape Project and Peachtree Industrial Streetscape Project) should improve conditions.

Issue: Lack of pedestrian connectivity in spite of the presence of pedestrian walkways on the Clairmont Bridge. Although sidewalks exist along the length of Clairmont Road and on Peachtree Road and New Peachtree Road in the vicinity of the bridge, they have not yet been installed along PIB. This absence of sidewalks makes it more difficult to establish pedestrian linkages to areas north of the downtown area. Both City and County plans call for sidewalks along PIB, although implementation has not yet begun. Pedestrian connectivity will be discussed in more detail under *Alternative Modes*.

Issue: No identifiable provisions exist for cyclists along Chamblee's roadways. Motor vehicle speed and volume, plus a lack of safe bicycle lanes, are an impediment to safe bicycle traffic in the City.

Issue: Coordination between the City and County to ensure consistent design and appropriate placement of the respective streetscape projects along PIB and Buford Highway. It is important to the future of these projects that there is good communication and coordination between the City and County in regards to the scope and design of the projects. This will ensure that both project's designs are consistent with the goals of their projects.

Issue: The acquisition of rail spurs and subsequent construction of pathways by the private sector is currently voluntary. Neither incentives nor regulatory provisions exist that promote further implementation of a comprehensive shared-use path/greenway system.

Issue: Design standards for the rail spur pathway system are fairly generic and may result in inconsistent design upon implementation by various property owners. The Pedestrian and Bikeways Plan provides guidelines for design but does not prescribe a specific materials palette that can be followed by the City and private property owners alike.

Parking

Issue: Opportunities for additional public parking areas should be investigated to accommodate the growing retail uses and special events in the downtown area. On-street parking can help mitigate parking deficiencies and should be provided for where appropriate. Private development in the MidCity District is encouraged to incorporate on-street parking, and there may be potential for providing on-street parking on Peachtree Road, which would also assist with traffic calming measures along that roadway.

Other Modes: Airport

Issue: Noise generated by Peachtree DeKalb Airport remains a concern of local residents. As part of its Good Neighbor Program, the airport established a series of programs to address noise abatement: 1. Preferential Use Runway Program, whereby runways that create the least impact on residential areas are used as much as possible pending weather and safety conditions. 2. Noise Abatement Flight Procedures, which studies procedures that promote more quiet departures and arrivals. 3. Voluntary Night Curfew to discourage flights between 11 p.m. and 6 a.m. 4. Noise Monitoring Program to identify procedures and aircraft types that create the most noise. 5. Noise Abatement Hotline, which allows residents to report incidents of noisy aircraft operations. Monthly reports are also presented to the Airport Advisory Board (AAB) each month and are posted on the PDK website. In spite of these measures, concerns about the noise persist, and some residents cite the intensity of use and the size of aircraft utilizing the airport as the reasons for the noise.



Transportation/Land Use Connection

Issue: Traffic and speed along Peachtree Road is inconsistent with the more pedestrian-scale character of the area. As the corridor continues to develop as a mixed-use, pedestrian-oriented area, the current scale and use of Peachtree Road is perceived as inappropriate. Planned streetscape improvements can help ‘soften’ the area, but additional improvements may need to be considered to prevent the road from being used as a higher speed cut-through.

Issue: Existing transportation conditions along Clairmont Road are perceived as being inconsistent with the residential character and desired pedestrian-oriented scale of the area. At a public meeting (August 16, 2004) that was convened to discuss potential rezonings that could result in new development along the corridor, property owners indicated that changes to the area should take the form of enhanced streetscapes, smaller-scale neighborhood-friendly “village” development, shared parking, as well as setbacks, buffers, building height, and uses that are compatible with surrounding residential properties. Desired transportation improvements include traffic calming measures to facilitate safer pedestrian crossings as well as streetscape improvements.



CITY OF CHAMBLEE DeKalb County, Georgia

2005 Comprehensive Plan Update

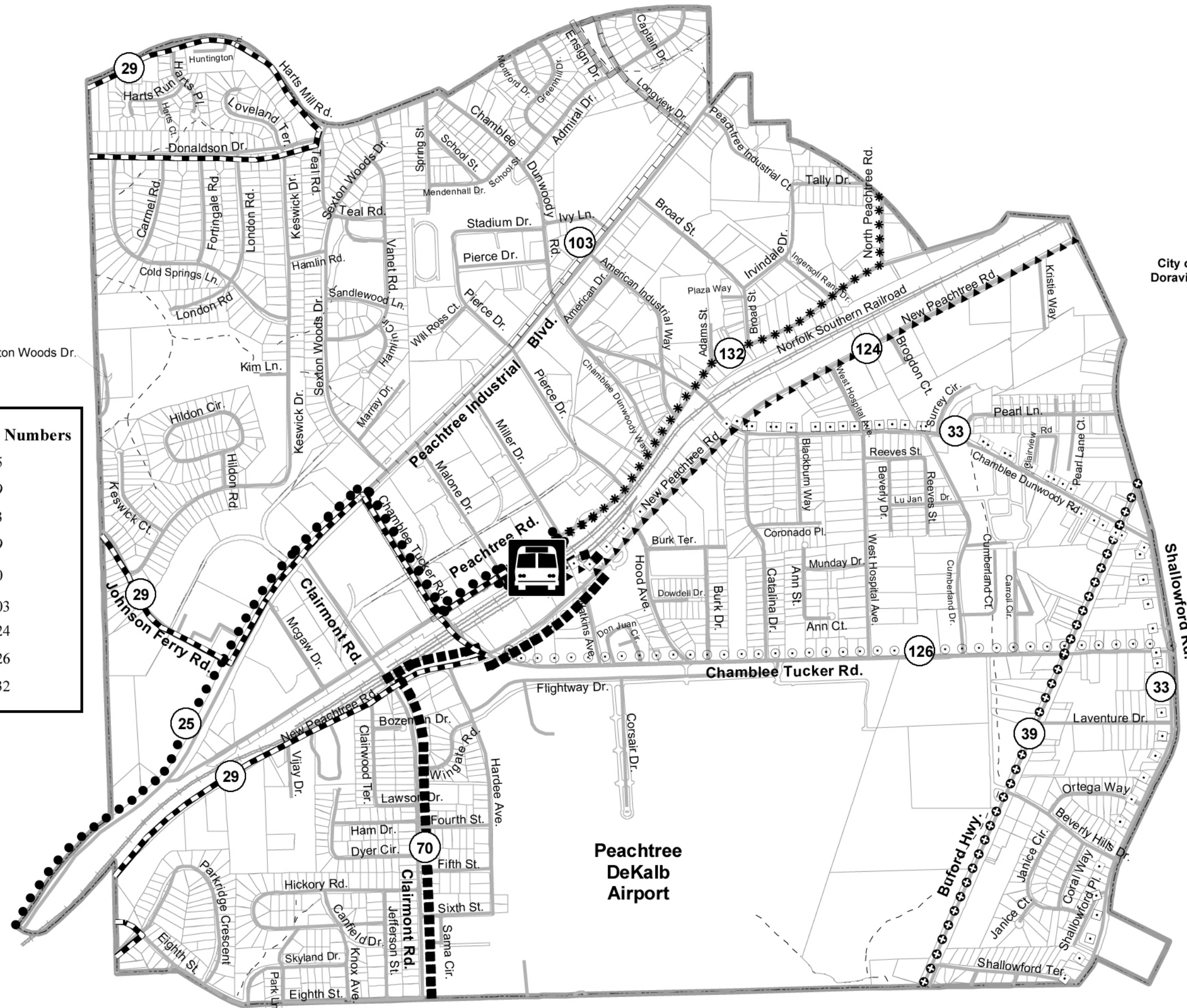
PREPARED FOR:



PREPARED BY: **PBS&J**

Route Numbers

- 25
- ▬ 29
- 33
- ⊕ 39
- 70
- ▭ 103
- ▲ 124
- 126
- * 132



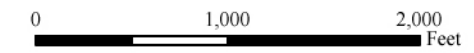
City of Doraville

Peachtree DeKalb Airport



MARTA Station

- ▬ Roadway
- ▭ Abandoned Rail Spur
- ▬ Railroad
- - - Stream
- ▭ Parcel
- ▭ City Limits



MARTA FIXED BUS ROUTES



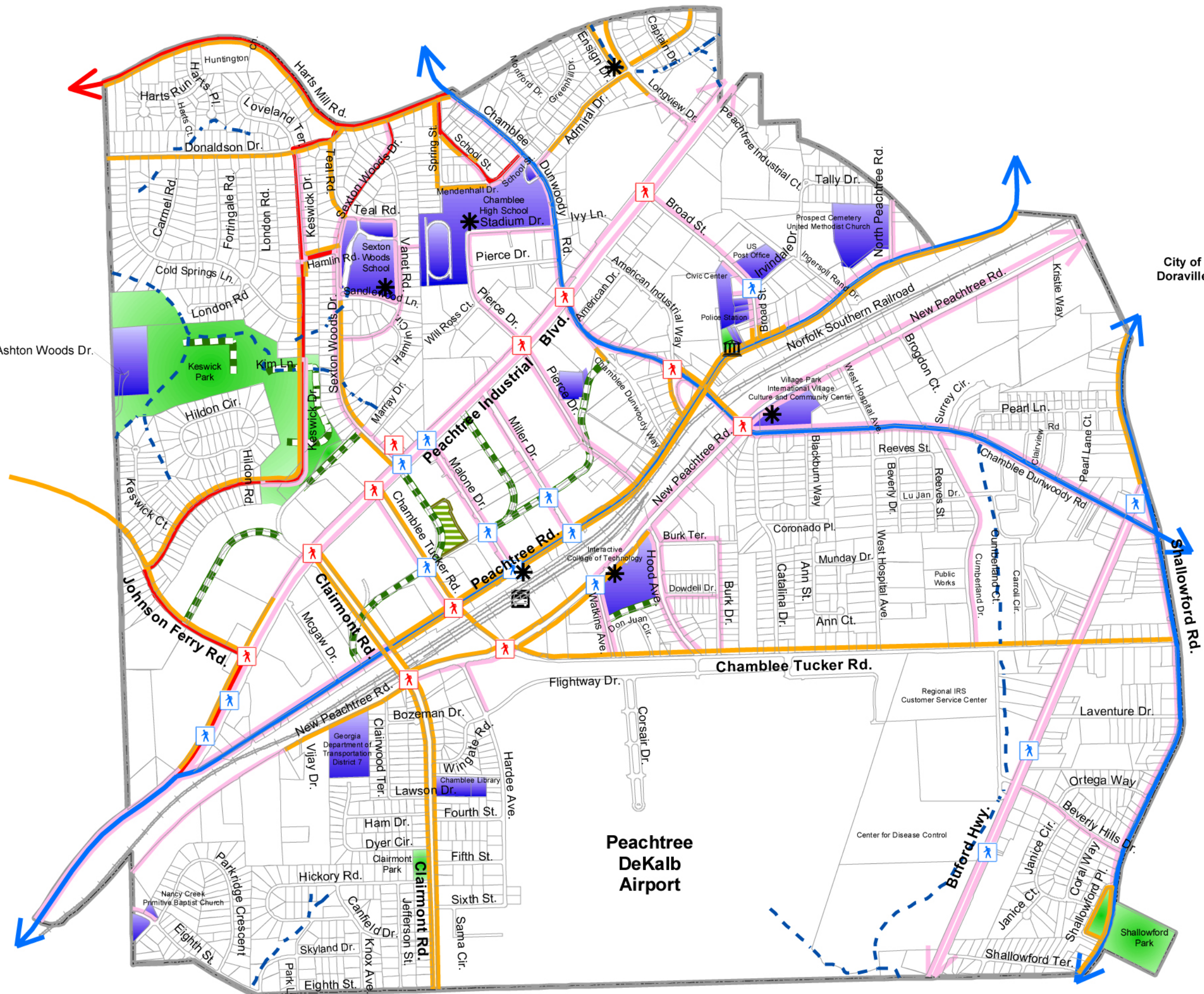
CITY OF CHAMBLEE DeKalb County, Georgia

2005 Comprehensive Plan Update

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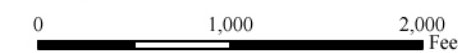
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Key

- City Limits
- Semi-Public Institutions/Churches
- Existing Pedestrian Crossing
- Proposed Enhanced Pedestrian Crossing
- Proposed Open Space
- Public/Private Open Space
- Existing Sidewalks
- Proposed Sidewalks
- Proposed Bike Lanes
- Proposed Shared Use Path/Greenway
- Proposed Signed Shared Roadway
- Pedestrian Destinations
- Chamblee Marta Station
- City Hall
- Rail
- Stream
- Parcel

PEDESTRIANS & BIKEWAYS 2020 PLAN





CITY OF CHAMBLEE DeKalb County, Georgia

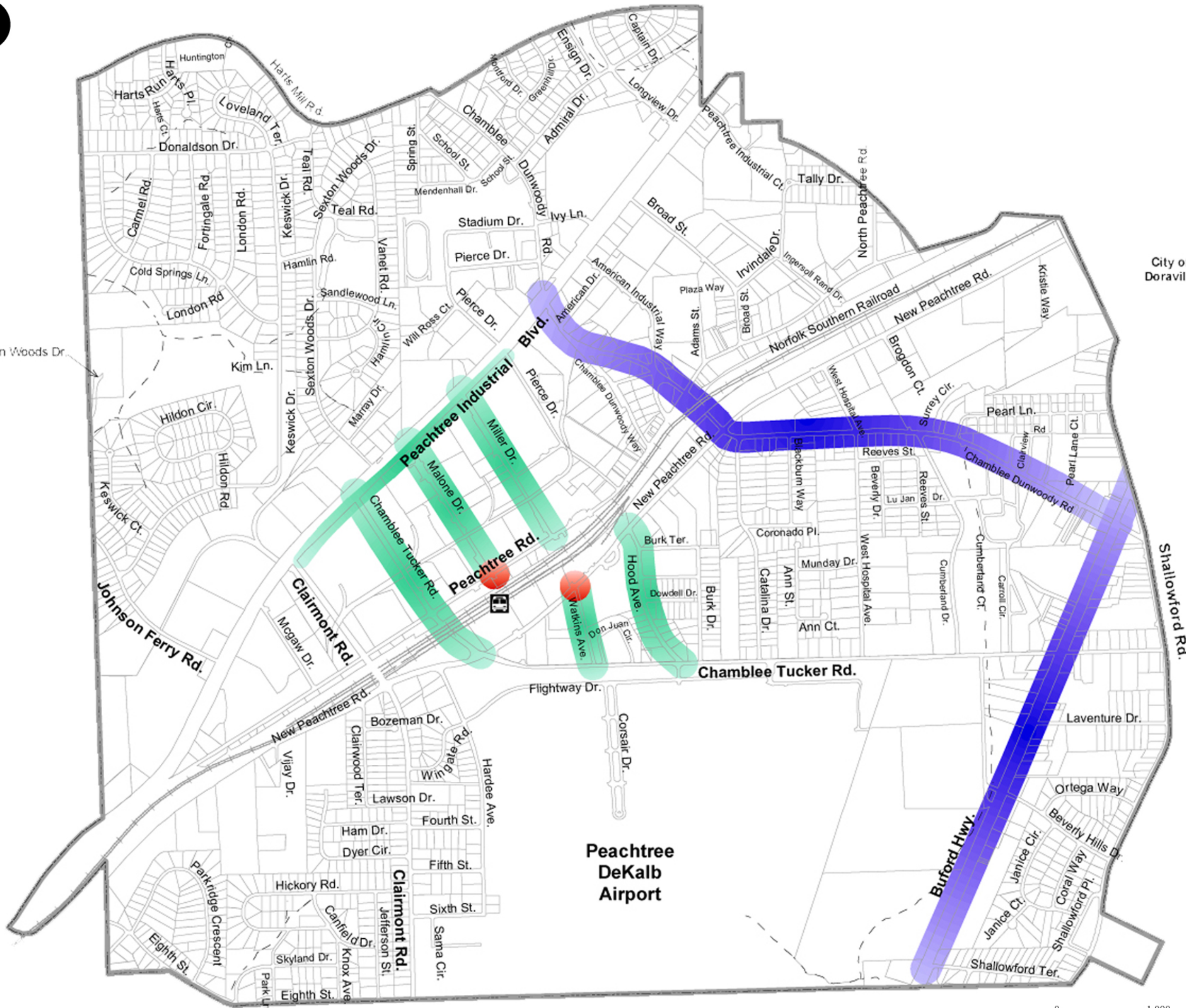
2005 Comprehensive Plan Update

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PREPARED BY: **PBS&J**

Ashton Woods Dr.



City of Doraville

Shallowford Rd.

Peachtree DeKalb Airport

Key

- Stream
- Chamblee Marta Station
- Rail
- Parcel
- City Limits
- Intersection Improvement
- City Sponsored LCI Project
- DeKalb County Project

0 1,000 2,000 Feet

STREETSCAPE PROJECTS

Natural Resources

■ Environmental Protection

Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage and vegetation of an area should be preserved.

Our community has passed the necessary DCA Part V Environmental Ordinances, and we enforce them. The City has adopted all of the current DCA Part V Environmental Ordinances. Best Management Practices are required as part of the development process. The City is also currently reviewing these ordinances for any necessary revisions during this process, including appropriate site design guidelines for developing on sensitive areas, such as steep slopes.

We have a natural resources inventory and use this resource inventory to steer development away from environmentally sensitive areas. Sensitive natural resources have been mapped and requirements for protection during the development process have been put in place.

Our community has a tree preservation ordinance. Yes, although as the City updates their development regulations, this ordinance will also be revised.

Our community has a tree-planting ordinance for new development. Yes, a minimum buffer standard, tree planting and parking lot landscaping are currently part of the zoning ordinance. The City is also looking at ways to allow off-site tree planting for parcels unable to achieve minimum tree planting standards in more urban areas.

We are using storm water best management practices for all new development. The City has adopted more stringent storm water requirements than DeKalb County. The City will require all new development and redevelopment, including single-family lot development, to bring infrastructure up to these standards.

We have land use measures that will protect the natural resources in our community (steep slope regulations, floodplain or marsh protection, etc.). The City has adequate ordinances already in place and enforces them during the development process.



■ Open Space Preservation

New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.

Our community has a greenspace plan. The City was one of nine municipalities that adopted the Joint DeKalb Greenspace Program as part of the Georgia Community Greenspace Program.

Indicate the status of the community's compliance with the requirements of the Rules for Environmental Planning Criteria through adoption of locally enforceable ordinances. The City of Chamblee is primarily built out



and urbanized. There are a few scattered parcels available, although large tracts of undisturbed forest or significant natural features no longer exist in the City. The City of Chamblee's remaining existing water supply, tree cover, natural habitats, open space and other environmentally sensitive areas are important to its future. The City continues to require and enforce soil erosion control, flood plain development restrictions, stream quality and cleanup, and other best land use practices to ensure these environmentally sensitive areas are protected.

■ Natural Resource Issues

- Our community should actively preserving greenspace—either through direct purchase, or by encouraging set-aside in new development.
- Look at realistic potential sites for greenspace protection, and increase the tree canopy within the City.
- There is very little affordable vacant land available for greenspace purchase. Historic and Cultural Resources

■ Heritage Preservation

The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

We have designated historic districts in our community. The city has a "Historic City Core" character area (depicted as the Central Business District on the current Future Land Use Plan). Unfortunately according to a recent historic preservation survey, there were no buildings that qualified as National Register structures. The City will continue to market and improve the historic culture and history of its CBD through streetscape improvements and cultural events and activities.

We require development to complement our historic development, and we have ordinances in place to ensure that happening. The historic core character area encourages the reuse of historic buildings and the development of new buildings according to the historic patterns of the original downtown. A design review board process also ensures this historic feel.

Are there any rural, residential, commercial, industrial, institutional or transportation resources, community landmarks of historic, cultural or archeological significance? Also identify generalized locations of any archaeological sites identified as significant by the Georgia Department of Natural Resources. There are several buildings in Chamblee which possess significant historical significance to the City, although none are listed on the National Register of Historic Places. A 1975 DeKalb County Historic Preservation Survey listed eight buildings in Chamblee as possessing historical significance.



CITY OF CHAMBLEE
DeKalb County, Georgia

2005 Comprehensive Plan Update

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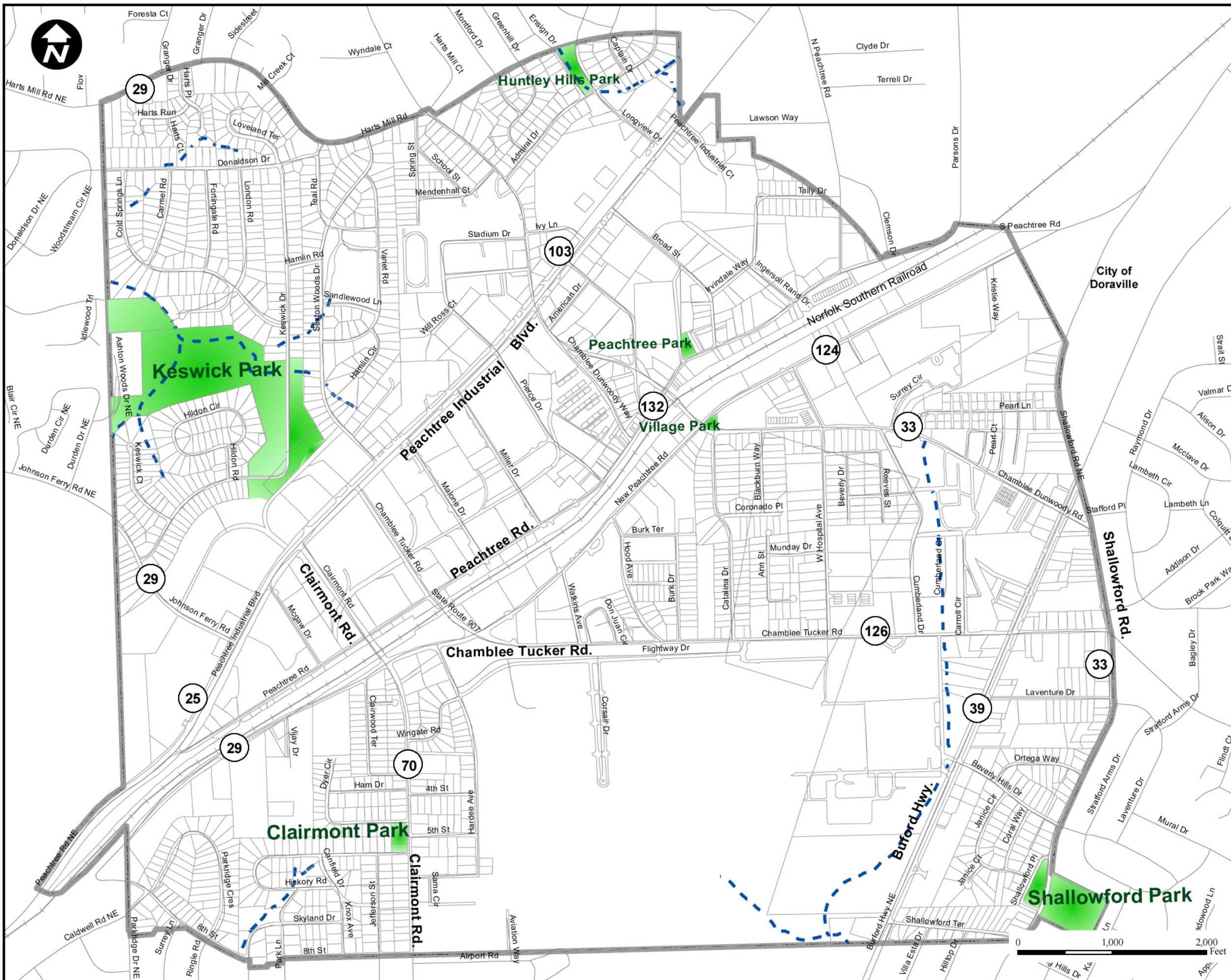


PREPARED BY: **PBSJ**

Key

- City Limits
- Railroad
- Stream
- City Parks
- Streets
- Parcel

**NATURAL
RESOURCES
MAP**



The City sees itself as integrated villages where live, work and play land uses are seamless and accessible. The City promotes a mix of uses and a comprehensive transportation system that is highly integrated to land use goals and policies. The City encourages greater use of alternative modes, wants to offers greater options, aims to reduce vehicle trips and more efficiently use transportation improvement dollars. The land use vision of the city includes:

- Higher densities in appropriate locations;
- Integrated land uses that help direct market forces;
- Increased concentration and integration of various housing types to accommodate diverse life cycle and life styles in appropriate locations that include connections to the community as a whole.
- Greater accessibility for retail services in linked locations that offer local and regional economic development opportunities;
- Preserve and enhance open space as part of the total development vision;
- Encourage compatibility between historic resources and new development, emphasizing Chamblee’s past as a roadmap into the future;
- Provide efficient public services that concentrate resources on focal points and communities and that is linked directly to growth; and,
- Increase reliance on urban design and land use compatibility.

■ Traditional Neighborhoods

Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of use within easy walking distance of one another, and facilitating pedestrian activity.

If we have a zoning code, it does not separate commercial, residential and retail uses in every district. The City of Chamblee has used comprehensive plan consistency, mixed use character areas and other progressive land development methods over the last five years. Although the City does not have a Traditional Neighborhood Design (“TND”) ordinance per se, the City feels that by revising their current zoning ordinances to reflect policies outlined in the LCI study the City encourages traditional neighborhood developments. Our community has ordinances in place that allow this type of development “by-right” so that developers do not have to go through a long variance process.

We have a street tree ordinance that requires new development to plant shade bearing trees appropriate to our climate. Chamblee has adopted several streetscape plans that are currently being implemented.

Our community has an organized tree-planting campaign in public areas that will make walking more comfortable in the summer. Streetscapes and urban landscaping are major initiatives in achieving the community’s Vision of creating a pedestrian friendly environment. Trees Atlanta is also active in the area promoting a “tree dedication” program.

We have a program to keep our public areas (commercial, retail districts) clean and safe. The City of Chamblee Public Works Department maintains a leaf collection machine and sends out three-man crews to collect yard debris throughout the City on a daily basis. The City provides twice-weekly garbage pick-up. The City also uses a street sweeper on all roads inside the City limits four times a year and cleans all storm drains, including those along state routes (Peachtree Industrial Boulevard and Buford Highway). The City also performs graffiti removal.

Our community maintains its sidewalks and vegetation well so that walking is an option some would choose. In addition to City-initiated sidewalk development and maintenance, Chamblee requires sidewalks as part of any redevelopment project. Some of the most unsafe and pedestrian unfriendly areas are under state control, including Buford Highway and Peachtree Industrial Boulevard.



In some areas, several errands can be made on foot, if so desired. In 2003 the City developed a sidewalk and bikeway plan to address missing links within the pedestrian network. Maintenance of existing sidewalks or lack of sidewalks remains an issue within the City due to limited funding.

At least some of our children can walk to school. There are two public schools located within the City (Chamblee Middle School and Chamblee High School), and each is accessible on foot or bike.

■ Infill Development

Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.

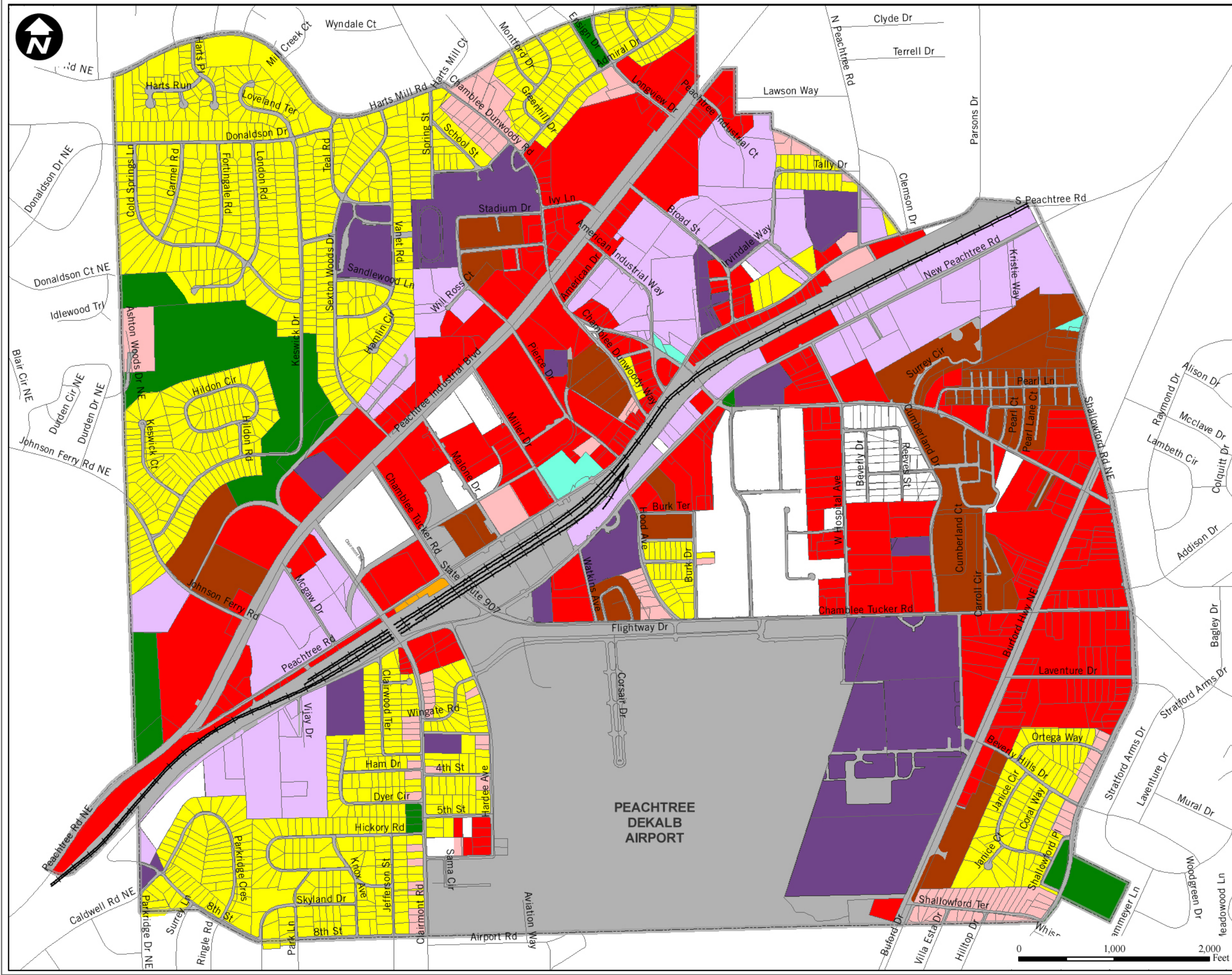
Our community has an inventory of vacant sites and buildings that are available for redevelopment and/or infill development. The City has identified areas within the Mid-City district for redevelopment and will identify other primary and secondary sites during this update.

Our community is actively working to promote Brownfield redevelopment. Brownfield redevelopment of obsolete industrial properties will be one of the primary redevelopment opportunities within the City.

Our Community is actively working to promote Greyfield redevelopment. Yes, the City has identified sites (both industrial and strip center commercial) along Buford Highway and Peachtree Industrial Boulevard for targeted redevelopment.

We have areas of our community that are planned for nodal development (compact near intersections rather than spread along a major road.) As a small city, development is planned and encouraged as mixed uses within character areas.

Our community allows small lot development (5,000 square feet or less) for some uses. Residential development will be at higher densities surrounding the MARTA station.



CITY OF CHAMBLEE DeKalb County, Georgia

2005 Comprehensive Plan Update

PREPARED FOR:



PREPARED BY: **PBS&J**

KEY

- City Limits
- EXISTING LAND USE**
- Vacant/Undeveloped
- Low Density Residential (0-4 DU/AC)
- Medium Density Residential (0-8 DU/AC)
- High Density Residential (0-20 DU/AC)
- Commercial/Retail
- Office/Professional
- Mixed Use
- Industrial
- Public/Institutional
- Park/Recreation/Conservation
- Transportation/Communication/Utilities

EXISTING LAND USE MAP

■ Sense of Place

Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing and entertainment.

If someone dropped from the sky into our community, he or she would know immediately where she was, based on our distinct characteristics. This is a goal of the City's redevelopment and character areas. In addition, the City just completed a gateway and informational sign campaign that utilized images of Chamblee's past.

We have delineated the areas of our community that are important to our history and heritage and have taken steps to protect those areas. The protection of the ethnic diversity within International Village, and the development of historic core contribute to the heritage of the City.

We have ordinances to regulate building materials in our highly visible areas. Not currently, but this is one of the design aspects that this City will address during this update, and during a subsequent code update.

We have ordinances to regulate the size and type of signage in our community. Yes, the City adopted a new sign ordinance in 2004.

If applicable, our community has a plan to protect designated farmland. Not applicable.

What are current land uses, and are they predicted to change? The Chamblee community is continuing to develop and define itself as population, demographics and land use changes occur. Today, Chamblee continues to evolve in a slow arc away from industrial development and towards adaptive reuse of industrial sites and residential infill development. Underdeveloped properties are going through a transition that includes the mixing of uses and a priority on human linkages.

Do current land use patterns match the community's vision? The process of identity creation presupposes a change in the community's structure. Land use patterns are formed by the movement of individual change, or through the existence or ceasing in one form and begin existing in another. The LCI program and the development of preliminary character areas in the City's 2002 Land Use Plan Amendment, the International Village Master Plan along with the development of the Peachtree Industrial Boulevard Streetscape Design Guidelines present an opportunity for Chamblee to create and move towards a new image. The new patterns reflect changes in extrinsic identity, or the visions that non-residential individuals harbor about the quality of place.

What are the opportunities that present itself for the Community achieving its Vision? Although few buildings within the Mid-City District and Peachtree Industrial Commercial Village are suitable for conversion, this issue is also a favorable redevelopment opportunity. Redevelopment efforts are favorable because most buildings do not require intensive preservation efforts, and many original refuse materials could be removed and recycled for profit. Thus, it is conceivable that building demolition will come easily, opening space for new buildings that better fit the community's vision.

Do desired land use patterns increase the share of new development to the CBD, transportation corridors and activity centers? It is clear that the first significant wave of redevelopment within the MidCity's District will be residential with accessory commercial. Because of the City's vision of reducing automobile dependence for daily activities and developing compact places where people are willing to live, the City has been focusing on incentives to attract this new type of development to the areas surrounding the MARTA station and throughout the City. Additional policies and continued incentives would be important for the future of this goal. Essentially, the City's current and future development patterns reflect a series of centers.

Are there opportunities for mixed-use development, infill and redevelopment? Yes, over the last few years the City has actively embraced the Atlanta Regional Commission's Land Development

Policies regarding traditional, multi-modal development patterns. The City commissioned a Livable Center's Initiative/Activity Center Town Center Investment Policy Study in November 2000 to study the 250 acres surrounding the Chamblee MARTA station. The recommendations of this study have been included during comprehensive planning interim updates, regulations written to allow and encourage traditional and mixed use development, and incentives created to attract appropriate development.

Is there a lack of suitable buildings for straightforward industrial conversion?

Both the LCI area (Mid-City District) and the Parkway Commercial Village (previously the Peachtree Industrial Commercial Village) are populated with expansive industrial and commercial buildings (over 1 million square feet). Many of the structures are currently occupied and used for their intended purpose, although many more have outlived their usefulness in the wake of changing economic development patterns. Most were built after World War II and thus don't possess the kind of architectural details or layout to take advantage of conversion of these structures to loft type residential units and commercial. Most of these buildings are one story and set back far from the street, and only a small portion of the buildings were constructed in brick or other similar suitable materials.

■ **Land Use Issues**

What are the issues and problems associated with realizing the City's vision? The primary issue for the City is the fact that they are essentially built out, and growth will have to be accommodated through infill parcels or major redevelopment. The promotion of quality new development on remaining vacant parcels of land and creative redevelopment approaches on underutilized properties and corridors throughout the City is the Chamblee's greatest challenge. Other issues include:

- The development of systems and procedures that monitor the quality of development that the City's Vision is trying to achieve.
- Lack of design guidelines that will guide new development in achieving the City's Vision for residential and non-residential developments.
- The need for quality incentives to further achieve the City's goals.
- Identifying and instituting further land use and transportation linkages and connections.
- The need for additional funding sources to complete infrastructure improvements that will add to a quality environment.
- Investigate ways to increase landscaping on City owned spaces and the City in general.
- Sidewalk maintenance needs to be improved.
- The City will continue to work with the state on routes to increase linkages within Chamblee and to provide a safe and friendly pedestrian environment.
- The protection of established neighborhoods within the City from negative growth impacts.



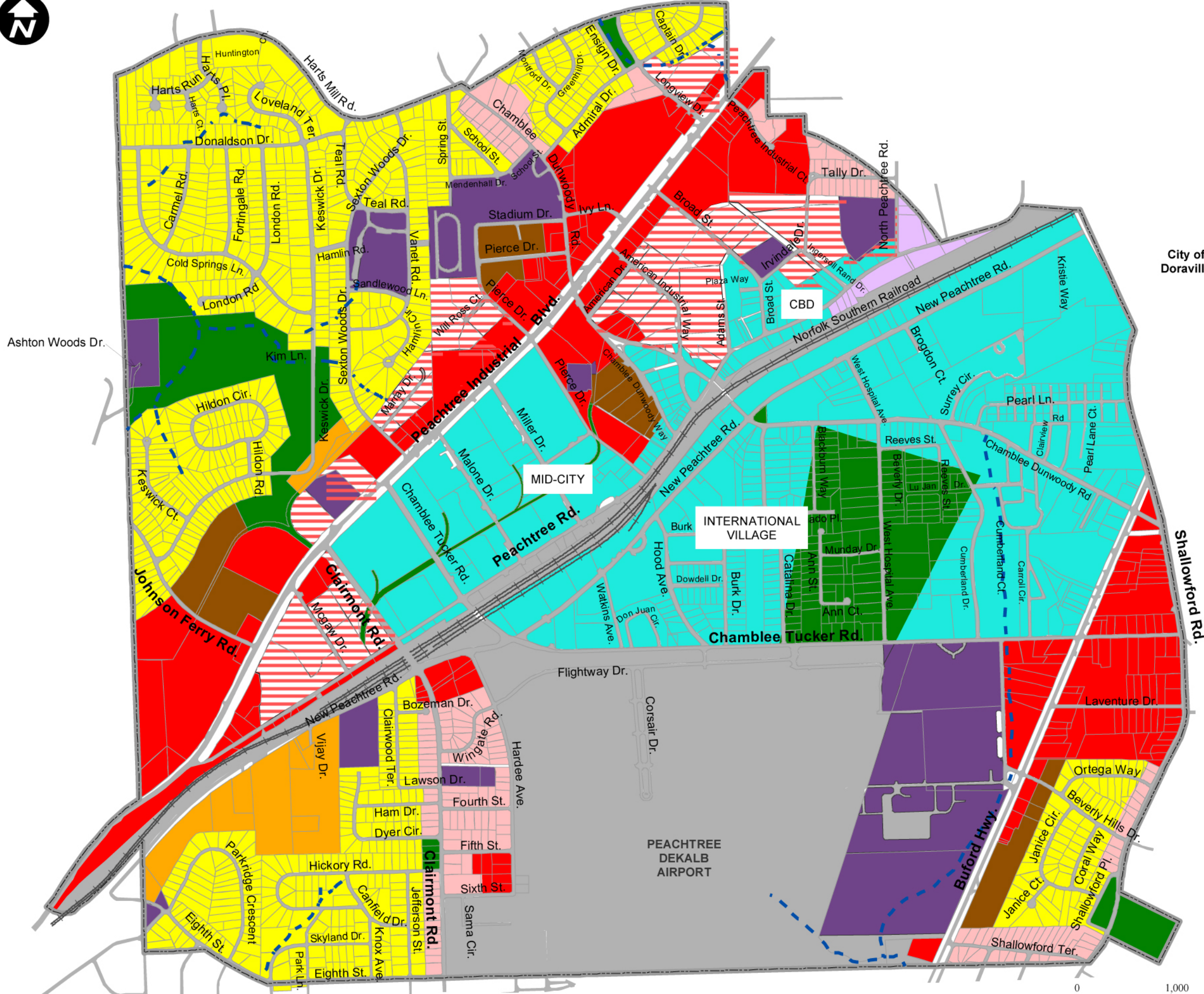
CITY OF CHAMBLEE DeKalb County, Georgia

2005 Comprehensive Plan Update

PREPARED FOR:



PREPARED BY: **PBS&J**



City of Doraville

Shallowford Rd.

Key

- City Limits
- Parcel
- Low Density Residential (0-4 DU/AC)
- Medium Density Residential (0-8 DU/AC)
- High Density Residential (0-20 DU/AC)
- Commercial/Retail
- Neighborhood Commercial
- Office/Professional
- Mixed Use
- Industrial
- Public/Institutional
- Park/Recreation/Conservation
- Transportation/Communication/Utilities

FUTURE LAND USE PLAN (2000-2020)

0 1,000 2,000 Feet

Intergovernmental Coordination

■ Regional Identity

Each region should promote and preserve a regional “identity,” or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.

Our community is characteristic of the region in terms of architectural styles and heritage. Chamblee’s heritage was closely tied to WWII and industrial development. Over the last two decades the City has been redeveloping as a prime in-town location. The City will continue to promote its own unique characteristics and its connection and linkages to the Metropolitan Atlanta area.

Our community encourages businesses that create products that draw on our regional heritage (mountains, agricultural, metropolitan, and coastal). No, but our community draws on the Metro-Atlanta market and its excellent transportation access to major destinations within Georgia and the Southeast. The city does possess some “products” that will benefit from a regional draw including its ethnicity and cultural diversity.

Our community participates in the Georgia Department of Economic Development’s regional tourism partnership. Not currently, but the City will investigate this potential partnership further.

Our community promotes tourism opportunities based on the unique characteristics of our region. Antique Row is located in the City’s historic core. This nationally known antique circuit is a major tourism attraction within the city. The City’s ethnic diversity also is a tourist opportunity due to the variety of restaurants and shops within the International Village.

■ Local Self-Determination

Communities should be allowed to develop and work towards achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.

We have a citizen-education campaign to allow all interested parties to learn about development processes in our community. The City has always been very responsive and inclusive to its residents and business and has a long-standing history of public involvement. Public involvement over the last five years has included citizen committees, visual preference surveys and the full Public Participation Program of this update. Citizens, developers and business owners will continue to be involved and kept informed as the City grows and develops.

We have a public-awareness element in our comprehensive planning process. The City has adopted an inclusive Public Participation Plan that includes general public input and an appointed diverse stakeholder group.

We have clearly understandable guidelines for new development. The City is currently undertaking a review of its development process and will be undertaking revisions to make the entire code and land development process clearer and more user- friendly.

We offer a development guidebook that illustrates the type of new development we want in our community. This will be part of the code revisions and the STWP.

We have reviewed our development regulations and/or zoning code recently and are sure that our ordinances will help us achieve our QCO goals. See above.

We have a budget for annual training for planning commission members and staff, and we use it. The City does not have a planning commission, and is in fact looking at appointing one. Staff does have an annual training budget. The City will take advantage of the many planning commission training opportunities provided by such agencies as ARC and the Georgia Planning Association.

Our elected officials understand the land development process in our community. The Chamblee City Council is very active and knowledgeable about the land development process and long range planning within the City.

■ **Regional Cooperation**

Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.

We plan jointly with our cities and county for Comprehensive Planning purposes. The City of Chamblee completes a stand alone comprehensive plan in order to deal with the unique qualities of the City. Intergovernmental coordination is part of this process.

We are satisfied with our Service Delivery Strategies. As we review our land development process, the City is proposing make some changes with regard to permit review.

We cooperate with at least one local government to provide or share services (parks and recreation, E911, Emergency Services, or Sheriff's Office schools, water, sewer, other). Sewer and water, libraries, and trash disposal are provided by the County. Schools are provided by the DeKalb County Board of Education.

■ **Intergovernmental Issues**

Many aspects of land use and infrastructure planning are outside of the City's direct control, such as coordination with GADOT, DeKalb County, the DeKalb County School System and MARTA.

Community Character Areas

The City is currently organized into four main character areas specifically identifying redevelopment areas. A full description of their current intent is listed below. A major part of the Community Agenda will be to identify and “tighten” up character areas throughout the City to reflect the overall community Vision. During this preliminary assessment we have changed “Peachtree Industrial Commercial Village” to “Parkway Commercial Village” and have recommended three additional character areas to be further refined during the Community Agenda.

■ Mid-City

The underlying principle of the land use plan for the Mid-City area is to generate movement away from segregated uses and automobile orientation and to move towards a pedestrian oriented environment interconnected with the transit facilities. To this end, significant infrastructure improvements, including landscape and streetscape elements, pedestrian connections and sidewalks, the integration of focal points (plazas, fountains, parks and green space pockets), and façade improvements are planned.

The Zoning Ordinance establishes standards, parking requirements and guiding principles for two different mixed-use development orientations within the MidCity district – pedestrian oriented and pedestrian/auto oriented, depending on the location within the District. These performance standards, guidelines and requirements were established to implement the recommendations made in the LCI Plan.

■ International Village

Land use patterns in the International Village include a mix of industrial, commercial, institutional, office, residential and vacant parcels. The majority of high density residential and all of the medium density residential uses are found within this overlay area. Commercial and industrial land uses are concentrated primarily along the two major transportation corridors, with pockets along Chamblee-Tucker Road. In a few instances, a single-family residence is located in the center of a commercial or high-density residential enclave.

The recently revised Zoning Ordinance establishes provisions for guiding new development and redevelopment activities in the area designated by the Comprehensive Plan as the International Village Master Plan. These provisions are intended to encourage a mix of uses both horizontally and vertically on sites and in structures, to encourage creativity in the site planning process, to allow for joint use of parking facilities where appropriate, and to allow for additional density based on the provision of additional usable open space where appropriate. The International Village Overlay District provides reductions in restrictions otherwise imposed by each of the underlying zoning districts. Examples include permitting the following uses: home occupations in single family districts; limited ground floor service/office uses in multi-story apartment buildings in the current R-2 and R-3 zones; multi-family residential uses and office buildings with a residential component above the first floor allowed in O-I zones; and high rise apartment buildings and any use permitted in the O-I district in any area zoned General Commercial.

■ Historic City Core (CBD)

This Character Area is intended to encourage the continued viability of the City’s historic Central Business District, preferably with uses that enhance the tourism potential of the City. The CBD is currently a mix of governmental, public/institutional, commercial, residential and office uses, with scattered and predominantly underutilized industrial parcels. It is envisioned as a traditional downtown district with integrated shops, restaurants, services, offices, civic and religious facilities,

and vertically mixed-use developments with residential components that create a compact, pedestrian oriented environment. City Hall, the Police Department and an urban plaza are located on Peachtree Road in a portion of the district known as Antique Row, the character of which sets the envisioned small town historical theme for the district. Particular commercial uses, primarily auto repair related, adult entertainment business, and uses which utilize outdoor storage and sales are prohibited. Identifying elements, including application of a consistent streetscape, signage, street furniture, and parking lot landscape, are promoted. The City has been successful in attracting commercial uses to replace obsolete and underutilized industrial parcels in the CBD.

■ Parkway Commercial Village Gateway

Peachtree Industrial Boulevard and Buford Highway

The fourth Character Area encompasses Peachtree Industrial Boulevard and Buford Highway. Existing development patterns reflect the city's original orientation as a manufacturing and industrial activity center with industrial uses sited along major transportation corridors and rail lines, highway commercial and high density residential development. Both Peachtree Industrial Boulevard and Buford Highway serve as major thoroughfares accommodating both internal community traffic and more regional through traffic. Site development has been characterized by strip centers, stand alone commercial uses on separated parcels, and industrial uses, which are typically set far back on the lots, have minimal rear setbacks, and locate their delivery facilities at the rear of the buildings. Existing land use patterns, spatial arrangement, and types of industrial uses have resulted in incompatibilities with established single-family residential neighborhoods located adjacent to this corridor.

A Parkway Commercial Village Zoning Overlay is designated for the entire length of the Peachtree Industrial Boulevard Corridor, with the exception of any area already covered by the Mid-City District Overlay, and the portion of Buford Highway inside the city. The Parkway Commercial Village character area is envisioned as a place where a compatible mixture of residential, commercial, service, office and recreational uses are integrated and linked together by a comprehensive circulation system. Land uses include regional employment opportunities, businesses, offices, retail shops, services, well-placed parks, plazas, and open spaces.

Mixed-use developments that combine residential, commercial, service and recreational uses are encouraged in these areas. Community village centers include shopping and service facilities that offer a wide variety of goods and services, including both convenience goods for neighborhood residents and shopping goods for a market area consisting of several neighborhoods. Whereas someone might live near a neighborhood village center but work outside the city, the commercial village concept includes a variety of housing options, employment opportunities, businesses, office, retail shops, services, well-placed parks, plazas and open spaces that create a community where it is possible to live, work and play. Land use components coexist as part of a collective approach to creating communities that are safe, attractive, and convenient for pedestrians and motorists alike. Natural and historic resources within community village centers should be enhanced and preserved as a means of defining a distinct identity or sense of place. Improved connections to natural assets, both pedestrian and vehicular, particularly from existing and developing higher density residential communities will tie the village together. A Community village center should create a focal point for its surrounding neighborhoods.

■ Transitional Corridors (New)

Areas suitable for designation as Transitional Corridors are those originally developed for single-family homes that have or will become impacted by adjacent multi-laned thoroughfares and commercial encroachment and may no longer be suitable primarily for residential use. In the past, individual properties have been rezoned and converted in a way that has often been disruptive from an urban design sense: parking lots have replaced front lawns; houses have been remodeled unprofessionally, resulting in structures with incoherent design elements; signage has often been out of proportion to the structure and use advertised.

In order to propose an orderly, safe and aesthetic transition, properties within designated transitional corridors can be considered for nonresidential use at intensity compatible with surrounding residential areas that maintain the essential residential “look” and feel of the area. Designation of this corridor is meant to encourage public and private investment that will promote vitality, activity and safety in the area by controlling aesthetics and site planning and by limiting non residential uses that will not overly impact existing residential neighborhoods adjacent to the site.

■ **Neighborhood Living (New)**

This character area also includes older established neighborhood, and could include appropriate senior housing. Commercial nodes within this character area include existing neighborhood village centers.

The purpose of the Neighborhood Living Character Area is:

- To retain and conserve the existing sound housing stock.
- To promote residential development that fosters a sense of community and provides essential mobility, recreation and open space.
- To stabilize and protect the essential characteristics of residential environments, including natural features.

■ **Residential Row (New)**

Residential Row is a redevelopment area currently under another land use but planned to accommodate medium density residential development of various types. This character area will serve as a transitional area from the higher density and commercial uses while protecting existing and planned single-family neighborhoods. Compatibility issues of the surrounding area, and specifically established neighborhoods, should be a primary policy determination of the type of new development that is approved. Commercial activity centers that are appropriate include neighborhood and community villages and transitional corridors that are designed to serve the adjacent population.



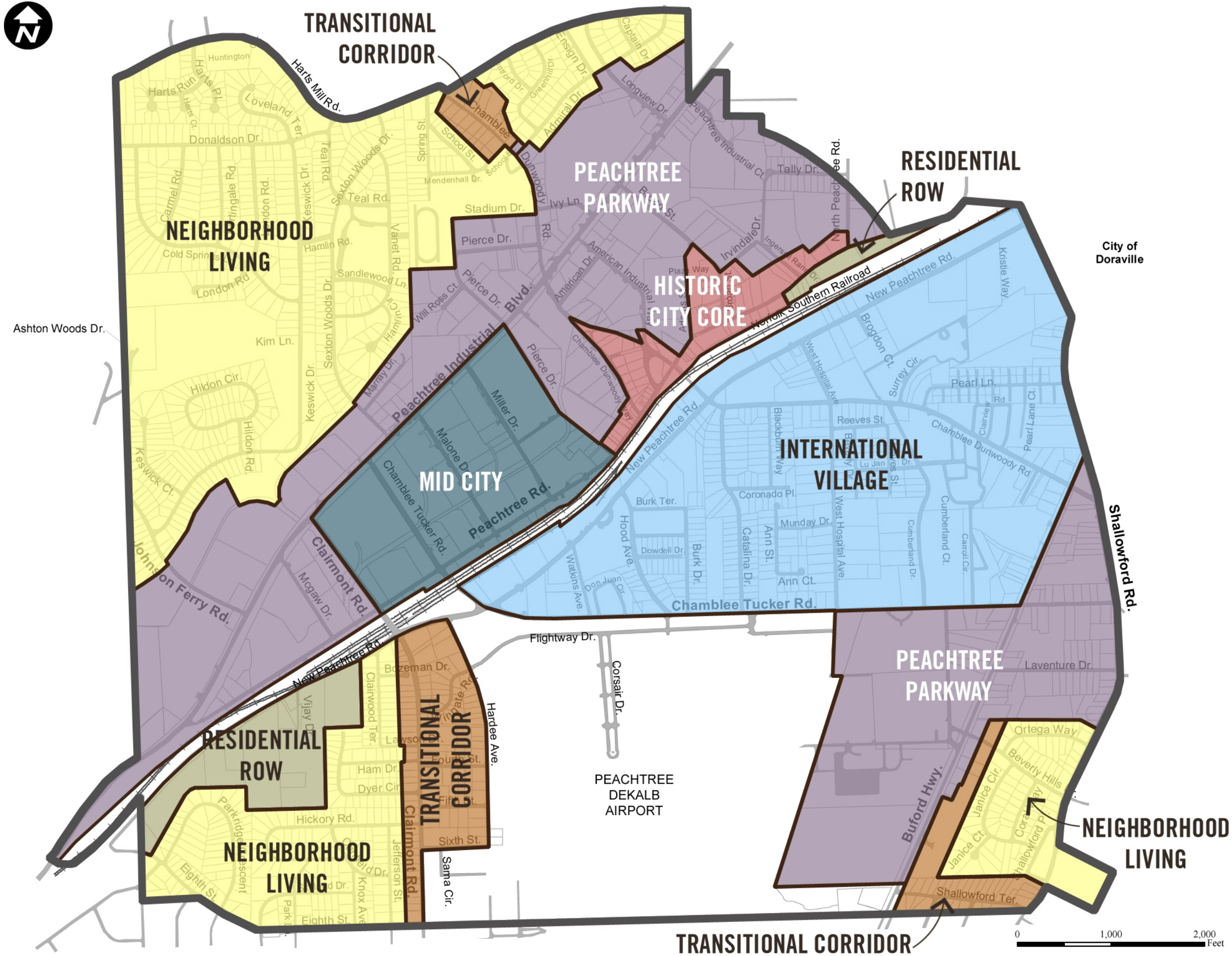
CITY OF CHAMBLEE
DeKalb County, Georgia

2005 Comprehensive Plan Update




PREPARED FOR:



PREPARED BY: **PBS&J**



Key

-  City Limits
-  Parcel
-  Character Area

PROPOSED CHARACTER AREAS

**Community Assessment—Addendum (Volume 2)
City of Chamblee, Georgia
10th Year Comprehensive Plan Update**



ROSS+associates
urban planning & plan implementation

Draft, November 15, 2005

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Regional Development Policies

The following Regional Development Policies (RDP) were identified and addressed during the 10th Year Comprehensive Plan Update.

■ **Encourage mixed-use redevelopment of corridors where public services are currently available.**

Several areas within the City have been identified as “underutilized,” including the Buford Highway and Peachtree Industrial Boulevard Corridors. Several properties within the areas designated as the International Village, Mid-City District and Historic City Core have also been identified as underutilized and potential sites for redevelopment. The City has taken and is taking the following steps to encourage redevelopment:

- Land use regulations that encourage and permit as right mixed-use redevelopment (and new development) of under utilized commercial/industrial uses within the International Village, Central Business and Mid-City Districts.
- The incorporation of character areas and design guidelines as part of this Comprehensive Plan Update throughout the City. Infill is encouraged through flexible design guidelines and public infrastructure investment, such as a sidewalk, streetscape, open space and bike path projects (see new Short Term Work Program (STWP) for specific projects).
- The City currently allows in its transitional corridors the conversion of residential uses to professional offices to allow for compatible mixed use development.

■ **Encourage transit oriented development**

The City completed a Livable Centers Initiative (LCI) study around the Chamblee MARTA station. As a result of this study, a new zoning district and character area were created (“Mid-City”). Through the use of flexible zoning and performance standards, development, which complements and connects with the existing MARTA station, is highly encouraged. Higher density and mixed use development is allowed and encouraged. In addition, the study identified several ways that MARTA should reconstruct this station to allow for stronger linkages to surrounding property, which are currently being implemented. The City is also implementing a sidewalk and pedestrian plan and several recommended LCI streetscape plans to encourage increased pedestrian activity and community linkages.

■ **Support the preservation of stable single family neighborhoods**

Several stable single-family neighborhoods were identified during this Comprehensive Plan Update. Design guidelines, traffic calming and compatibility issues will be discussed further during the development of the Community Agenda.

There are no areas of blight or substandard housing found within the City limits. Guidelines for infill development and buffer requirements have been developed to address continued stability of existing neighborhoods. Code enforcement measures have been increased.

■ **Encourage focused infill and redevelopment where acceptable to communities.**

Except for the Peachtree DeKalb Airport (PDK) buyout area, which is controlled by the County, there are relatively few vacant areas within the City for infill development. The City is actively marketing underutilized commercial and industrial properties within the Mid-City District and International Village for redevelopment opportunities, in addition to talking with MARTA about the possibility of redevelopment of underutilized parking facilities in the area.

On the matter of policy and regulations, the City’s intensive LCI study examined redevelopment of the area surrounding the Chamblee MARTA station. The master plans for this area and for the International Village encourage a “main street”, live-work environment.

Another redevelopment option within the City is the allowed conversion of single-family residences into professional offices along transitional corridors. In the spirit of mixed use the City does not actively encourage conversion, but has changed the zoning of the area to an Office-Institutional (OI) category that allows both residential and office uses. Protection measures for surrounding single family residences will be explored further with the Agenda.

■ **Encourage traditional neighborhood developments**

The City of Chamblee developed over time as a traditional neighborhood, a community that has areas where its citizens can live, work, and play. Its current Zoning Ordinance reflects this traditional pattern of organic growth. Because of its location and proximity to the City of Atlanta, there are no large tracts of previously undeveloped land available for new large-scale subdivision development, although current regulations ensure that “traditional concepts” such as sidewalks and interconnections would be addressed by any new development.

■ **Protect environmentally sensitive areas**

The City has recently adopted the Georgia Department of Community Affairs’ Part 5 requirements for environmental regulations and a tree and buffer ordinance that protects mature trees, vegetation, waterways, recharge areas, and wetlands. The City continues to require and enforce soil erosion control, flood plain development restrictions, and other Best Management Practices (BMP) practices to ensure these environmentally sensitive areas are protected. The City has programs to monitor stream quality and to promote stream clean up. Environmental protection issues are being closely looked at within the Community Agenda and the current development code rewrite.

The City has completed a pedestrian and bike master plan that identifies greenways and trails. The City has identified permanently protected greenspace in the DeKalb County Greenspace Plan. To support this initiative, the City will continue to actively pursue acquiring greenspace in conjunction with this program and other state and local initiatives.

■ **Support growth management through local and state institutional arrangements**

The City actively participates in growth management issues with surrounding jurisdictions and the Atlanta Region, such as the LCI studies. The City is actively working with DeKalb County to ensure the County’s portion of the PDK buyout is compatible to development within the City through Planned Unit Development conditions, and the negotiation of the remain piece of the buyout area for community open space.

■ **Encourage the utilization of best development practices: land use, transportation, environmental, and housing practices.**

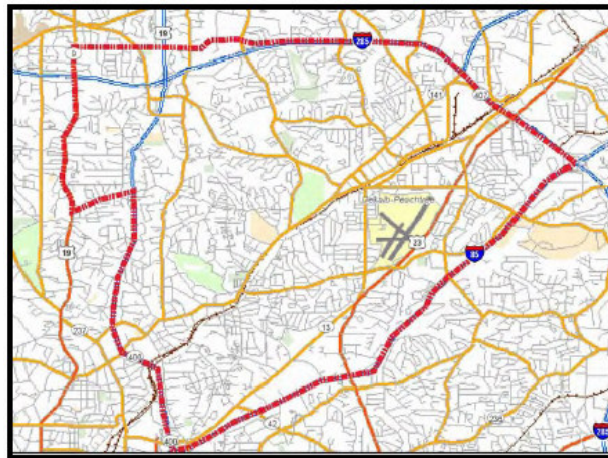
The City of Chamblee is actively implementing applicable Best Development Practices, such as mixing uses, clustering development around transportation corridors, facilitating a pedestrian environment (and thus reducing Vehicle Miles Traveled), incorporating traditional design elements in residential design, protecting environmentally sensitive areas, and providing a mix of housing types and price points. Policies developed as part of the LCI study, the zoning ordinance update, and this Comprehensive Plan update will further encourage appropriate development within the City utilizing these practices.

Social and Demographic Analysis

■ Data Analysis

Between 1980 and 1990, the City's population increased by only 7.5%. In contrast, between 1990 and 2000, the population of Chamblee grew from 7,668 to 9,552, a change of 24.6%. The more recent population growth is closely tied to the City's transformation from an industrial hub to a bedroom community. During the 1970's and 1980's, the economic and employment climate shifted, resulting in a decline in the City's old industrial/manufacturing employment sector. Many of the residents followed industrial employment opportunities, leaving a relatively large stock of residential units vacant. This out-migration of the original residential population has played a significant role in the transformation of the City. As the City's stock of relatively affordable housing (originally constructed to house a primarily blue-collar working population) became available as industrial workers followed the relocation of industrial uses to outlying areas, the City became an attractive destination for persons of a variety of ethnic cultures, including recent immigrants and refugees to the City. The availability of public transportation, both rail and bus, supplemented by redevelopment of and an increase in varied housing opportunities, further attracted an ethnically and economically diverse population in the 1990's to the present. Today Chamblee is seen as a prime "intown neighborhood" and is once again undergoing dramatic transitions.

Critical to understanding redevelopment opportunities in the City of Chamblee is a clear understanding of the market audience for new and revitalized land uses in the area. The following are details on the key demographic findings and conclusions relative to the demographics that shape redevelopment and revitalization opportunities. Late 2004, Robert Charles Lesser & Co., LLC (RCLCo) developed the *Market and Fiscal Impact Analysis for the Mid-City District in the City of Chamblee, Georgia*. Although primarily focused on the Mid-City District, this report also looked at the City as a whole, and its position within the greater Atlanta area. Based on conversations with realtors and previous market experience, RCLCo identified the following primary market area (PMA), as outlined in red. This is defined as the area from which the majority of market demand will emanate and is a large focus of our demographic findings.



Population Growth

Analysis of PMA growth trends reveals that recent population growth was considerably less aggressive than historical annual growth. Average annual growth in the PMA between 1990 and 2000 was 3.3% compared to 0.4% between 2000 and 2004, while the Atlanta Metropolitan Statistical Area experienced 3.3% and 2.6% growth, respectively, over the same time periods. In 1990 there were 78,946 people in the PMA compared to an estimated 108,008 in 2004. There was a positive correlation between population growth and new household creation; 34,628 total PMA households in 1990 compared to 43,500 estimated households in 2004. Future growth forecasts for the PMA project moderate future population and household growth. This can be attributed to lack of remaining land throughout the PMA. Scarcity of land prevents the development of larger lot single-family homes and lends strength and support for the necessity of higher density residential opportunities.

Population growth in the City has declined in recent years, dropping from an annual average of 2.2% from 1990 through 2000 to 0.1% from 2000 through 2004. In 1990 there were approximately 7,668 people in the City of Chamblee compared to an estimated 9,583 in 2004. While the expectation was that there would be corresponding new household creation in the City, household estimates for 2004 of 2,675 households are down from the 2,713 households reported in the 1990 Census. Although there was a decline in total households there was a corresponding increase in average household size within Chamblee, from 2.83 persons in 1990 to 3.58 persons in 2004. Local real estate professionals maintain that the increase in household size can be attributed to the fact that the current rental housing market in Chamblee is largely value driven, attracting large numbers of immigrant households with larger average household sizes. This is in stark contrast to the PMA that has a smaller immigrant population and smaller average household size.

Population estimates by Woods & Poole Economists (published by DCA) for the City of Chamblee projected further reductions in the number of dwelling units and households, coupled with a continuation of current average household size increases. The net result is an increase in population from 10,156 to 12,571 between 2005 and 2025. Alternately, RCLCo projected greater population growth based on market penetration of new housing development, attracting a smaller household size to the new units (2 persons per household) and of the primary identified redevelopment property.

Due to more accurate growth assumptions, and in light of the above facts, this Community Assessment utilizes projects made by RCLCo as a 2004 baseline population and projections to 2025. Utilizing these projections the current population within the City of Chamblee is 11,256 in 2005. Utilizing assumptions of primary redevelopment property, the population is estimated to reach 18,155 by 2025, with a built-out based on these current assumptions in 2015. **The following is the basis for primary population projects prepared independent of census and Woods & Poole data, and the utilization of RCLCo. Projections:**

- The City experienced a large buy-out as a result of the Peachtree DeKalb Airport Protection Zone and Noise Abatement Acquisition Area. At this time the City lost a disproportionate number of its population base. If a trend analysis was to be completed for future projections, this one-time disproportionate loss of population would skew future trends.
- The Future Land Use Plan map and associated zoning categories and districts have changed considerably since the last comprehensive plan update. The persistence of standard zoning classifications have effectively blocked significant infill, the redevelopment of industrial properties into residential properties, or the mixing of different land use categories. The City has revised its zoning ordinance, now encourages higher densities in both residential and commercial development, and has targeted many underutilized or vacant parcels within the City as strong redevelopment opportunities.
- Although directly affecting dwelling units rather than population, minimum housing size was estimated to be much higher in the City than in the State and Metro area. It was also estimated to continue to increase in the future. An increasing house size not only is inconsistent with state, Metro and national trends, it is also inconsistent with proposed the new housing type and size identified in the market demand analysis. Although we recognize that the higher than average immigrant population make-up of Chamblee accounts for a larger family size than the Metro and surrounding areas, both pressures on multifamily conversion due to limited availability of developable land and the projected real estate product of smaller attached units show that family size will not continue to grow at this rate. The primary future demographic market is mainly two person households. As housing costs increase family size should stabilize.

**Population, Housing and Household Forecasts
City of Chamblee**

	2000	2005	2010	2015	2020	2025
Forecasts from DCA DataViews Compiled by Woods and Poole:						
Population	9,552	10,156	10,760	11,363	11,967	12,571
Persons in Group Quarters	5	5	5	5	5	5
Net Population	9,547	10,151	10,755	11,358	11,962	12,566
Dwelling Units	2,780	2,714	2,649	2,583	2,517	2,451
Persons per Household	3.57	3.85	4.13	4.41	4.69	4.97
Households	2,673	2,629	2,584	2,540	2,495	2,451
Forecasts from Market and Fiscal Impact Analysis, RCLCo:						
Population ¹	9,552	11,256	14,225	18,155	18,155	18,155
¹ RCLCo figure shown for 2005 reported as 2004 in Market and Fiscal Impact Analysis; source Exhibit IV-17. Buildout is projected in 2015						

Household Composition

One- and two-person households represent the primary market audience for condos, townhomes and rental apartments. Approximately 67% of the households in the PMA are one or two- person households compared to 54% in the Atlanta MSA. This indicates potentially significant support for such product types. Within the City of Chamblee over half (60%) of the households are at least three-person households, and approximately 47% of the households have one or more children. Although these households usually prefer single-family detached products relative to one- and two-person households, these households are not assumed to be the future market audience for new residential development. Rather, the future market will be more similar to the PMA.

Age and Income Characteristics

Over two-thirds of both the PMA households (68%) and City of Chamblee households (69%) range from age 25 to 54. Less than 30% of PMA households have persons under age 25, while 39% of City of Chamblee households have persons under 25. This is an indication that there are a greater number of households with one or more children in the City of Chamblee than the PMA. This also suggests an opportunity to attract PMA households seeking low-maintenance, high-density housing products. Approximately 24% of PMA households and 22% of City of Chamblee households are 55 or older. As these households continue to age, they will also seek low maintenance housing alternatives.

Residents require different accommodations throughout their lifecycle. The needs of a single person are very different from those of a family and again from someone we would consider an “empty nester.” According to Census data, median age in Chamblee has decreased to 28 in the year 2000. Compared to both the region and the state, the population of the City is generally younger, with almost 68% of the population under the age of 35, as compared to 54% for the region and 53% for the state. The age group of 20-34 year olds reflects persons of marriageable age, at 40% of the population, who are potential single-family homeowners. Currently 19% of children are of school age, with an additional 8.6% under the age of 5. Additionally, this age group also represents single persons in the workforce, who may require smaller and less permanent housing opportunities including apartments, condominiums and townhomes, many of which may be rental units. Access to transportation systems may also be an important consideration for this age group when seeking housing options.

The City’s current housing stock generally meets the resident’s needs of all stages of life, although it is reported that overcrowding is a significant issue among rental households. This may be attributed to young families with children or extended families typical of some ethnic groups, who reside in a rental unit with only one or two bedrooms, or several single persons sharing a rental unit. This issue is considered more of a service/social issue than a housing type deficiency.

Various housing types will be required to meet the lifestyle characteristics of the area. Multi-family dwelling units will be important for the continued growth

of the community overall. Not only will diversified housing stock (such as duplex, multi-family, townhouse, etc.) be important to younger families, single persons and empty nesters as affordable housing alternatives, they will provide construction jobs and available housing for an increasing labor market. The smallest segment of the existing market, “move up” or “executive” housing will show an increase through newly proposed developments primarily within the Mid-Cities district of the City. The inclusion of this housing type and price point will complete the availability of housing “lifestyle” choices within the City.

Median household income in the PMA is \$61,496 and \$55,649 for the City of Chamblee. Future median income in the City of Chamblee has the opportunity to increase as future residential developments draw some of the more affluent PMA households.

Racial and Ethnic Characteristics

As one of the most diverse communities in all of Georgia, Chamblee houses and employs individuals from a number of different nations and hosts a plethora of cultural-specific businesses and institutions. By 2000, the proportion of persons classified as “white” had dropped to 45.4% and the African-American population had drastically decreased to less than 4%. The proportion of persons classified as Asian and Pacific Islander had slightly increased from approximately 12% to 14%. The greatest increase was in persons reported as “other”, which rose to 31.4% of the population. The proportion of persons reporting themselves of Hispanic origin more than doubled during the decade.

Ethnic diversity is considered one of the strengths of the Chamblee community. Many refugees and immigrants have settled in and around Chamblee because of the availability of affordable housing stock and transportation accessibility. Many existing and planned land use patterns, community facilities and services are currently provided. They are also proposed for the future to continue to encourage and protect this diverse and sometimes underserved population group. Other specific programs, such as housing and economic opportunity, are discussed in later sections of this analysis.

■ **Conclusions**

The community is comfortable with the projected population and employment forecasts created by RCLCo and has instituted zoning and planning to accommodate this growth in a managed way that meets the goals of its vision. Forecasted growth is based on the City’s current density patterns as identified and utilizes the City’s current land use patterns, market demand studies, current densities, and potential redevelopment areas. Currently building is projected through 2015, although this could change due to changing zoning and density characteristics and expansion of redevelopment and

<i>Age Group</i>	<i>City</i>	<i>Region</i>	<i>State</i>
0-4	8.6%	7.37%	7.27%
5-14	10.7%	14.88%	14.94%
15-19	8.6%	6.81%	7.28%
20-24	13.2%	7.03%	7.23%
25-29	15.5%	8.83%	7.84%
30-34	11.1%	9.08%	8.03%
35-44	14.7%	17.96%	16.53%
45-54	10.4%	13.61%	13.19%
55-64	5.0%	7.16%	8.08%
65+	4.5%	7.27%	9.59%

conversion areas within the city. The agenda portion of this plan will look at specific areas to accommodate this growth, the type of growth that is desired, and the community facilities necessary to accommodate projected growth.

Economic Development and Employment Trends

■ **Data Analysis**

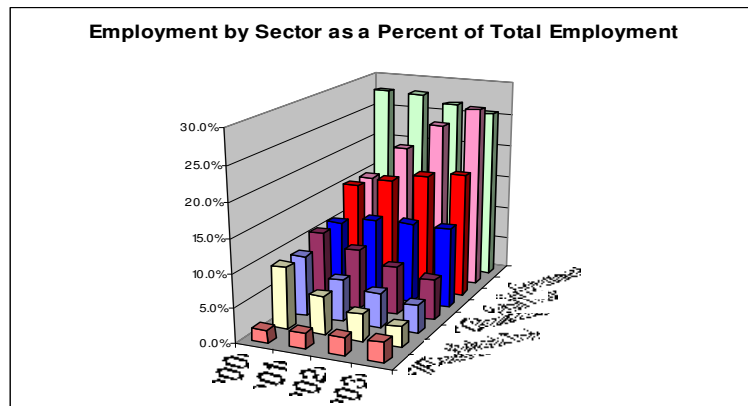
Historically, Chamblee’s economy has been a diverse mixture of retail, commercial and industrial concerns with a particular concentration of light industrial and wholesale trade. Chamblee, along with its northern neighbor Doraville, was one of the centers of early post-World War II industrial development in the Atlanta region. From the 1950s through the 1970s Chamblee was considered a significant employment destination, having almost as many individuals employed within the city limits as permanently residing there. This employment base has transitioned, along with the region and nation, from an industrial and heavy commercial base to more of a service and retail base. Forecasts indicate that manufacturing and light industrial will continue to decline; these sectors will continue to contribute to the diversity of the area economy.

The years of massive economic fluctuation (growth or decline) appear to be over. The available data suggest that Chamblee possesses a stable but somewhat less diverse local economy now than it did twenty years prior. While it is not dependent on a single resource or industry for jobs or tax revenue, retail and service industries appear to be increasingly dominant.

Over the past ten years employment in the City of Chamblee has shifted from heavy Wholesale Trade to employment in the Finance, Insurance and Real Estate (FIRE) economic sector, and to the Services sector, with virtually no change in total employment overall. Over the next twenty-five to thirty years, the Atlanta Regional Commission (ARC) forecasts a continuation in disproportionate shifts in the City’s employment base with an overall gain in total employment of only 10-11% by 2030.

The following table shows the ARC’s data and forecasts by economic sector, which is also illustrated on the accompanying graph. As contributors to the City’s economy, the Retail Trade and (especially) Services sectors will increase considerably in importance; Manufacturing and Government employment will hold their own; while notable reductions will be seen in the Construction, Wholesale Trade and the Transportation, Communications and Private Utilities (TCU) sectors. FIRE, though a small component of the city’s economic base will grow robustly on a percentage increase basis (second only to the Services sector).

Employment Forecasts – 2000-2020 Chamblee Census Tracts



		FIRE	Con- struction	Whole- sale	TCU	Manufac- turing	Retail Trade	Services	Govern- ment	Total Emp
Number of Employ- ees	2000	266	1,324	1,302	1,564	1,577	2,209	2,195	4,047	14,484
	2010	340	834	906	1,303	1,746	2,437	2,969	4,055	15,590
	2020	409	614	785	1,107	1,866	2,775	3,771	4,103	15,430
	2030	471	492	669	970	1,920	2,987	4,388	4,116	16,013
Percent of Total Employ- ment	2000	1.8%	9.1%	9.0%	10.8%	10.9%	15.3%	15.2%	27.9%	100.0%
	2010	2.3%	5.7%	6.2%	8.9%	12.0%	16.7%	20.3%	27.8%	100.0%
	2020	2.7%	4.0%	5.1%	7.2%	12.1%	18.0%	24.4%	26.6%	100.0%
	2030	2.9%	3.1%	4.2%	6.1%	12.0%	18.7%	27.4%	25.7%	100.0%
Notes:	FIRE -- Finance, Insurance and Real Estate TCU -- Transportation, Communications and Private Utilities									
Source:	<i>Mobility 2030</i> , Atlanta Regional Commission, 2004. Census Tracts 212.04 and 212.08.									

The following table more clearly illustrates the projected shift in employment in terms of the percent of change anticipated in each economic sector.

Changes in Future Employment Chamblee Census Tracts

		Con- struction	Whole- sale	TCU	Govern- ment	Manu- facturing	Retail Trade	FIRE	Services	Total Emp
Change in Number of Employees	2000-10	-490	-396	-261	8	169	228	74	774	106
	2010-20	-220	-121	-196	48	120	338	69	802	840
	2020-30	-122	-116	-137	13	54	212	62	617	583
Percent Change	2000-10	-37%	-30%	-17%	0%	11%	10%	28%	35%	1%
	2010-20	-26%	-13%	-15%	1%	7%	14%	20%	27%	6%
	2020-30	-20%	-15%	-12%	0%	3%	8%	15%	16%	4%
Notes:	FIRE -- Finance, Insurance and Real Estate TCU -- Transportation, Communications and Private Utilities									
Source:	<i>Mobility 2030</i> , Atlanta Regional Commission, 2004. Census Tracts 212.04 and 212.08.									

The City currently has a diversity of business ranging from large companies and satellite offices to small “mom & pop” type of establishments. The City supports all these types of business through its codes and preferred land use patterns. This diversity in employment types offers a diverse range of employment opportunities, which require both skilled and unskilled labor, from entry level to managerial to entrepreneurial. As part of the Metropolitan Atlanta area and because of its exceptional transportation access, Chamblee residents have many options for training and higher educational opportunities. Several training programs are offered within and around the area, including immigrant job placement services and ESL (English as a Second Language) to facilitate immigrants moving into the mainstream workforce. The Interactive College is located within the City of Chamblee. Chamblee’s entrepreneurial environment and diversity of ethnic businesses offer many opportunities to newcomers to the country and City.

The City of Chamblee is not a major employment core. Nevertheless, its close proximity to major employment cores such as Perimeter Center and Buckhead makes the City an attractive residential location. As part of the Metro-Atlanta region, and due to its exceptional transportation access, both public and private, the residents of Chamblee have a wide range of opportunities to choose from.

Employment growth within these major employment corridors is projected to increase over the next three years, creating demand for housing proximate to these new jobs. Chamblee will be positioned to benefit from projected future employment growth in the Atlanta MSA and intown cores specifically, particularly as it represents an opportunity for convenient, price-alternative housing within the Perimeter. This opportunity and residential market conditions are discussed further under “market opportunities.”

There are several opportunities for economic development within the City:

- Peachtree-DeKalb Airport—This is the second busiest airport in the State of Georgia, located on the site of the WWI installation, Camp Gordon, and the WWII Naval Air Station. The airport now serves the corporate community of Metro Atlanta as a general aviation reliever airport, and it is a major contributor to the proposed development within International Village.
- International Village—As part of DeKalb’s International Corridor stretching along Buford Highway, this special Chamblee zoning district is one of the most diverse neighborhoods in the County. With more than 30 different nationalities represented within this 394 acre community, the International Village provides visitors with a unique opportunity to discover new cultures through a variety of businesses ranging from restaurants to book and music stores. A thirty-acre, 500,000 square foot mixed use development including international design features has recently broken ground in the heart of the International Village.
- Historic City Core—The continued redevelopment and infill of the City’s historic center into the nationally recognized “Antique Row” complete with street festivals.
- The recent expansion of the Centers for Disease Control (CDC), Chamblee Campus.
- Mid-City District—Opportunities for a “live, work and play” environment with a mix of uses at a pedestrian scale, initiated by the ARC’s Livable Centers Initiative (LCI) Program.
- Transportation Access—Exceptional transportation access by rail/freight service, I-285 and I-85 and major arterials, rapid transit access, pedestrian linkages, and the airport.

■ Conclusion

The City’s economic development strategy has considered the community’s strengths, assets and weakness and has created a business development strategy based on these factors. In addition, the City has recently completed a market/fiscal analysis to identify market demands of the LCI area specifically and the City in general. This study took into account current land development patterns and a primary market attraction area. In addition, the City actively promotes the International Village, MidCity District and Antique Row as unique aspects of its community. The Peachtree DeKalb Airport hosts a “Good Neighbor” Day to promote many activities associated with aviation, the history of the airport and its connection to the City.

The shift in the local economy is important both because of its potential impact on middle and low income individuals and because of its impact on overall land use patterns. Retail and service employment tends to pay lower wages than wholesale trade and manufacturing. Lower paying jobs mean less disposable income and have potential negative impacts on local-serving retail and service development. Future employment forecasts suggest a greater shift towards a service/retail environment. Market analysis suggests Chamblee’s primary non-residential market will be neighborhood and community office and retail in the short term, with regional commercial in the long term. A major aspect of the City’s economic development potential and draw is its reliance on and appreciation of small businesses.

Housing

■ Data Analysis

Chamblee offers a variety of housing types and price points throughout the City, including a higher percentage of entry level housing than the surrounding area. Chamblee is currently a mix between large rental unit developments, higher density for sale units, and smaller single family homes on large lots. Most housing built over the last five years has been part of mixed use developments or higher density stand-alone. Only a small percentage of recently built housing has been detached single - family. Most housing has been built within redevelopment areas.

The following table provides 2000 Census statistics on the range of housing units at different price points for Chamblee and adjacent communities. Unfortunately we do not have 2004 housing data for surrounding areas, and this table is primarily provided for comparison purposes only to show where Chamblee fits into the surrounding area in terms of price points and to give an “eyeball” to the percentage breakdowns of types and affordability. We realize that the City of Chamblee has recently completed a number of projects that would change the percentage breakdowns within the community and will analyze actual 2005 units in greater detail within the Community Agenda as we look at the City’s market potential.

Price Range	Chamblee		Decatur		Dunwoody		Sandy Springs	
	#	%	#	%	#	%	#	%
Up to \$125,000	162	18.1%	629	14.9%	268	3%	931	6.2%
125,000 – 199,000	458	51.2%	1,121	26.6%	1,111	12.9%	1,769	11.7%
200,000 -299,000	237	26.5%	1,638	38.8%	3,897	45.1%	3,211	21.3%
300,000+	37	4.1%	830	19.7%	3,361	38.9%	9,173	60.8%
Total	894	99.9%	4,218	99.1%	8,637	100%	15,084	100%

Based on the Census data, the City of Chamblee provides the highest proportion of lower priced homes in the vicinity. In addition, well, over half of the housing stock in Chamblee was reported at the \$125,000 to \$199,999, as compared to 26% in Decatur, and just over 10% in both Dunwoody and Sandy Springs. The City did not have a significant stock of move-up executive level housing, with only 4% of the homes valued at over \$300,000. This proportion has increased since 2000 with the construction of several new housing products, compounded by appreciation, as discussed in later analysis.

Overall preliminary analysis shows a good distribution of housing by price point to accommodate various income, lifestyle and age related housing choices. The only segment that is below that of adjacent areas is executive or “move up” housing. The need should be satisfied by the proposed infill housing developments that are currently under construction within the City.

The price ranges reported in the 2000 Census are not reflective of recent appreciation in the housing market but may be correlated to the proportion of households in each income group, as reported in 2000 (which roughly correspond to the HUD Median Family Income (MFI) - see following table for 2004 HUD MFI breakdowns).

The HUD median family income for DeKalb County was \$63,100 in 2000 and in 2004 was \$69,000. The following table identifies the income ranges, based on the HUD MFI guidelines, and the rent or home purchase price affordable to each income group in 2004. The proportion of persons in each income category, for comparison with the previous table reporting housing cost ranges, is based on the 2000 HUD MFI. This table assumes a 10% down payment, 1% property tax and principle and interest. Proportion calculated on HUD MFI of \$63,100 in 2000.

<i>Classification</i>	<i>Annual Income</i>	<i>% of Population (2004)</i>	<i>Maximum Affordable Rent</i>	<i>Maximum Affordable Purchase Price</i>
<i>Very Low</i>	<i>0 - \$34,500</i>	<i>30.4%</i>	<i>\$863</i>	<i>\$126,500</i>
<i>Low</i>	<i>\$34,501 - \$55,200</i>	<i>24.6%</i>	<i>\$1,380</i>	<i>\$202,500</i>

<i>Moderate</i>	<i>\$55,201-\$82,000</i>	<i>20.5%</i>	<i>\$2,070</i>	<i>\$303,500</i>
<i>Above Moderate</i>	<i>Above \$82,801</i>	<i>17.6%</i>	<i>\$2,071+</i>	<i>\$304,000</i>
<i>Median</i>	<i>\$69,000</i>	<i>24.5%</i>	<i>\$1,725</i>	<i>\$253,000</i>

Based on the distribution of housing prices in 2000, it appears as if there is not enough existing housing stock that is affordable for Very Low Income households. This could provide one explanation for the overcrowding statistics in the City: why households in the lower income ranges must double up in housing units that are more expensive. The City does have a great wealth of homes in the range affordable to persons in the Low and Moderate income classifications. In terms of new housing opportunities, the Promenade at Peachtree Apartment Complex just outside of the City limits offers only one-bedroom units at prices affordable to Very Low income households, but the two and three bedroom units are affordable to households in the Low income category. The Peachtree Malone condominiums are affordable to households in the Low and Moderate income groups. The 242 condo units under completion at 5300 Peachtree Road are also affordable to Low and Moderate income households. The remaining new units are at market rate and are affordable primarily to Moderate and Above Moderate income households. However, this is a segment of the housing stock - the move up and executive level- which is also needed in the community.

The percentage of rental units to owner occupied units is higher than the state and the surrounding region. The majority of residents occupy rental units, 65%, compared to 35% owner occupied. The current mix of units is slightly lower for detach and attached single family housing at 49%, as compared to the remaining 51% percent of the units considered attached multi-family. The housing unit mix tells us that a significant portion of available single family housing is rented, at 27.6%. However, most of the newer products constructed during the past five years, as well as those proposed, are attached ownership condominiums and townhomes, which will help diversify the tenant mix. It is also assumed that as land costs continue to grow, redevelopment of existing apartment complexes to market rate for-sale housing will occur.

This ownership/rental mix is both an opportunity and an issue for the City. First of all, it may be perceived that rental units do not offer the same stability and community investment that home ownership does. Rental units, especially single family homes, are usually not maintained as well as owner occupied units. The considerable availability of rental housing, as well as home ownership opportunities for lower income households, has perhaps been an impetus for the influx of lower income households of ethnic diversity and has contributed to the incidence of overcrowding in the City, as these ethnic households are often comprised of extended families (explaining the high average household size within the city). On the other hand, available affordable housing, both rental and ownership (of older single family units), contributes to a favorable workforce housing mix and cultural and economic diversity within the community. Rental opportunities also typically attract young, single persons and young couples to the market.

The housing market in the City exhibits a very low vacancy rate. The vacancy rate was only 2.2% with less than 1% of the ownership units vacant. This indicates the attractiveness of Chamblee's housing stock in the market.

Unit Types

As stated above, 49% of all housing units are single family, and 51% of all units within the City are attached multi-family units. The City has relatively little vacant land for housing development and infill. The majority of residential development in the past five years, as well as proposed projects, has occurred in two circumstances: 1) on single family lots where one unit has been demolished and replaced with a single new unit, or the property subdivided and two units built, and 2) on vacant or underutilized commercial or industrial properties, as either a stand alone development or as part of a mixed-use project. Between 1990 and 2000, only one large multi-family complex of 118 units was built.

With the City's new active approach towards redevelopment and infill, great strides have been made in the development of housing opportunities in the City. The following summarizes new development

which has occurred in the City since 2000, is in the construction phase, is in the permit pipeline process, or is under preliminary discussion and consideration:

- In 2002, the 406-unit Promenade at Peachtree Apartment complex was completed just outside of the City limits, providing a choice of bedroom sizes and square footages at a range of price points. One-bedroom units range in rent from \$750 to \$875 per month; two-bedroom units range from \$939 to \$1,140 per month; and three- bedroom units rent at \$1,309 per month.
- A new loft conversion project, the Peachtree Malone Condominiums, was recently completed with 134 units of two- and three- bedroom lofts in the \$179,000 to \$249,900 range.
- The Huntington Chase single-family subdivision was the only single family subdivision constructed in the City during this time period, with thirteen homes ranging in the low to mid 400,000's.
- The City approved eleven single family demolition/ rebuild permits, with average construction costs ranging from \$175,600 to \$225,600 (actual market valuation would be higher).
- The sixteen unit Heritage Lofts condominiums were constructed on a vacant lot.
- Twent-five townhomes called Chalfont on Peachtree was completed in 2004. The development is located across from the MARTA station, and homes range from \$325,000 to \$350,000.
- In the International Village District, twelve apartments were constructed above professional office as a mixed-use project.
- 242 loft condominiums are in the completion phase at 5300 Peachtree Road, with prices ranging from \$150,000 to \$250,000.

A total of 418 apartments, 417 for-sale multi-family, and thirteen single-family units have been built since 2000.

“Pipeline Projects” (permitted but not yet completed)

- A 192 unit apartment complex is proposed at the intersection of Peachtree Industrial Boulevard/Miller Street. Units are anticipated to be offered at market rate (similar to Promenade at Peachtree Apartments)
- A mixed use retail/residential project is proposed at 5256 Peachtree Street, with eighty-three condominium units. The price points have not yet been established.
- Two proposals for mixed-use commercial/residential projects on Malone Drive are under consideration, each with sixty condominium units. Both properties are underutilized industrial properties to be redeveloped.
- Across from the Chalfont townhomes, an eighty unit townhome complex is proposed on the second vacant MARTA lot. Prices are expected to be comparable to the Chalfont development.
- Two proposals for potential townhomes are being considered in early stages: one in the vicinity of PDK, a second on underutilized industrial lot behind the Lowe's store on Peachtree Industrial Boulevard. The number of units has not yet been determined.

A total of 192 apartments, 220 for sale multi-family units, and no single family units have been permitted, but not completed.

The majority of the City's residential neighborhoods, particularly the older established single-family neighborhoods in the northwest and western portions of the City were developed following the boom of suburbia following WWII. Although there are several stable single-family neighborhoods in the City, the higher density residential enclaves in the southeastern portion of the City are not in as stable condition, representing a need for rehabilitation and/or eventual replacement. Issues of design compatibility and land use encroachment have been discussed at several public meetings.

There are no large districts of blight or substandard housing found within the City limits. However, a number of the multi-family units within the International Village area exhibit conditions associated with need for rehabilitation or replacement. The twenty unit Northwoods Apartments was recently rehabilitated through the DeKalb County Community Development Division's Multi-family Rehabilitation Program, which utilizes HOME Investment Partnership Program funds when available.

Special Needs Populations

The incidence of cost burdened households (paying over 30% of their income) among ownership households in the City is 7.3%. The proportion of owners considered severely cost burdened is 2.7%. As well, 4.9 % of the ownership households are considered overcrowded. None of the ownership households lived in units which are considered substandard (i.e. lacking plumbing facilities). Among renters, the proportion of cost burden and housing problems is significantly higher than ownership units. Approximately 30.7% of all renters are reported to be cost burdened, with 13.6% of all renters considered to be severely cost burdened (paying over 50% of their income for housing). Almost 40% of the renter households reported overcrowded conditions, with more than one person per room. Only 13.3% of renters resided in a unit with three or more bedrooms, as compared to 76.6% of owners. This may reflect either large families residing in a small unit with insufficient number of bedrooms, which may be the only option available in their price range, a number of single persons sharing a unit and doubling or tripling up in the bedrooms, or extended families. Overall, it indicates the need for housing opportunities with more bedrooms at price ranges affordable to lower income households. Less than one percent of the renters reported living in conditions where no plumbing was available, most likely a converted garage.

The special needs of the elderly, handicapped, large families, female heads of households, and the homeless are among "special needs" populations which require additional attention in the provision of housing.

Many retired persons may be on fixed incomes. Besides affordability issues, the elderly have special needs regarding housing construction and location. However, the elderly in the City do not comprise the majority of the households reporting a housing problem. Over 75% of renters reporting housing needs were in the 25 to 59 age group, with only 10% of the renters in need over 60 years of age. Among owners, the proportion is even higher, at 80.6%, with a higher proportion of owners in need over 60 years of age, at 18.1%. However, a distinction between cost burdened renters and owners (paying 30% or more of income for housing) is important because, while homeowners may overextend themselves financially to afford a home purchase, the owner maintains the option of selling the home and may realize tax benefits and appreciation in value. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established by that market. The discrepancy between renter and owner households is largely reflective of the tendency for year round renter households to have lower incomes than owner households.

With regard to housing construction needs, the elderly often require ramps, handrails, lower counter and cupboard heights, etc., to allow for greater mobility and access. They also typically need to have access to medical and shopping facilities as well as public transit facilities. In most instances, the elderly prefer to remain in their own dwellings rather than relocate to a retirement community, and they may require assistance to make home repairs. There are a number of programs available for seniors, including the new Senior Connections facility, which was recently completed in the City at the corner of Malone Drive and Peachtree Street. This social service agency provides transportation assistance, "meals on wheels", housemate referrals, and other self-sufficiency assistance to seniors in the community. Mercy Housing, a senior housing project on City owned land is expected to be completed in 2006.

As indicated in previous discussions, the City's incidence of overcrowding is considered high in the region. The Census reports the average household size at 3.57 persons per household; ARC reports a higher figure at 3.89 persons per household. However, 54% of rental households reporting one or more housing problem (cost burden, overcrowding or lacking facilities) were comprised of one or two persons. Only 16.2% of the renter households reporting problems were comprised of five or more persons. Statistics for ownership homes reporting problems are similar, with 50% of the households comprised of no more than two persons. The majority of both renters and owners reporting problems

were employed, with approximately 33% of renters not in the labor force, and 27.3% of owners not in the labor force.

In terms of family type, 68% of the owners, and 57% of the renters reporting housing problems were family households. However, among owners, 48.6% of the households reporting problems were married couples, and 17% were female-headed households. Among renters, almost equal proportions of families reporting problems were married, at 27.7%, and female-headed households at 22%.

Housing prices in Chamblee are considered affordable in the context of the Perimeter Area region in which the City is located. The City of Chamblee’s average median priced home is \$184,900, which is considered affordable to persons in the Low Income category, while the median priced home in DeKalb County in 2000 was \$130,000, and the Metro Atlanta region as a whole at \$273,700. However, median prices in the surrounding Perimeter area were considerably higher than in the City. The following table provides comparisons of median housing prices in communities in the vicinity of Chamblee.

<i>Community</i>	<i>Median Price</i>	<i>Median Rent</i>
<i>Chamblee</i>	<i>\$184,900</i>	<i>\$731</i>
<i>Decatur</i>	<i>\$220,000</i>	<i>\$597</i>
<i>Avondale Estates</i>	<i>\$203,500</i>	<i>\$715</i>
<i>Dunwoody</i>	<i>\$135,000</i>	<i>\$767</i>
<i>Sandy Springs</i>	<i>\$316,600</i>	<i>n/a</i>
<i>DeKalb County</i>	<i>\$130, 600</i>	<i>\$606</i>
<i>Atlanta Metro</i>	<i>\$273,700</i>	<i>n/a</i>

The median priced asked for vacant for-sale only homes, according to the 2000 Census, shows a slightly different picture. The median priced new or resale home in Chamblee was \$350,000, as compared to \$194,400 in Decatur, \$405,300 in Dunwoody, and \$400,700 in Sandy Springs. A cursory inventory of for sale and rental products on the market as of March, 2005 indicates a trend toward more affordable housing stock, much of which are creative loft/condominiums, rental units, and older, smaller single family homes.

As outlined earlier, Chamblee does provide housing opportunities to all segments of the market, although as in other communities the very lowest income and special needs populations are not adequately served. As a small community, the City of Chamblee provides many more opportunities for very low income residents. However, continued housing units of this type may decrease due to economic pressures of growth and should be developed in concert with the region and surrounding jurisdictions.

■ Conclusion

The City is encouraging a very different land use pattern than currently exists. The majority of the City developed during WWII, and much of the City land use pattern was “suburban” in nature. The City’s ordinances seek to preserve stable 1950’s neighborhoods while at the same time encourage neo-traditional development within redevelopment areas.

It appears as if the City’s housing opportunities are becoming more varied to meet the needs of all different types of households. This is evident with the City’s emphasis on the adaptive reuse of existing industrial buildings and the construction of new townhome and condominium products as a component of a mixed use project or as a stand-alone project where vacant or underutilized land may be available in the vicinity of MARTA and within the International Village. Simple land economics

suggest that high land cost dictates high cost development. Conversely, market-produced affordable housing (without subsidies) requires relatively affordable property if it is to be profitable. In order to maintain a portion of housing as 'affordable' the City or nonprofit agency would need to take an active role in the form of incentives or assistance of some kind to developers or non-profits. Additional opportunities for move-up and executive level housing should also be a priority, as that sector is not met sufficiently with the current housing stock.

The primary barrier to new affordable housing in the community is the lack of vacant land for infill or new development and current market prices, which are steadily increasing due to its limited availability and regional pressures. It is evident that new market rate housing does not fulfill the housing needs in terms of affordability of very low income households. It is also clear that cooperative participation of the public and private sectors is necessary to expand housing opportunities to the lower income economic segments of the community. In addition, as a city located within an entitlement county, Chamblee has very little access to housing program money directly and must rely on DeKalb County for any major program improvements.

Market Outlook for Land Development

In December 2004, the City of Chamblee engaged Robert Charles Lesser and Company, LLC (RCLCo) to perform a market analysis for the Mid-City district: *Market and Fiscal Impact for the Mid-City District in the City of Chamblee, Georgia*, in order to better understand the fiscal impacts of proposed new development. Based on RCLCo's assessment of the current and future market conditions the community's characteristics and the overall market and demographic trends occurring in the surrounding area, RCLCo believes there is a significant opportunity for a variety of future uses including residential (for-sale and rental), office space, and community and neighborhood retail. The most significant near-term opportunities are for owner occupied residential development, retail with a neighborhood and community draw, and local serving office space.

■ Residential Market Analysis

The area to the north of Peachtree Industrial Boulevard is largely an established single-family detached neighborhood edging on several high-end neighborhoods located at the perimeter. The area to the south of Peachtree Industrial Boulevard is a mixture of light industrial, retail, and rental housing and stable residential single-family detached neighborhoods. Recent development within the City has begun to bring higher-end, for-sale residential to the area. Due to the increasing land costs and limited land availability, the new developments in the area have been attached housing in the form of lofts, townhomes and condo-flats.

Chamblee's location relative to I-285, I-85 and Peachtree Industrial Boulevard as well as the proximity to Buckhead and the Perimeter provide a significant opportunity to attract singles, young couples, empty nesters and retirees/active adults to the area. Overall, the market audiences that have been attracted to existing developments have been motivated by the location and product value relative to attached and detached housing in the Perimeter and Buckhead areas. Based on limited land availability in the aforementioned areas and escalating prices, the Mid-City district in particular is anticipated to continue to attract these market audiences with additional residential products that will provide a broad cross-section of well-executed housing options. These options are priced competitive in absolute pricing and rents to products being offered in the Buckhead and the Perimeter. This redevelopment area will be critical to the success of the City.

Anticipated annual household growth for the Primary Market Area (PMA) is projected at 346 households annually from 2004 to 2009. Demand for new housing will emanate from new households to the PMA that choose to purchase a new home, as well as existing renters and owners in the area that plan to purchase a new home. Each of these potential market sources was isolated by income in order to determine affordability and overall opportunity for new home purchases within each price range. Once the total demand for each market source was identified by price point, capture rates were

allocated by price range based on the competitive market conditions. As a result of this process RCLCo estimated an annual demand of 181 new sales units per year in Chamblee, including 127 sales per year in the MidCity district.

In addition to for-sale opportunities RCLCo also analyzed the opportunities for rental units. Currently the existing apartments in the area are aging complexes, which are being sought for redevelopment for their relative value. As the area begins to develop and a greater sense of place is achieved, RCLCo sees an increasing opportunity for higher-end rental units. Currently Jefferson on Peachtree, the newest apartment complex in the area, is priced at a discount relative to apartments in the Perimeter and Buckhead areas. Of the anticipated new households in the area those that were not allocated as potential owners were identified as potential renters. Demand sources for rental product also stemmed from the PMA and included new households with propensity to rent as well as existing owners and renters in turnover with the propensity to rent.

The results of RCLCo's analysis are shown on the following Table.

Projected Market Absorption—New Residential Units City of Chamblee, 2004-2009

	Price Positioning	Estimated Average Annual Absorption—2004-2009 ¹			Target Market(s)
		City Total	MidCity District	Outside MidCity	
Attached for Sale²					
Entry	\$100,000 - \$150,000	60	36	24	Young professionals; singles and couples from in town locations
Middle	\$150,000 - \$250,000	97	66	31	Singles and couples (mature and young)
High-End	\$250,000 - \$350,000+	24	24	0	Mature singles and couples from the surrounding area
Total: Yearly Average		181	127	54	
Attached Rental³					
Apartments	\$0.95 - \$1.10 per SF	357	164	193	Singles and couples
10-Year Demand		3,568	1,641	1,927	
¹ Figures are rounded to whole units. ² Derived from Market and Fiscal Impact Analysis, Exhibit III-7, RCLCo 12/2004. ³ Derived from Market and Fiscal Impact Analysis, Exhibit III-10, RCLCo 12/2004.					

It should be noted that each of the residential products recommended are attached housing, which was driven by limited land availability, land pricing, and the corresponding density required to attract prospective developers and builders. In addition it should also be noted that the estimated absorption listed for the City of Chamblee is the total estimated demand for the City, and the estimated absorption for the MidCity district is the portion that the district could capture of the overall City demand. The Mid-City district is anticipated to absorb a large portion of the demand for middle and high-end housing in the City of Chamblee.

■ Commercial Market Analysis

The existing office and retail spaces in the Chamblee are highly intertwined. Although the City lies within the boundaries of one of the largest office cores, the Northeast I-85 core, there is not an

established major office node within the City limits. As such, the existing office users in the area are predominantly small-local serving users located within retail strip centers. The average age of both retail and office space is at least twenty-five years old, with limited new construction that has occurred over the past ten years. However, with the influx of new high-end housing in the area there are a handful of new offices and retail spaces which have been planned to support the new household growth and development in the MidCity and International Village districts and surrounding area.

Office

As additional households are added, RCLCo sees an increasing opportunity for small-scale, local serving office space. The proximity of the area to Buckhead and the Perimeter makes it a viable alternative for small office users seeking a slight discount in rent. As previously discussed, office users will, for the most part, be those serving local households. Therefore, RCLCo crafted a demand analysis that correlates the region's population to various local businesses such as banks, real estate agents, financial services and other residential-serving tenants. RCLCo then applied these ratios to the anticipated population within the Primary Market Area and took a capture of demand for both the City of Chamblee and the Mid-City district.

Retail

Existing retail in the area is primarily in strip centers with some combination of office and retail users, as mentioned previously. The largest concentrations are located along Shallowford Road and surrounding Peachtree Industrial Boulevard, Peachtree Road and Buford Highway, due to the visibility and traffic counts associated with these roads.

Of significance is the planned 200,000 square foot Super Wal-Mart, which will be built at the corner of Clairmont Road and Peachtree Industrial Boulevard. Much of the regional retail demand potential for the area will be met by the Super Wal-Mart. Remaining parcels on Peachtree Industrial Boulevard are most susceptible to regional, larger scale retail, however the overall opportunity will be limited with the Wal-Mart in place. The location of Wal-Mart will increase the trade for the City of Chamblee overall, drawing shoppers from greater distance than they would otherwise likely travel. However, there are very few complimentary retailers to Wal-Mart, as a store of Wal-Mart's size exhausts demand for most types of retail goods.

Neighborhood and community retail is somewhat of a stronger opportunity. There are few restaurants and supporting neighborhood retail within two miles of the Mid-City district and within Chamblee as a whole. In addition there are few unique shopping environments within close proximity except Antique Row and the future core of the International Village. With the planned trail systems and pedestrian street improvements in the Mid-City character area there is an opportunity to create unique shopping environment that could attract City of Chamblee residents, residents within a 3-mile radius of the Mid-City district, area employees and new households to the Mid-City district. As a result of these planned improvements, RCLCo. allocated 50% of the citywide demand for office space and 100% of the citywide retail demand to the Mid-City district, although some adjustment to this figure should be made in anticipation of the recently announced International Village project.

With the anticipated addition of households in the Mid-City district and the surrounding area, RCLCo estimated support for additional commercial development, which will primarily serve the surrounding neighborhood and community. Commercial uses, which will gain additional support, include neighborhood and community retail as well as local-serving office. Market analyses suggest that there is currently support for 94,000 square feet of retail and between 29,000 to 52,000 square feet of office space in the Mid-City district alone. This is anticipated to grow to 132,000 and 36,000 to 64,500 in 2015, respectively. The recommended program for commercial development is shown in the following Table:

Mixed Use

Another major redevelopment that was just recently announced is the thirty acre Planned Unit Development within the International Village. This 500,000 square foot mixed use development will begin in the summer of 2005. Construction of the first phase will include an Asian Plaza, Public Market and a couple of smaller buildings totaling 260,000 square feet, to be completed within 9 to 12

months. An international trade center and hotel will be part of Phase II. This mixed use development is projected to have an economic impact of \$40 million over the next twelve years. This project is consistent with the International Village Master Plan. It is projected that between 1,500 and 2,000 jobs will be created by the project. The marketplace is designed to function like El Paso in Santa Barbara or Pike Place Market in Seattle. These famous public spaces were blended to develop a public space that would fuse into the international community. One of the unique aspects of this development is that it hits the mid-market; it is not large-scale, but its trade and conference center can be used by smaller organizations.

Following is an analysis breakdown of projected retail and office space projected for the city over the next ten years. This analysis was completed prior to the announcement of the mixed use village in International Village.

Market Support for Commercial Floor Area City of Chamblee, 2004-2015

	Area	2004	2010	2015
Retail¹	City of Chamblee			
	Mid-City District	94,000	122,000	132,000
	Remainder of City			
Local Serving Office²	City of Chamblee	58,000 – 104,000	65,000 – 117,000	72,000 – 129,000
	Mid-City District	29,000 – 52,000	32,500 – 58,500	36,000 – 64,500
	Remainder of City	29,000 – 52,000	65,000 – 117,000	72,000 – 129,000
¹ Derived from Market and Fiscal Impact Analysis, Exhibits IV-13 through 16, RCLCo 12/2004 ² Derived from Market and Fiscal Impact Analysis, Exhibits IV-8, 9 & 10, RCLCo 12/2004				

Infrastructure and Support Services

Chamblee is one of the eight municipalities located within DeKalb County. As a small community within a large and heavily urbanized county, Chamblee is able to emphasize the benefits of local government service in addition to reliance on county infrastructure and support.

■ Data Analysis

Public Water and Sewerage Facilities

All of Chamblee is served by a public water system. DeKalb County currently maintains this system and has maintained the system since 1950 when the City of Chamblee deeded its water and sewer system to the County. DeKalb County draws its water from the Chattahoochee River. The water allotment is sufficient to meet the County's and the City of Chamblee's needs in the immediate future. DeKalb County recently constructed an additional water reservoir to preserve its water supply. Several water conservation programs have been instituted in DeKalb County that affect all residents and businesses in Chamblee. All new developments are conditioned to use water conservation measures.

Most of Chamblee has sewer service. Only a few parcels along Peachtree Industrial Boulevard and Peachtree Road rely on septic tanks. As redevelopment of these properties occurs, they are hooked up to the sewer system which has been maintained by DeKalb County since 1950. Sewage from Chamblee is sent to the R.M. Clayton Waste Water Treatment Plant in the City of Atlanta. DeKalb has long term capital improvement plans for continual replacement of older sewer lines. Overall, DeKalb County's sewage treatment facilities will be adequate to serve the County and its cities until

2015. There are plans for construction of additional and replacement water treatment plants to accommodate growth in the county after 2015.

Solid Waste Management

Residential solid waste pick up services are provided by the Public Works Department of the City for residences and small retail businesses. Garbage is picked up twice a week. A recycling pick-up service is provided one day a week. In addition, the City provides yard waste removal, compost delivery and construction material removal. Large retail, commercial and industrial businesses have dumpsters, which are served by private haulers. Trash and garbage is hauled to the DeKalb County Seminole Landfill in southeast DeKalb County. This landfill should meet the needs of Chamblee and the County until approximately 2014. The County maintains a Solid Waste Management Plan and is in the process of updating this plan to identify additional resources to handle future landfill demand during the County's 10th year Comprehensive Plan Update.

Parks & Recreation

There are approximately fifty acres of maintained public greenspace within the city. Parks are seen as the center of community life, the common space in which people find each other and build their neighborhood together.

The Chamblee Parks & Recreation Department works to provide a wide variety of activities for the entire spectrum of the community.

The following represent the parkland facilities available in the City;

- **Huntley Hills Park:** One acre Huntley Hills Park is located at the corner of Admiral Drive and Longview Drive. It features a younger child's play area as well as a separate area with swings and a walking path that encircles its perimeter. A steel bridge spans the creek running through the middle of the park. Sidewalks surround the park and connect the park to its facilities. There is a direct connection into a "Butterfly Garden" that was designed, planted and is now maintained by neighborhood volunteers.
- **Peachtree Park:** Peachtree Park is located in the center of Chamblee's downtown. This park was constructed in 1995 adjacent to and along City Hall and serves as a town square for the City. The half acre pocket park features numerous benches, a covered gazebo and an elaborate arbor.
- **Shallowford Park:** This park is located between Shallowford Road and Shallowford Place, and serves the neighborhoods of east Chamblee. This 1.2 acre park is geared toward family activities with picnic shelters, playground equipment, picnic tables, a walking trail and an open field. New playground equipment was installed in 2005. Dynamo Swim Club holds a ground lease from the City. Its facilities are located across Shallowford Road from the park and offer City residents access to a state of the art swimming facility at discounted prices.
- **Keswick Park:** This City park, covering more than forty-five acres contains primarily active recreation facilities including: two tennis courts, two ball fields, one non-regulation outdoor basketball court, a new soccer field, one multi-purpose field, two pavilions with picnic tables, one walking path and two sets of ADA approved playground equipment for different age groups. In 1999, the City constructed a 3,500 square foot community building. The Keswick Park Master Plan was approved in 2002 and includes refurbishment of the two existing tennis courts, the replacement of the tennis ball bang board and a network of walking trails between the venues and around the perimeter of the park.
- **Village Park:** Located in the International Village at the intersection of Chamblee Dunwoody and New Peachtree Roads, this half acre facility is the City's newest park. The City acquired the land for this park on the location of a dilapidated apartment building. The park has a picnic area and playground. Also built on the same parcel of Federal land acquired by the City is the adjacent Sheltering Arms Child Care facility.
- **Clairmont Park:** Completed in 1999, this park neighborhood park is located on Clairmont Road less than 1/10 of a mile north of Peachtree-DeKalb Airport. The site encompasses 1.5 acres and

serves as a connection between Chamblee's oldest neighborhoods: Gordon Acres and Clairmont Hills. Designed by the surrounding community, the park meets the needs of the largest demographic groups in the area, seniors and children, by providing walking paths, a shade structure and a toddler play area.

- PDK Playground: Although not technically a City-owned park, Peachtree-DeKalb Airport provides a playground, picnic tables and viewing area that are open to the public.

The City is dedicated to providing open space and recreation opportunities and is committed to greenspace protection in the DeKalb County Greenspace Plan and to the integration of historic and cultural resources as foundations of the historic CBD and the International Village. Current public parkland within the City totals approximately fifty acres and translates into 4.4 acres per 1,000 persons. This level of service is considered average for urban cities. A larger issue is distribution of parkland within specific neighborhoods as redevelopment areas under go a transition. Unique and creative solutions will have to be sought to provide continued recreational opportunities and greenspace within a primarily built-out city. A capital improvements program with dedicated budget is being implemented to ensure resources will be available to acquire and develop parks in the future.

Schools

Chamblee school children are part of the DeKalb County School System. Currently, the school system operates eighty-four elementary schools, nineteen middle schools, twenty-one high schools and eighteen special educational facilities. Three Occupational Educational Centers (OECs) are part of the various programs offered by the school system, with a total of 26 programs plus a full day program at OEC Central. Chamblee High School, with an enrollment of 1,324 students, and Chamblee Middle School, with a capacity of 975 students, are located within Chamblee. Elementary and middle schools serving Chamblee include Huntley Hills with an enrollment of 333 students, Nancy Creek Theme School with an enrollment of 353 students, Carey Reynolds Elementary with an enrollment of 757 students, Dresden Elementary, Ashford Park Elementary, Henderson Middle School with an enrollment of 1,100 students, Chamblee Middle School, and Sequoyah Junior High with an enrollment of 1,050.

Currently the DeKalb County Board of Education adequately meets the needs of Chamblee's school age children. Chamblee High School is a neighborhood institution with strong ties within the community in both educational resources and extracurricular activities. Although the population in Chamblee is projected to grow, we believe the school age population will stabilize as the City attracts more and more single and senior households. The DeKalb Board of Education has established a Strategic Plan which provides for adequate school facilities to accommodate the needs of the City of Chamblee and DeKalb County as a whole. The SPLOST (Special Purpose Local Option Salest Tax) Referendum to provide additional school facilities includes plans to:

- Construct three new high schools with a total of 243 classrooms;
- Construct five new middle schools with a total of 324 classrooms;
- Construct two new elementary schools with a total of 117 new classrooms;
- Construct two new educational centers;
- Construct fourteen elementary schools for an additional 133 classrooms;
- Construct new classrooms at the middle school level;
- Construct new classrooms at the high school level; and
- Construct additions at all of the special education facilities.

A primary issue for the City of Chamblee is to continue to support its two primary elementary schools: Huntley Hills and Nancy Creek. These two elementary schools report high scholastic achievement and are a primary draw to continued stability within Chamblee's single-family neighborhoods.

Libraries and Cultural Facilities

The Chamblee Library was originally built on City land and deeded over to the County for a branch of the DeKalb County Public Library system. This library is located on Clairmont Road and serves the City. This neighborhood library is 21,500 square feet and features a community meeting room, an extensive ESL collection, and in 1999 the branch made available a multi-language collection featuring Spanish, Korean, Chinese and Vietnamese literature. Internet access is also available to the public. The Chamblee Library hosts a children's story time and a summer reading club. The Chamblee Library receives over 30,000 visitors on average per month.

The Chamblee Library offers a community based facility that is designed to meet the very unique cultural makeup of the City. Although the facility is more than adequate, access -- especially non-motorized -- could be improved.

Other cultural facilities located within the City include:

The Community Center: The center is Located on New Peachtree Road. It is host to many community and cultural events throughout the year and is open to the public.

The City of Chamblee Civic Center: The Civic Center is located on Broad Street across from the U.S. Post office and is host to many city sponsored events such as Club meetings and holiday events. This is also where Chamblee City Council meetings take place.

Senior Connections: Senior Connections is a private nonprofit provider of quality senior services in the Atlanta region, including the preparation and delivery of Meals on Wheels, the administration of the Home Repair Program that helps seniors make repairs to their homes, and the provision of personal care for homebound seniors. The Center also includes an activity center, community meeting facilities, an art gallery, a cafeteria, and passive activity rooms for seniors to play cards and socialize.

Several organizations offer many community and cultural events characteristic of the unique cultural population in Chamblee. This mixture of public and private cultural opportunities is expected to continue as the City is redeveloped.

Police Services

The Chamblee Police Department is a full service police department that works in partnership with the community to enhance the quality of life in the City while impartially enforcing the law. Committed to the philosophy of community policing, the department strives to deliver quality service with professionalism and integrity.

The Chamblee Police Department is located on Broad Street in a new 16,000 square foot building which houses the police department, a holding facility and 911 operations. Forty-five full time employees are employed: fourteen administrative; four detectives; twenty-fix police officers and the Police Chief. The Police Department has three divisions: Uniform, Criminal Investigation and Administration.

The Uniform Division is divided into four teams of patrol officers, a traffic unit and a Community Oriented Policing (COPS) unit. These officers provide the primary response to all calls received. All sworn officers must meet State certification criteria and receive continuing training. The Criminal Investigation Division handles follow up investigations for all crimes occurring in the City. They also conduct extensive background checks on police applicants and perform internal investigations as necessary. The Administration Division coordinates communication functions as well as all records keeping. The Communication Center receives and answers 911 calls made from within the City. Language barriers are overcome using the AT&T language line which provides online translation services. This division also dispatches police calls, supervises the detention center, maintains all records and provides a Court Clerk for the municipal court system. The Police Department also provides code enforcement and is responsible for responding to ordinance violation complaints from the community. Uncorrected ordinance complaints will be issued a citation and a notice for a court date.

Police service is community based and highly responsive. As the community grows, additional officers will be added to maintain this responsive level of service

Fire and Emergency Services

Fire protection for the City of Chamblee is provided by the DeKalb County Fire Department. Fire station #15 serves Chamblee and is located at the Peachtree DeKalb Airport at 2017 Flight Way Drive. Station # 15 provides 3,170 square feet of heated, inhabitable space. Each shift at Station 15 is staffed by a minimum of five career firefighters and two medics, in addition to the Battalion Chief and Aid, and the Battalion Medical Officer and Aid, for a total of fourteen personnel. Responding vehicles housed in Station 15 include one Engine, one Airport Crash Truck, one Advanced Life Support Rescue and one Battalion Chief Response Vehicle. The average number of incidents responded to in the City of Chamblee between 2000-2004 include: Airport Crash Truck, 350 calls; Engine 15, 5825 calls; Rescue 15, 3,815 calls; Total Calls for Station #15: 9,990. Although not located in Chamblee but also responding to emergencies are: Station 18 at 4588 Barclay Drive, Dunwoody; Station #19, 3253 Mercer University Dr; and Station #2, Dresden Drive in Brookhaven. DeKalb Fire and Rescue runs three 24-hour shifts (A, B, C). All employees of DeKalb Fire and Rescue Services are full time and paid personnel. Surrounding stations have available personnel for response.

A new station which would provide supplemental assistance to Station #15 is being considered in the vicinity of Buford Highway and I-285. In 1997, the Fire Insurance Rating for DeKalb County and Chamblee was upgraded from a Class 4 to a Class 3. Departmental wide county response time is 5.130 minutes. As the population increases, potentially increasing the incidence of emergency services, additional services or personnel may need to be added.

Government

The City of Chamblee is organized with the City Manager as a Chief Executive Officer. Political governance is by a mayor and a city council comprised of five members. Elected positions are held for four years with staggered two year elections. The planning and zoning functions of the City are performed by a combination of appointed boards, City staff and professional consultants. The Mayor and City Council appoint the members of a review board that carry out the responsibilities specified by local ordinance regarding the Central Business District, the International Village District, and the Mid-City District. The board provides design review of all new construction or alteration within these three districts. Board recommendations are then sent to the Council who must then grant final approval.

The recently constructed Chamblee City Hall is located on Peachtree Road in the older part of Chamblee known as Antique Row. The parking lot and surrounding open space were recently renovated to include a pocket park (Peachtree Park) and park facilities. ADA renovations were implemented in 1998.

The recent expansion of City Hall provides updated facilities that provide a high level of customer service to its residents. This facility will be adequate to house governmental operations throughout the planning horizon.

■ Conclusions

Many of the City's community facilities and services are not provided by the City, but by the DeKalb County, and therefore are not directly under the City's control. County services include the school system, library, fire and emergency services, and public water and sewer. DeKalb County has long-range community facility plans for these services within the DeKalb County Comprehensive Plan. The City is focusing on linkages between current and planned facilities and land use patterns within the City. Planning for facilities is based on comprehensive plan population and employment and will be addressed specifically within the Short Term Work Program (STWP). Currently there is a balance between needed public facilities and the cost of providing these facilities. The City will continue to strive for a balanced tax base in order to provide high quality services to its residents and businesses.

Preliminary analysis predicts that City provided services are both responsive and adequate at this time, including police, solid waste, and general government services. Preliminary analysis also confirms that the City's facilities have an adequate Level of Service (LOS) and/or plans to address LOS shortfalls in the future. The one exception is adequate location of public parkland. Due to the availability of vacant parcels, this inadequacy proves to be especially challenging.

Transportation

Transportation access poses potential opportunities and constraints to the City. Chamblee's high level of accessibility by various modes of travel, such as vehicular, transit and air transportation places the City in a desirable location, while also creating problems of cut-through commuter traffic and congestion.

■ QCO Assessment

We have public transportation in our community. MARTA provides nine fixed bus routes inside the City limits, and the Chamblee MARTA station is located in the heart of the City's center, with north and south entrances.

We require that new development connects with existing development through a street network, not a single entry/exit. Chamblee's Development Regulations promote a street design that complements both neighborhoods and commercial centers and is scaled for pedestrian use. Proposed street layouts are required to be interconnected within a development and with adjoining development as often as possible, and cul-de-sacs are only allowed where topographical and/or lot line configurations offer no practical alternatives.

We have a good network of sidewalks to allow people to walk to a variety of destinations. Sidewalks currently exist or are planned throughout much of the City. The City is augmenting its current sidewalk system via several Livable Centers Initiative (LCI) projects that will provide greater connectivity, especially within the Mid-City District. Additional planned sidewalks are intended to correct current deficiencies throughout the City.

We have a sidewalk ordinance in our community. The City's development standards require that new developments provide public sidewalks adjacent to all public streets and shall consist of two zones: a landscaping/tree planting zone adjacent to the curb and a clear zone, free of utility poles and other obstructions. Sidewalk standards along state highways have been developed within state standards.

We have a plan for bicycle routes through our community. The City adopted the Pedestrian and Bikeways Plan 2020 (2003 adoption) to guide the installation of new sidewalks, bike lanes, shared-use paths/greenways, share-the-road signage for bicycles, and pedestrian crossings. The Plan recommends a network of facilities that links destinations throughout the City, including the MARTA station, the Mid-City District, schools, parks, and civic uses.

We allow commercial and retail development to share parking areas wherever possible. There is a provision within the City's Zoning Ordinance for "joint-use parking." This regulation promotes shared parking for a mixture of uses provided certain criteria are met. These criteria take into consideration the distance from the destination along with peak activity times.

■ Data Analysis and Issue Identification

Roadway/Signalized Intersection/Bridge Inventory

Roadways

There are 38.37 miles of roadway within the City of Chamblee. Each of these roadways is assigned a functional classification, which is a necessary step towards assessing and evaluating the effectiveness of the City's transportation network. The City of Chamblee's transportation network consists of urban principal arterial and minor arterial streets, one urban collector street and local roadways, and is based on the Georgia Department of Transportation's classification system.

As in most communities, the vast majority of these roads are classified as local roadways. Local streets provide mobility and connections. Arterials provide major through movements for commuters and major access points between corridors, nodes and activity centers. Functional classifications used within the City and their major features are described below:

- **Urban Principal Arterial Street** - Classified as major or minor, these roads connect activity centers and carry large volumes of traffic at moderate speeds. The arterial system in the City of Chamblee totals approximately 9.16 miles, or 23.9% of the total roadway miles. Volumes on major arterials are expected to be 25,000 to 50,000 per day and 15,000 to 30,000 per day for minor arterials. Peachtree Industrial Boulevard (PIB), Peachtree Road, and Chamblee Dunwoody Road are classified as Urban Principal Arterials; Clairmont Road and Shallowford Road are classified as Minor Arterial Streets.
- **Urban Collector Street** – Typically allow access to activity centers from residential areas. Their purpose is to collect traffic from streets in residential and commercial areas for distribution to the arterial system. The collector system in the City of Chamblee consists of New Peachtree Road, totaling 0.12 miles or 0.3% of the total roadway miles. Volumes on collectors are expected to be 7,500 to 15,000 per day.
- **Local Street** - Feed the collector system from low volume residential and commercial areas. Local streets are usually found in neighborhoods. There are 29.09 miles, or 75.8 %, of all roadways, classified as local in the City of Chamblee. Volumes on local streets are expected to be less than 12,000 per day.

Although the City uses the DeKalb County roadway classifications, several roads that are classified within the arterial and collector categories function as “main” and local streets within the City. Thus, speeds and pass through traffic are major issues for the City.

The table on the following page provides a listing of streets, number of lanes per street, and jurisdiction:

Functional Classification	Number of Lanes	Jurisdiction
Urban Principal Arterial		
Buford Highway	6	State
Peachtree Road	4	County
Chamblee Tucker Road	4	State
Peachtree Industrial Blvd	4	State
Johnson Ferry Road	3	County
Minor Arterial Street		
Shallowford Road	4	County
Clairmont Road	4	County
Urban Collector Street		
New Peachtree Road	2	County
Local Street		
4th St	2	City
5th St	2	City
6th St	2	City
8th St	2	County
Adams St	2	City
Admiral Dr	2	County
Airport Rd	2	City
American Dr	2	City
American Industrial Way	2	City
Ann St	2	City
Ashton Woods Dr	2	County
Aviation Way	2	County
Beverly Dr	2	City
Beverly Hills Dr	2	City
Blackburn Way	2	City
Bozeman Dr	2	City
Broad St	2	City
Brogdon Ct	2	City
Buford Dr	2	County
Burk Dr	2	City
Burk Ter	2	City
Canfield Dr	2	City
Captain Dr	2	County
Carmel Rd	2	City
Carroll Cir	2	City
Catalina Dr	2	City
Chamblee Dunwoody Rd	2	County
Chamblee Dunwoody Way	2	City
Clairview Dr	2	City
Clairwood Ter	2	City
Cold Spring Ln	2	City
Coral Way	2	City
Coronado Pl	2	City
Corsair Dr	2	City
Cumberland Ct	2	City
Cumberland Dr	2	City
Don Juan Cir	2	City
Donaldson Dr	2	City
Dowdell Dr	2	City
Dyer Cir	2	City

Functional Classification	Number of Lanes	Jurisdiction
Local Street		
Ensign Dr	2	County
Flightway Dr	2	City
Fortingale Rd	2	City
Greenhill Dr	2	County
Ham Dr	2	City
Hamlin Cir	2	City
Hamlin Rd	2	City
Hardee Ave	2	City
Harts Ct	2	City
Harts Mill Rd	2	County
Harts Pl	2	City
Harts Run	2	City
Hickory Rd	2	City
Hildon Cir	2	City
Hildon Rd	2	City
Hilltop Dr	2	County
Hood Ave	2	City
Huntington Ch	2	City
Irvindale Way	2	City
Ivy Ln	2	City
Janice Cir	2	City
Janice Ct	2	City
Jefferson Cir N	2	City
Jefferson Cir S	2	City
Jefferson St	2	City
Keswick Ct	2	City
Keswick Dr	2	City
Kim Ln	2	City
Knox Ave	2	City
Kristie Way	2	City
LaVenture Dr	2	City
London Rd	2	City
Longview Dr	2	County
Loveland Ter	2	City
Lu Jan Dr	2	City
Malone Dr	2	City
Marray Dr	2	City
McGaw Dr	2	City
Mendenhall Dr	2	City
Miller Dr	2	City
Montford Dr	2	City
Moore Dr	2	City
Munday Dr	2	City
New Peachtree Rd	2	City
Ortega Way	2	City
Park Ln	2	County
Parkridge Cres	2	City
Parkridge Dr NE	2	City
Peachtree Industrial Ct	2	City
Pearl Ct	2	City

Functional Classification	Number of Lanes	Jurisdiction
Local Street		
Pearl Lane Ct	2	City
Pearl Ln	2	City
Pierce Dr	2	City
Plaza Way	2	City
Reeves St	2	City
Sandlewood Ln	2	City
School St	1	City
Sexton Woods Dr	2	City
Shallowford Pl	2	City
Shallowford Ter	2	City
Skyland Dr	2	City
Spring St	2	City
Stadium Dr	2	City
Tally Dr	2	County
Teal Rd	2	City
Vanet Rd	2	City
Vijay Dr	2	City
Villa Esta Dr	2	County
W Hospital Ave	2	City
Watkins Ave	2	City
Will Ross Ct	2	City
Wingate Rd	2	City

Signalized Intersections

The City has twenty-two signalized intersections throughout its jurisdiction, all of which are maintained by the DeKalb County Traffic Engineering Department. Based on level of service calculations (2000 model data, *Draft DeKalb County Comprehensive Transportation Plan Update*), there are no AM Peak Hour deficiencies. The model does show PM peak hours deficiencies along several road segments that are located between signalized intersections in the City. Although roadway deficiencies cannot be attributed solely to the operations of the intersections; in many cases intersection improvements such as the addition of turn bays, permitted/protected turn phases and system-wide coordinated signal timing may be the most efficient improvements that would enhance the operational efficiencies of the roadway corridors. The City will continue to work with DeKalb County to study and improve intersection deficiencies located within the City.

Locations of Signalized Intersections
American Industrial Way/Chamblee-Dunwoody Rd.
Beverly Hills Drive/Buford Highway
Beverly Hills Drive/Shallowford Road
Broad Street/Chamblee Plaza Driveway/PIB
Buford Highway/Chamblee-Dunwoody Road
Buford Highway/Chamblee Tucker Road
Buford Highway/Shallowford Road
Chamblee-Dunwoody Rd/Harts Mill Ct/Harts Mill Rd/
Chamblee-Dunwoody Road/New Peachtree Road
Chamblee-Dunwoody Road/PIB
Chamblee Tucker Road/Cumberland Drive

Locations of Signalized Intersections (con't.)
Chamblee Tucker Road/New Peachtree Road
Chamblee Tucker Road/Peachtree Industrial Boulevard
Chamblee Tucker Road/Peachtree Road
Chamblee Tucker Road/Shallowford Road
Chamblee Tucker Road/West Hospital Avenue
Clairmont Road/New Peachtree Road
Clairmont Road/Peachtree Industrial Boulevard
Johnson Ferry Road/Peachtree Industrial Boulevard
Longview Drive/Peachtree Industrial Boulevard
Peachtree Industrial Boulevard/Pierce Drive
Peachtree Industrial Boulevard/Sexton Woods Drive

Traffic signals along Peachtree Industrial Boulevard have recently been upgraded by the Georgia Department of Transportation to include pedestrian signal phases with handicapped ramps.

Bridges

There are six bridge locations within the City limits, three of which traverse streams and are constructed as culverts. The remaining bridge structures pass over roadways and rail lines. The largest is the Clairmont Road Bridge, which serves both vehicles and pedestrians. The others are located on Peachtree Industrial Boulevard immediately south of the Clairmont Road Bridge and on the portion of the Peachtree Street that crosses over Chamblee-Dunwoody Road.

Issue: Lack of pedestrian connectivity in spite of the presence of pedestrian walkways on the Clairmont Bridge. Although sidewalks exist along the length of Clairmont Road and on Peachtree Road and New Peachtree Road in the vicinity of the bridge, they have not yet been installed along PIB. This absence of sidewalks makes it more difficult to establish pedestrian linkages to areas north of the downtown area. Both City and County plans call for sidewalks along PIB, although implementation has not yet begun.

Roadway Capacity

Roadway capacity is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under the prevailing roadway, traffic, and control conditions. Roadway capacity is defined in terms of level of service.

Federal regulations define congestion as the level at which transportation system performance is no longer acceptable due to capacity constraints. The level of system performance deemed acceptable varies by type of transportation facility, geographic location, time of day and other characteristics. For the purpose of this section within the Comprehensive Plan, the City of Chamblee has incorporated the capacity analysis performed for the DeKalb County Comprehensive Transportation Plan, which is currently underway (anticipated adoption date: October 2006).

Identifying available capacity and congestion through the use of daily roadway volume-to-capacity (v/c) ratios is useful in assessing congestion deficiencies within the transportation network. The computation and analysis of a roadway's v/c ratio allows wide-area analysis of an area's transportation network and provides an approximation of the level of service (LOS) of individual roadway links or corridors based on information such as lane configuration, observed roadway speed, and traffic volumes. V/C ratios can be used to illustrate a facility's LOS. Roadways are given a letter designation, with LOS A representing the best operating conditions and LOS F representing the worst.

The 2001 Highway Capacity Manual provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.

- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

The following LOS criteria, based upon v/c ratios, were used to determine congestion levels on roadway segments within the City of Chamblee:

- LOS A – 0.00-0.35
- LOS B – 0.35-0.50
- LOS C – 0.50 – 0.75
- LOS D – 0.75-0.9
- LOS E – 0.90-1.00
- LOS F - >1.00

The capacity analysis for the Comprehensive Plan Update assumes that LOS D or better will be considered adequate (or acceptable) for the roadways within the City of Chamblee, as is the case for most urban communities. If a roadway facility is found to operate at a level of service D, this does not mean that there is a lack of congestion: rather, it would indicate that, as a whole, the facility can still accommodate additional traffic without breaking down in the peak hours of operation. Roadways having a level of service E or F indicate that the facility is approaching capacity, cannot accommodate substantial increases in traffic, and are in need of improvements in order to provide capacity for future increases in traffic.

Existing Deficiencies

For Chamblee’s analysis, the year 2000 was used as a baseline with projections provided for 2030. Because peak hour traffic is a clear indication of how a roadway functions for motorized vehicles under heavy traffic conditions, AM and PM peak hours were analyzed as opposed to Average Daily Traffic (ADT). This 2000 baseline data indicates there are no deficiencies in the AM peak hour. The 2000 PM peak hour data shows several deficient links along the roadways of the City. Currently portions of PIB, Chamblee Dunwoody Road, Johnson Ferry Road, and Chamblee Tucker Road operate at an LOS E or F.

2000 PM Peak Deficient Roadway	Corridor	2000 Level of Service
Chamblee Dunwoody Rd	Harts Mill Rd to Peachtree Industrial Blvd	F
Chamblee Dunwoody Rd	New Peachtree Rd to Peachtree Rd	E
Chamblee Tucker Rd	Buford Hwy to West Hospital Ave	F
Johnson Ferry Rd	City Limits to Peachtree Industrial Blvd	E
Peachtree Industrial Blvd	Chamblee Tucker Rd to Clairmont Rd	E

The operational efficiency of each of these corridors can be addressed by the City by commissioning studies to determine the appropriate measures that would improve the operational efficiencies of each of these corridors. These measures may include additional capacity, geometric intersection improvements, signal timing, additional turn bays.

2030 Projected Deficiencies

2030 Projections reveal that there will be several deficient roadway facilities by the year 2030, particularly in the PM peak hours. The 2030 projection illustrates that the trends in the level of service will continue over the next twenty-five years if current conditions remain consistent. During the AM peak hours, 2030 conditions reflect fewer deficiencies than during the PM peak hours. The LOS E roadways during the AM peak hours are Chamblee-Dunwoody Road from the northern City limits to PIB, and on Chamblee Tucker Road between West Hospital Avenue and Buford Highway. During the PM peak hours most of PIB, Chamblee Dunwoody Road, Johnson Ferry Road, Clairmont Road, and over half of Chamblee Tucker Road are anticipated to operate at a LOS E or F.

2030 AM Peak Deficient Roadway	Corridor	2030 Projected Level of Service
Chamblee Dunwoody Rd	City Limit line to Peachtree Industrial Blvd	E
Chamblee Tucker Rd	Buford Hwy to West Hospital Ave	E

2030 PM Peak Deficient Roadway	Corridor	2030 Projected Level of Service
Chamblee Dunwoody Rd	New Peachtree Rd to Buford Hwy	F
Chamblee Dunwoody Rd	City Limit line to Peachtree Industrial Blvd	F
Chamblee Tucker Rd	Buford Hwy to West Hospital Ave	F
Chamblee Tucker Rd	Peachtree Industrial Blvd to New Peachtree Rd	E/F
Clairmont Rd	City Limit line to New Peachtree Rd	E
Johnson Ferry Rd	City Limit line to Peachtree Industrial Blvd	F
Peachtree Rd	Malone Dr to Chamblee Dunwoody Way	F
Peachtree Rd	City Limit line to Peachtree Industrial Blvd	E
Peachtree Industrial Blvd	Johnson Ferry Rd to the City Limit line	F

The operational efficiency of each of these corridors shall be addressed by the City. Studies shall be performed to determine the appropriate measures that would improve the operational efficiencies of each of these corridors. These measures may include additional capacity, geometric intersection improvements, signal timing, additional turn bays.

Roadway Issues

Two key components for an efficient and safe transportation network are capacity and speed. The conditions of existing roadways pose negative impacts to established neighborhoods and to the City’s vision of a small community based on human linkages. Several specific factors that must be addressed are:

- Cut through traffic through the heart of the City. This may become an even greater issue upon the opening of the Wal-Mart Super center and any other large regional retail operations along PIB.
- Cut through traffic in established neighborhoods and other related traffic problems such as running through stop signs and speed, especially on the fringes of Huntley Hills, Clairmont Road, and Sexton Woods subdivisions.

- Excessive speed along Clairmont Road has prevented residents and businesses from accessing established services and facilities. Travel speeds and roadway design make pedestrians unsafe as they traverse the corridor's existing sidewalk and/or cross the road to access Chamblee Library Clairmont Park.
- Motor vehicle speed and volume, plus a lack of safe bicycle lanes, are an impediment to safe bicycle traffic in the City.
- The City should analyze internal corridors to make them more user-friendly. Two specific examples are Peachtree Road across from the MARTA station and along Clairmont Road, where the use of traffic calming devices such as planted medians and narrower streets may be warranted.
- Pedestrian safety along Buford Highway and PIB is a concern due to the limited pedestrian provisions in a heavily traveled corridor.

Alternative Modes

Public Transit

The Chamblee MARTA station, located in the City's center, serves as a commuter rail station and a bus-to-rail transfer facility. The station parallels Peachtree Road and serves as the City's transit hub. Nine bus routes are linked to the station, and surface parking lots accommodate commuting residents. The station is within walking distance for an abundance of residences, primarily those in neighborhoods on the south side of the station and in newly constructed mixed-use, town home, and condominium developments along Peachtree Road. The Mid-City District, which is bound by PIB, Clairmont Road, Peachtree Road, and Pierce Drive, is currently being redeveloped as a Transit Oriented Development (TOD).

The Chamblee MARTA rail station provides rail service into the City of Atlanta as part of the MARTA north line. Ridership on the rail system averages 6,200 entries per day, with similar numbers of exits assumed as well. Over the course of a day approximately 12,400 people enter or exit the MARTA station. The total number of entries is approximately equal to the MARTA overall average and slightly higher than the north line average.

Fifty-five percent of the rail entries are via bus transfers. The Chamblee station bus transfer rate (55%) is higher than the rate for the average MARTA station (28%) and the average north line station (37%). Due to the high bus transfer rate, the non-bus entries for the Chamblee station (2,800 per day) are lower than those for the average MARTA station and the average north line station (4,400 and 3,700 respectively).

Many of the existing bus routes are heavily used and relied upon by the residents of Chamblee. Bus Route #39, which runs along Buford Hwy, is the most frequently used bus route in the MARTA system. Since 18% of the population along Buford Highway does not own an automobile, the bus and train station provide primary transportation to jobs and services for a significant portion of Chamblee residents.

As previously mentioned, there are nine MARTA bus routes that utilize the City of Chamblee's transportation network, which are shown on the following table:

MARTA Fixed Bus Routes

Route	Name	Stops
25	Lenox/Chamblee	Chamblee Station West Bus Bay
		Brookhaven Station
		East Paces Ferry Rd & Oak Valley Rd
		Lenox Station
29	Chamblee/Donaldson	Chamblee Station West Bus Bay
		Durden Dr & Johnson Ferry Rd
		Donaldson & Johnson Ferry Rd
		Ashford Dunwoody & Harts Mill Rd
33	Briarcliff	Chamblee Station West Bus Bay
		Shallowford & I-85
		Briarcliff & Clairmont
		Briarcliff & Druid Hills
		Lindbergh Station
39	Buford Highway	Doraville Station
		Buford Hwy & Chamblee Tucker Rd
		Dresden & Plaster
		Buford Hwy & Clairmont Rd
		Buford Hwy & Druid Hills Rd
		Lindbergh Station
70	Chamblee/Donaldson	Chamblee Station East Bus Bay
		Clairmont Rd & Dresden Dr
		Buford Hwy & Briarwood Rd
		Brookhaven Station
103	Peeler/N Shallowford	Peachtree Industrial Blvd & Tilly Mill Rd
		Peeler & Shallowford Rd
		Longview & Peachtree
		Chamblee Station West Bus Bay
124	Chamblee/Tucker	Lavista & Lehaven
		Pleasantdale & Tucker Norcross
		Oakcliff & Pleasantdale
		Buford Hwy & Oakcliff
		Doraville Station
		Chamblee Station East Bus Bay
126	Northlake/Chamblee	Briarcliff Rd & Fielding Dr
		South Flowers & Brandywine
		Buford Hwy & Chamblee-Tucker Rd
		Chamblee Station East Bus Bay
132	Tilly Mill	North Springs Station
		Chamblee Dunwoody & Mount Vernon
		Mount Vernon (at Ace)
		Peachtree & Peeler
		Peachtree & Peachtree Industrial Boulevard
	Chamblee Station West Bus Bay	

Chamblee MARTA Station (Northeast Line NE-9)

Issue: Quality of MARTA bus stops. A majority of the stops within the City limits do not have provisions for seating, shelters, or trash receptacles; however, the County-sponsored Buford Highway Streetscape Project will add benches and trash receptacles at five stops along MARTA route #39. MARTA does not maintain a list of approved styles, leaving it up to the County's discretion as far as design and installation as long as the items are located on County property.

Issue: There is a lack of signage to help orient passengers who arriving in Chamblee. MARTA will be undertaking a station re-design (ARC # DK-AR-237), which may afford an opportunity to incorporate way-finding signage at the boarding platforms and at the station exits to clearly direct pedestrians to local destinations such as Antique Row, International Village, and City Hall. This pedestrian connectivity is very important to both residents and visitors into the city. The City has recently located wayfinding and gateway signage at major intersections and gateways into the City. Increasing efforts will continue to support pedestrian movement.

Issue: Are the needs of all commuters being met? Private bus companies that cater to the large Hispanic population have started to provide bus services inside the City limits. There appears to be a gain in popularity for these services due to their flexible schedules and for the ability of the bus drivers to speak Spanish, which has impacted the use of the existing MARTA bus service. In addition, MARTA rail is perceived as being an inconvenient mode of travel and is viewed as being better suited for reaching major destinations to the north, south, and downtown Atlanta rather than nearby town centers such as Decatur.

Public Transportation Projects

Several MARTA sponsored projects have also commenced since the 2002 update, including the following:

- Pedestrian improvements at Chamblee Station to facilitate safe movement to and around the station, including a walkway along the east busway, a pedestrian walkway across the east parking lot to connect with New Peachtree Rd sidewalk, fencing and directional signage
- Use of the MARTA tunnel to bridge the two sides of the Mid-City District. Four existing fare gates will be consolidated into three: one on Peachtree Road on the west side of the station and two on the east side, which will be replaced with new equipment to read "breeze cards." The cards will have a stored value and will allow pedestrians to quickly move through the station via the fare gates. To facilitate pedestrian access to the tunnel, the Malone Street pedestrian crossing (City funded LCI project) has been installed to connect to the fare gate at the west side of the MARTA tunnel.
- To align with the City's pedestrian crossing at Watkins Avenue (City funded LCI project) at the New Peachtree Road side of the station, MARTA is designing interior walkway improvements. The walkway will extend to a fare gate and will help pedestrians better navigate around the bus areas. Construction is anticipated for 2006.
- MARTA is working to convert Parking Lot #1 into a mixed-use development. The agency is coordinating with the developer who was responsible for converting Parking Lot #2 into the mixed-use *Chalfont on Peachtree*. Access to the site is being designed to align with the new Wal-Mart entrance.
- As part of the Buford Highway Streetscape project the County will fund several improvements to existing bus stops along Buford Highway. The typical stops have a sign and little to no shelter for riders. The County will fund several MARTA bus stop upgrades along Buford Highway providing the stops with new benches and trash cans. As previously mentioned, the Buford Highway bus line is the most frequently used in the MARTA system.
- An additional opportunity for public transit includes the creation of arterial bus rapid transit (BRT) service along a 17-mile portion of Buford Highway from Pleasant Hill Road in

Gwinnett County to the MARTA Lindbergh Station in Atlanta. The FY2005-2010 Transportation Improvement Program (TIP) includes funding for the preliminary engineering phase for the project, which is anticipated to result in more rapid boarding and faster operating speeds with the provision of BRT service at key signalized intersections. Bus pull-out lanes are proposed to be constructed to allow for more efficient operating times. The implementation is anticipated to be long-range, with a projected completion date for the year 2026. The sponsor of the multi-jurisdiction project is the Georgia Regional Transportation Authority (GRTA).

Pedestrian Linkages

The City has an extensive sidewalk network that continues to grow, in particular due to the implementation of Livable Centers Initiative (LCI), the International Village Master Plan, and locally- and federally-funded projects. Pedestrian connectivity and linkages throughout the City are very important to achieving the vision of the City as a “small town” with live, work and play activities. Linkages are also extremely important to the City due to the high volume of residents who depend on alternative modes of transportation. The City has been very involved and proactive in planning out the appropriate connectivity linkages throughout the City. In addition, the City requires new sidewalks to be installed along all public right of ways. Chamblee understands that developing the appropriate pedestrian friendly infrastructure through sidewalks, bike paths, and streetscape elements will encourage the quality growth that they are striving for.

In 2003 the City adopted the **2020 Pedestrian and Bicycle Master Plan**, which identifies existing sidewalks, crossings, and major pedestrian destinations. It also identifies proposed sidewalks, bike lanes, signed shared roadways, and shared use paths/greenways. In addition to expanding linkages across the City, the plan includes nine LCI projects recommended for the Mid-City District, five of which are either under design or construction. The nine LCI projects, which are slated for construction between 2005 and 2007, include the installation of new sidewalks, lighting, landscaping, pedestrian crossings, and/or street furnishings surrounding the MARTA station and on major/minor thoroughfares and local streets radiating from the City’s center (see *Chamblee Livable Centers Initiative (LCI) Projects* table). The City will work with property owners to ensure design consistency for the portions of the projects that will be installed with private funds.

Exiting pedestrian and bicycle activity is relatively light in the vicinity of the Chamblee MARTA station. Some pedestrian traffic is concentrated at the intersection of Chamblee Tucker road at Peachtree road (sixty crossings per hour in the PM peak hour) and Chamblee Tucker Road at New Peachtree Road, as people cross these intersections when traveling between the MARTA station and the parking lots. In addition, the vision for the Mid-City Character area includes pedestrian oriented land-use, which is anticipated to significantly increase pedestrian activity.

Sidewalks exist on portions of several roads in the MidCity district including Clairmont Road, Chamblee Tucker Road, Peachtree Road, New Peachtree Road, and a portion of Miller Drive. Existing sidewalks were surveyed in July 1999 and received a rating of good to moderate. This survey showed that many of the main roads have sidewalks installed, while many of the local streets north and south of the MARTA station have no sidewalks.

Observation within the City indicates the existing pedestrian activity is concentrated in three areas:

- Chamblee Tucker Road at Peachtree Road (signalized);
- Chamblee Tucker Road at New Peachtree Road (Signalized); and
- New Peachtree road at Watkins Road (unsignalized crossing between Interactive College and MARTA Station).

In addition, encouraging pedestrian oriented development is likely to increase pedestrian crossings on Peachtree Road. Implementation of a proposed multi-use path section on the abandoned rail spur one block north of Peachtree Road will result in increased crossing of Chamblee Tucker Road, Malone Drive, and Miller Drive at unsignalized locations. The unsignalized crossings of Chamblee Tucker

Road, Peachtree Road, and New Peachtree Road have been examined to determine the potential need for crossing assistance. Available gaps in traffic were measured at these locations during the AM and PM peak hours to determine whether enough crossing time exists to effectively cross these streets for the following cases:

- Crossing one direction at a time (with a median refuge area); and,
- Crossing both directions together.

Crossing times required were calculated based on average crossing speed and distance traveled. This time was used as a measure of the minimum gap in traffic and compared to a frequency of sixty acceptable gaps per hour. Analysis showed each crossing location had conditions during one peak hour in which enough acceptable gaps occurred to allow crossing one way, but not enough to allow crossing the entire roadway without stopping in the middle. Therefore, some form of crossing treatment is recommended at these locations.

There are currently no bicycle lanes, multi-use paths or designated bike paths within the City. Traffic volumes on Peachtree Industrial Boulevard, Clairmont Road, and Chamblee Tucker road south of the MARTA station are not conducive of sharing the road for all but the most experienced cyclists. However, many of the other lower volume roads in the study area are potentially navigable by bicycle traffic.

Multi-use paths are recommended along former rail spurs south of PIB and north in the vicinity of Keswick Park. The City has identified a route that would utilize an abandoned railroad spur underneath PIB, which has already acquired by the City, as well as additional spurs that head east off of Clairmont Road into the Mid-City District. This route would facilitate a pedestrian/bikeway connection between land uses on either side of PIB and is part of the County-wide Perimeter Trail.

Pedestrian travel is vital to transit-oriented design, as it is the mode of travel between transit and local trip origins and destinations. As the area near the Chamblee MARTA station develops, pedestrian traffic flow will become more important, forming a primary element of the transportation system. In addition to pedestrian travel, bicycle use provides the potential to extend the traditional walking trip of one-quarter to one half mile to an overall trip length of two miles or more.

Issue: Additional sidewalk/bikeway projects are necessary to connect neighborhoods throughout the City to the downtown area and to other major attractors. New sidewalk projects underway are focused on the downtown/LCI study area; others that are recommended in the 2003 Pedestrian and Bikeways Plan include sidewalks/pedestrian crossings that improve the connectivity between neighborhoods to the Mid-City District and provide additional pedestrian connections to local schools. In addition, share-the-road signage is encouraged on several roadways with existing sidewalks to the north of PIB to accommodate cyclists.

Issue: No identifiable provisions exist for cyclists along Chamblee's roadways. Share-the-road signage can help alert motorists to the presence of bicycles. In addition, a map or brochure that identifies roads suitable for bicycles may encourage more cycling in the area. The City's proposed trails and shared-use greenway system will also provide safe alternatives for cyclists.

Issue: Coordination between the City and County to ensure consistent design and appropriate placement of the respective streetscape projects along PIB and Buford Highway. It is important to the future of these projects that there is good communication and coordination between the City and County in regards to the scope and design of the projects. This will ensure that both projects' designs are consistent with the goals of their projects.

Pedestrian Linkage Projects

- Streetscape Guidelines for Peachtree Industrial Boulevard (2003 adoption). These guidelines were developed by the City to guide the expansion of a safer and more comprehensive alternative transportation system. The guidelines encourage and identify the appropriate placement of sidewalks, mid-block crossings/crosswalks and signalization, bus shelters, landscaping, and proposed curb cut closures. Together, these projects will better enable established residential areas

north of PIB to access the City's center. The City is working with DeKalb County on several projects along this state route.

- The Buford Highway Streetscape Project (GDOT project # 0006254). This County-sponsored project will improve the streetscape along Buford Highway with improved (or repaired) sidewalks, pedestrian-oriented lighting, and refuge islands at high pedestrian areas along a 5.5-mile stretch of Buford Highway from the DeKalb/Fulton County line to I-285, which includes the portion that crosses through the City. The completion date is scheduled for 2007.
- The City is also installing new five feet sidewalks (south side of street only), lighting, landscaping and street furnishings along PIB from Johnson Ferry Road to Chamblee Dunwoody Road as part of an LCI project. The project entails replacing existing sidewalks from Chamblee-Dunwoody Road to Sexton Woods Road (ARC # DK-AR 255A) and is being designed in accordance with the Streetscape Guidelines for Peachtree Industrial Boulevard (2003).
- The FY2005-2010 Transportation Improvement Program (TIP) includes a DeKalb County-sponsored project (GDOT # 0002410) that will incorporate four feet-wide sidewalks on both sides of Peachtree Industrial Boulevard from McGaw Drive to North Peachtree Road, as well as crosswalks. The TIP cites 2012 as the completion date.
- Other projects in the area include improvements to Chamblee-Dunwoody Road, which recently received new sidewalks, lighting, and landscaping.

Chamblee Livable Centers Initiative (LCI) Projects

ARC #	Project Sponsor	Project Name	LCI Project Description	Construction FY
DK-AR 223	Chamblee	Chamblee-Tucker Pedestrian Corridor	The installation of new 5 foot sidewalks, lighting, landscaping and street furnishings along Chamblee Tucker Road from Peachtree Road to Peachtree Industrial Boulevard.	2005
DK-AR 224	Chamblee	Hood Avenue Pedestrian Corridor	The installation of new 5 foot sidewalks (on both sides of the street), lighting, landscaping and street furnishings along Hood Avenue from Chamblee Tucker Road to New Peachtree Road.	2005
DK-AR 225A	Chamblee	Peachtree Industrial Boulevard Pedestrian Facility	The installation of new 5 foot sidewalks (south side of street only), lighting, landscaping and street furnishings along Peachtree Industrial Boulevard from Johnson Ferry Road to Chamblee Dunwoody Road. Replace existing sidewalks from Chamblee-Dunwoody Road to Sexton Woods Road.	2005
DK-AR 226A	Chamblee	Watkins Avenue Pedestrian Corridor	The installation of pedestrian crossings at Watkins Avenue and New Peachtree Road.	2005
DK-AR 227	Chamblee	Peachtree Street/Malone Street Pedestrian Corridor	The installation of pedestrian crossings at Malone and Peachtree Streets.	2005
DK-AR 229	Chamblee	Chamblee Station Area Pedestrian Improvements	The installation of sidewalks, lighting, landscaping and street furnishings surrounding the Chamblee MARTA station on: Malone Drive from Peachtree Road to the abandoned rail spur (about 1 block north), Watkins Avenue from Chamblee-Tucker to New Peachtree Road (includes International Village streetscape detail), Malone Drive from rail spur to PIB (both sides), Miller Drive from rail spur to PIB (includes Mid-City District streetscape detail).	2007
DK-AR 236	Chamblee	Peachtree Road Streetscape	Streetscape improvements along the north side of Peachtree Road, adjacent to the Chamblee MARTA station, from Chamblee-Tucker Road to Pierce Drive. The streetscape will include new sidewalks, street trees, pavement enhancements at intersections, pedestrian lighting and street furniture where appropriate.	2007
DK-AR 237	MARTA	Chamblee Transit Station Improvements	Pedestrian improvements at Chamblee Station to facilitate safe movement to and around the station, including a walkway along the east busway, a pedestrian walkway across the east parking lot to connect with New Peachtree Road sidewalk, fencing and directional signage.	2006
DK-AR 320	Chamblee	Miller Drive Streetscape	Installation of 5 foot sidewalks (on both sides of the street), lighting, landscaping, and street furnishings, along Miller Dr. from Peachtree Rd. to the abandoned rail spur (about 1 block north).	2005

Parking

Although the majority of Chamblee is being planned to ensure pedestrian and non-motorized linkages and connections, the City also recognizes that automobile travel and its accessory uses such as parking is important to the health of the City. The majority of existing land use was developed when one car was standard, and so therefore, most existing uses are deficient in their parking requirements.

Parking is increasingly becoming an issue in the downtown area due to the on-going redevelopment of the area. Because the area is planned on a pedestrian scale, parking standards have been greatly reduced with a transit orientation in mind. As the number of higher density residential units and retail uses increases, so too does the parking demand. As a result, the City encourages shared parking. The Zoning Ordinance allows for shared parking in the International Village Overlay (IV-O) District, General Commercial (C-2) District, Mid-City (MC) District, and Neighborhood Commercial (NC) District. In these districts, a density bonus in units or non-residential square footage may be exchanged if shared parking is provided. In addition, the City allows off-site parking within 400 feet of the main entrance of a building if the required parking spaces cannot be reasonably provided on the same lot on which the building is located.

Although the City has chosen to develop in a more pedestrian, human scaled environment, the market has unfortunately not always responded favorably. Developers are finding that retail tenants are still demanding four or more parking spaces per 1,000 square feet before leasing. This has in fact somewhat slowed the pace of development of the Mid-City mixed use concept. Regardless of this pace, alternatives to surface parking should be identified due to the fact that redevelopment of the area is not conducive to the construction of new large-scale surface parking lots.

The City is taking measures to provide off-site public parking via an agreement with MARTA to lease parking spaces in close proximity to new ground-floor retail uses located in new and planned mixed-used developments in the Mid-City District. MARTA station parking is provided in surface parking lots, with approximately 1,600 spaces. Approximately half of the parking is located north of the MARTA station and half south of the MARTA station.

Parking occupancies were measured in each of the parking lots north and south of the MARTA rail line. These parking occupancies indicate 86% parking occupancy on the date studied. Average occupancies measured by MARTA in August and September are lower (52% and 64% respectively). As this figure shows, the parking lots on the south side of the MARTA station are filled to capacity while those on the north side are less utilized. The two lots north of the MARTA station that experience the least use are those lots located on the northeast and southwest corners of the intersection of Chamblee Tucker Road at Peachtree Road.

MARTA has worked with the City to adapt underutilized parking lots in the Mid-City District for use as mixed-use developments. A key example is the redevelopment of a former MARTA parking lot into a new mixed-use townhome development called Chalfont on Peachtree. Located at Chamblee Tucker/Peachtree Road, the development includes retail shops and restaurants with the potential for office and condominium uses. A second surplus MARTA lot is in the process of being made available for redevelopment. It is located opposite the MARTA station at the northwest corner of Peachtree Road and Chamblee-Tucker Road and is proposed to include street front retail space with upper story condominiums. Construction is anticipated to begin in 2006.

Other demands on downtown-area parking are created by large-scale events such as the Summer Festival, where parking arrangements are made with MARTA and with local businesses that do not use their parking lots on the weekend. Most major community events, however, are held at Keswick Park, which is north of PIB outside of the downtown area. A major event such as the Fourth of July can generate upwards of 3,000 people, which requires that the streets be blocked and people park along the streets throughout the Sexton Woods subdivision.

Issue: Opportunities for additional public parking areas should be investigated to accommodate the growing retail uses and special events in the downtown area. On-street parking can help mitigate parking deficiencies and should be provided for where appropriate. Private development in the Mid-City District is encouraged to incorporate on-street parking, and there may be

potential for providing on-street parking on Peachtree Road, which would also assist with traffic calming measures along that roadway.

Railroads and Airports

Norfolk Southern Railroad

Norfolk Southern Corporation operates a long-standing freight rail line that parallels the MARTA line in a southwest-northeast direction across the City center. There are no at-grade crossings inside the City limits, which is a positive aspect from a vehicular/pedestrian perspective. While the railroad is still active, several rail spurs exist in the Mid-City District that is no longer in operation. These spurs are incorporated into the Pedestrian and Bikeways Plan and are recommended for conversion to multi-use paths. The City has acquired two spurs that will allow residents of neighborhoods to the north of PIB to access the Mid-City District, the central business district, and International Village, and it works with the private sector to acquire and develop spurs that abut or traverse development sites.

A multi-way path is planned for implementation by DeKalb County on the west side of the Mid-City character area as part of a regional path system. This new path will use an abandoned railroad track which extends west of Clairmont Road from the southwest to north of the study area. This planned facility will connect the Mid-City area with Keswick Park north of Peachtree Industrial Boulevard. The city will continue to coordinate with the County to complete this project.

Issue: The acquisition of rail spurs and subsequent construction of pathways by the private sector is currently voluntary. Neither incentives nor regulatory provisions exist that promote further implementation of a comprehensive shared-use paths/greenway system.

Issue: Design standards for the rail spur pathway system are fairly generic and may result in inconsistent design upon implementation by various property owners. The Pedestrian and Bikeways Plan provides guidelines for design but does not prescribe a specific materials palette that can be followed by the City and private property owners alike.

Peachtree-DeKalb (PDK) Airport

PDK is a ‘general aviation reliever airport’ located on 765 acres of land, approximately 250 of which are located inside the City limits. Its classification means it helps reduce airport congestion by providing service for smaller general aviation aircraft, including corporate and business jets, aircraft charters, training aircraft, helicopters, aircraft maintenance and refurbishment, and personal aircraft. The airport averages approximately 230,000 take-offs and landings per year, making it the second busiest airport in the state.

Subsequent to the 1993 Airport Master Plan and a 1996 noise compatibility study, land to the north of Chamblee-Tucker Road was acquired as part of a federal buy-out. Approximately 200 residents were relocated due to the high levels of noise from airport operations, and the land was designated as a Runway Protection Zone (RPZ). The RPZ area cannot be used for residential uses or for airport expansion; however, a thirty-acre portion was recently approved to be developed as the International Village project. Located in the City’s International Village District, the \$70 million, 500,000 square foot mixed-use project is adjacent to airport about a half-mile from the MARTA station. It is anticipated to include retail uses, a hotel, conference center, and amphitheatre. As part of the approved site plan, the City has required the construction of bike lanes on all streets, including Chamblee-Dunwoody Road. Linking the site to the MARTA station and the central business district will also be facilitated with the construction of new sidewalks along Hood Avenue (under design with LCI funds) and Burke Terrace. Both projects are recommended in the 2020 Pedestrian and Bicycle Plan.

In addition to having a significant transportation role, the airport is also a community focal point. The City’s annual Veteran’s Day 5K road race starts and begins at the airport, an annual “Good Neighbor Day” event is held which showcases air shows, and a new children/viewing park is under construction.

Issue: Noise generated by the airport remains a concern of local residents. As part of its Good Neighbor Program, the airport established a series of programs to address noise abatement: 1. Preferential Use Runway Program, whereby runways that create the least impact on residential areas are used as much as possible pending weather and safety conditions. 2. Noise Abatement Flight Procedures, which studies procedures that promote more quiet departures and arrivals. 3. Voluntary Night Curfew to discourage flights between 11 p.m. and 6 a.m. 4. Noise Monitoring Program to identify procedures and aircraft types that create the most noise. 5. Noise Abatement Hotline, which allows residents to report incidents of noisy aircraft operations. Monthly reports are also presented to the Airport Advisory Board (AAB) each month and are posted on the PDK website. In spite of these measures, concerns about the noise persist, and some residents cite the intensity of use and the size of aircraft utilizing the airport as the reasons for the noise.

Transportation –Land Use Connection

The presence of the MARTA station has been integral in guiding the City’s land use goals and regulations. A prime example is the Mid-City District, which is a zoning classification that was adopted to encourage a mixture of residential, commercial, and office uses in close proximity to the Chamblee MARTA rail station area. Uses and development are regulated to create a built environment of traditional urban form that is oriented to pedestrians and of a density level necessary to support public transit. New development in the district is required to provide sidewalks and streetscape enhancements in accordance with City standards if sidewalks do not currently abut the property. The City’s development standards regulate site, landscaping and exterior architectural development to support the goal of creating an attractive, and pedestrian-scale environment.

Among the City’s expressed goals in the 2002 Land Use Plan Update is the creation of a pedestrian-friendly community and an increase in pedestrian linkages and transit-oriented development via the following strategies:

Pedestrian Oriented

- Install pedestrian activity zone signage at Peachtree Road gateways.
- Contract with MARTA to construct “wayfinding” signs along pedestrian routes, beginning in Keswick Park.
- Review methods to connect older established neighborhoods southeast of the rail station into the pedestrian network.
- Increase lighting and safety standards for pedestrian routes radiating from the MARTA station and mark crosswalks at selected intersections.
- Work with MARTA to re-design entrances to the station to enable pedestrians to use the station as a bridge between the two sides of the Mid -City District.
- Work with MARTA to build better pedestrian access from the south entrance of the station to New Peachtree Road and the Interactive College of Technology.

Transit Oriented

- Institute recommendations of the Chamblee MARTA Transit Oriented Development Study in the Mid City District to encourage transit oriented development and reduce reliance on automobiles.
- Specifically identify TOD areas ¼ mile from transit stops. Institute guidelines relating to land uses and pedestrian friendliness within ¼ mile of existing and proposed transit stops.
- Work with MARTA to redevelop parking lots #1 and #2 as a mixed-use center.

Since the 2002 Update, the City has worked with private developers to plan or construct several transit-oriented developments in accordance with the Mid-City District standards, as follows:

- Peachtree Malone Lofts: 134 residential condominiums across from the MARTA Station (complete);

- 5300 Peachtree Road: First mixed-use development in the City, with 242 loft-style condos and ground floor retail across from the MARTA station (under construction);
- The Battery: 192-unit apartment building at the corner of Miller Drive and PIB (June 2005 start date);
- Chamblee Senior Apartments: Proposed 65-unit multi-family affordable housing development for senior citizens on City-owned land at Malone Drive;
- Miller Station: Eighty-three residential condominiums with restaurant and retail space and covered parking;
- Chalfont on Peachtree: Redevelopment of surplus MARTA parking lot for 25 townhouses, as well as retail/restaurant uses (2006 start date); and
- Wal-Mart Development: Super Center with 41,000 additional square feet of retail shops fronting the sidewalk at Chamblee-Tucker Road; includes underground parking, streetscape/pedestrian/traffic improvements (Summer 2005 start date).

Issue: The traffic and speed along Peachtree Road, which is inconsistent with the more pedestrian-scale character of the area. As the corridor continues to develop as a mixed-use, pedestrian-oriented area, the current scale and use of Peachtree Road is perceived as inappropriate. Planned streetscape improvements can help ‘soften’ the area, but additional improvements may need to be considered to prevent the road from being used as a higher speed cut-through.

Outside of the Mid-City District, Clairmont Road is another area where existing traffic conditions are perceived as not being conducive to desired land uses, which are predominantly residential. At a public meeting (August 16, 2004) that was convened to discuss potential rezonings that could result in new development along the corridor, property owners indicated that changes to the area should take the form of enhanced streetscapes, smaller-scale neighborhood-friendly “village” development, shared parking, as well as setbacks, buffers, building height, and uses that are compatible with surrounding residential properties. Desired transportation improvements include traffic calming measures to facilitate safer pedestrian crossings.

Issue: The existing transportation conditions, both vehicular and pedestrian, along Clairmont Road are perceived as being inconsistent with the desired pedestrian-oriented scale for the area. In addition to land use considerations, such as height limitations on new development that is adjacent to residential zoning (Zoning Ordinance text amendment adopted on November 16, 2004), other issues can be addressed to ensure greater consistency between transportation and land use. Additional pedestrian crossings and streetscape improvements are examples.

Natural and Historic Resources

■ Data Analysis

The City of Chamblee is primarily built out and urbanized. There are a few scattered parcels available, and therefore, large tracts of undisturbed forest or significant natural features no longer exist within the City, although the City’s existing water supply, tree cover, natural habitats, open space and other environmentally sensitive areas are considered important to its future. The City recently adopted DCA’s Part 5 Environmental Regulations and a tree and buffer ordinance that protects mature trees, vegetation, waterways, recharge areas, and wetlands. The City continues to require and enforce soil erosion control, flood plain development restrictions, and other best land use practices to ensure these environmentally sensitive areas are protected, as well as stream quality and clean up. Environmental protection ordinances are currently under review along with the entirety of the City’s development ordinances.

Topography and Soils

The City of Chamblee lies within the Georgia Piedmont Province of the Southern Piedmont Region of the United States. Within the Piedmont Province, Chamblee lies within the Gainesville Ridges District. The City is relatively flat with gently sloping contours on primarily graded land. The majority of soils types found within Chamblee are classified as urban land soils. These soils are commonly found in developed areas and have, over time, been modified by grading, shaping and smoothing. Other soil types in Chamblee include Pacolet-Urban Land complex, Wedowee sandy loam, Cecil-Urban Land complex, and Appling Urban Land. Pacolet-Urban Land complex and Wedowee sandy loam soils have some limitations for urban uses due to slope. However, these limitations can be mitigated through design and the siting of structures. Cecil-Urban Land complex and Appling Urban Land soils are both well suited for most urban and recreation uses, except for septic tank absorption fields. Chamblee also possess poorly drained, nearly level floodplain soils which have limitations due to wetness and frequent flooding. A land use survey conducted in May, 1992, revealed that there are no prime agricultural lands or significant forested areas in Chamblee.

Water Resources

Floodplains

The FEMA has identified and mapped areas in Chamblee that are prone to flooding, based on the 100-year flood. Floodplains in Chamblee are found along the Nancy Creek and the north fork of Peachtree Creek. Appropriate ordinances have been adopted for floodplain protection.

Groundwater Recharge Areas

One groundwater recharge area is located near Chamblee has been mapped as a potential significant recharge area. This area is located northwest of the City and is centered primarily in Doraville. This area is already developed.

Water Supply Watersheds

Water supply watersheds are defined by the Georgia Department of Natural Resources as areas located upstream of a governmentally-owned public drinking water intake. The City of Chamblee is not located in a water supply watershed.

Wetlands

According to the U.S. Fish and Wildlife Service, no significant wetland areas exist in Chamblee.

Open Space Preservation

The City is part of the Georgia Community Greenspace Program, through the adoption of a Joint DeKalb County/Municipal Greenspace Plan (November 2000). This plan provided the foundation for the County and the City of Chamblee's participation in the State Greenspace Program. As part of this program, Chamblee received grants totaling \$86,405 towards greenspace acquisition. Although state funding is no longer available, this plan continues to provide guidance in future greenspace acquisition.

The City is activity preserving greenspace, either through direct purchase or by encouraging set-aside in new development. However, a major challenge is that there is very little vacant land available for purchase that is affordable for parkland or greenspace development. The City has completed and is in the process of implementing a pedestrian and bicycle master plan that identifies greenways and trails utilizing the abandoned rail spurs and between parks, and will continue to actively pursue the acquisition of greenspace in conjunction with this program. The City continues to coordinate with the FAA on acquiring property, including homes and businesses, within the Runway Protection Zone north of the PDK Airport for a passive community open space. The City is reviewing requirements for open space set asides, and mandatory access connections to the identified greenway as part of its development requirements.

Community Wildlife Habitat

Chamblee was the Southeast's first Community Wildlife Habitat to be certified by the National Wildlife Federation. Wildlife habitats that provide food, water, cover and nesting spots that have been certified include 100 backyards, three schoolyards and six workplace wildlife habitats. The Huntley Hills Garden Club and the Environmental Club at Chamblee High School also enhance the natural environment of the City.

■ **Conclusion**

The City has adopted DCA's Part 5 Environmental Regulations, a tree preservation ordinance, floodplain ordinance, a soil erosion and sedimentation ordinance, and a stormwater utility. Other best management practices, such as controlled grading, buffer standards and parking lot landscaping are also currently in place or are being revised during the current development ordinance review process. The City is also looking at ways to allow off-site tree planting for parcels unable to achieve minimum tree planting standards in more urban areas where land mass is not available. The City will continue to strive to protect and enhance its existing natural resources in the future.

Historic Resources

■ **Data Analysis**

The city has a "Historic City Core" designated as the historic CBD Character area. Unfortunately according to a recent historic preservation survey, there were no buildings that qualified as National Register structures. The City will continue to market and improve the historic culture and history of its CBD through streetscape improvements and cultural events and activities.

Land Use

■ **QCO Assessment**

The little undeveloped land that remains is scattered in small parcels throughout the City. The main opportunity for change exists in redevelopment of existing underutilized or obsolete properties and some infill. Emphases on urban design, mixed use and land use compatibility are the focus of future land use patterns within the City.

■ **Data Analysis**

Lying inside the I-285 perimeter, Chamblee is part of the dramatically growing "intown" area of Metro Atlanta, with ready access inward to key business districts (Buckhead, Midtown, and Downtown) and outward to the rapidly expanding northern suburbs.

Existing Land Use

Currently the City is a mix of single family detached, attached, and multi-family residential, neighborhoods; neighborhood, community and intensive commercial; and light industrial,

warehousing and distribution properties. Many of the industrial/commercial land uses within the redevelopment areas are active business and do not pose any serious negative externalities into their surrounding environments, and thus would easily fit into the vision of the new mixed use districts.

An inventory of existing land uses in the City reflects its predominantly built-out nature. The little undeveloped land that remains is scattered in small parcels throughout the City. The main opportunity for change exists in redevelopment of existing underutilized or obsolete properties. Emphases on urban design, mixed use and land use compatibility are the focus of future land use patterns within the City.

Although current land uses do not completely “match” the community’s vision per se, the City is well on its way to attracting land uses that represent this vision. The City of Chamblee has used comprehensive plan consistency, mixed use character areas and other progressive land development methods over the last five years. A review and appropriate update to City’s development regulations and processes will be undertaken at the end of the update process to capture land use recommendations and enhance comprehensive plan consistency.

Future Land Use

A number of critical issues relating to development were identified in the 2002 Land Use Plan Update and as part of previous public involvement. Although not representative in its entirety, the following issues surfaced as a repetitive theme:

- Lack of perceived identity in region, partly attributed to lack of formalized gateway treatments to City and focal areas (Mid-City District, CBD, Peachtree Industrial Commercial Village Corridor, and International Village), nor existence of consistent streetscape elements.
- The fact that the City is essentially built out.
- The desire to protect the established neighborhood within the City, while simultaneously providing additional affordable quality housing opportunities.
- Coordination of land use and infrastructure planning.
- The role of two major corridors, Peachtree Industrial and Buford Highway, as well as other major thoroughfares: Peachtree Road, Chamblee Tucker Road, Chamblee Dunwoody Road, and New Peachtree Road through the City.
- Physical attributes of existing structures and lot siting along Peachtree Industrial Commercial Village and in Mid-City District.
- Lack of pedestrian/non-vehicular linkages and accessibility between public transportation and surrounding land uses.

Both the LCI area (Mid-City) and the Parkway Commercial Village (previously the Peachtree Commercial Village) are populated with expansive industrial and commercial buildings (over one million square feet). Many of the structures are currently occupied and used for their intended purpose, although many more have outlived their usefulness in the wake of changing economic development patterns. Most were built after World War II and thus do not possess the kind of architectural details or layout to take advantage of conversion of these structures to loft type residential units and commercial. Most of these buildings are one story and set back far from the street, and only a small portion of the buildings were constructed in brick or other similar suitable materials.

Although few buildings within the Mid-City District and Peachtree Industrial Commercial Village are suitable for conversion, this issue is also a favorable redevelopment opportunity. The properties are not historically significant and do not require intensive preservation efforts, and many original refuse materials could be removed and recycled for profit. Thus, it is conceivable that their demolition will come easily; opening space for new buildings that better fit the community’s vision.

■ Conclusion

The City of Chamblee may have some redevelopment opportunities to transform itself into the united, progressive and quality community that it envisions. Because there is relatively little vacant land available, pressures for development and associated supporting infrastructure have not been recently encountered. Instead, the opportunities lie with the reuse of existing underutilized properties and remaining scattered vacant parcels within targeted areas of the City, including the Peachtree Industrial Commercial Village Corridor, International Village Overlay District, Mid-City District and Historic City Core. The integration of transit oriented development principles in redevelopment activities around the MARTA station in the Mid-City area, City-wide linkages, and a transformation of industrial uses to commercial uses that better reflect the community are keys to achieving a new identity for the City.

Over the last few years the City has actively embraced the Atlanta Regional Commission's Land Development Policies regarding traditional, multi-modal development patterns. The City has taken initial steps in guiding its transformation of these areas through the preparation of the International Village Master Plan International Village Overlay District for the International Village, a revision of the Zoning Ordinance to allow for mixed-uses in the CBD, the development of a Livable Centers Initiative that created the Mid-City District mixed-use zone, and the development of the Peachtree Industrial Commercial Corridor character area plan. The Future Land Use Plan and City codes have been updated since 2002 to reflect the recommended changes.

Community Character Areas

The City is currently organized into four main character areas in conjunction with small area plans completed to date. A full description of their current intent is listed below. A major part of the Community Agenda will be to identify and "tighten" up character areas throughout the City to reflect the overall community Vision. Three additional character areas are recommended as part of this plan update.

■ Mid-City

The underlying principle of the land use plan for the Mid-City area is to generate movement away from segregated uses and automobile orientation and to move towards a pedestrian oriented environment interconnected with the transit facilities. To this end, significant infrastructure improvements, including landscape and streetscape elements, pedestrian connections and sidewalks, the integration of focal points (plazas, fountains, parks and green space pockets), and façade improvements are planned.

The Zoning Ordinance establishes standards, parking requirements and guiding principles for two different mixed-use development orientations within the Mid-City district: pedestrian oriented and pedestrian/auto oriented, depending on the location within the District. These performance standards, guidelines and requirements were established to implement the recommendations made in the LCI Plan.

■ International Village

The newly revised Zoning Ordinance establishes provisions for guiding new development and redevelopment activities in the area designated by the Comprehensive Plan as the International Village Master Plan, which are intended to encourage a mix of uses both horizontally and vertically

on sites and in structures, to encourage creativity in the site planning process, to allow for joint use of parking facilities where appropriate, and to allow for additional density based on the provision of additional usable open space where appropriate. The Overlay District provides reductions in restrictions otherwise imposed by each of the underlying zoning districts, such as, but not limited to, permitting: home occupations in single family districts; limited ground floor service/office uses in multi-story apartment buildings in R-2 and R-3 zones; multi-family residential uses and office buildings with a residential component above the first floor allowed in O-I zones; and high rise apartment buildings and any use permitted in the O-I district in any area zoned General Commercial.

■ **Historic City Core (CBD)**

This Character Area is intended to encourage the continued viability of the City's historic Central Business District, preferably with uses that enhance the tourism potential of the City. The CBD is envisioned as a traditional downtown district with integrated shops, restaurants, services, offices, civic and religious facilities, and vertically mixed-use developments with residential components, creating a compact, pedestrian oriented environment. Chamblee City Hall is located on Peachtree Road in a portion of the district known as Antique Row, the character of which sets the envisioned small town historical theme for the district. Particular commercial uses, primarily auto repair related, adult entertainment business, and uses which utilize outdoor storage and sales are prohibited. Identifying elements, including application of a consistent streetscape, signage, street furniture, and parking lot landscape, are promoted. The City has been successful in attracting commercial uses to replace obsolete and underutilized industrial parcels in the CBD.

■ **Parkway Commercial Village (Previously Peachtree Commercial Village)**

Peachtree Industrial Boulevard

The fourth Character Area encompasses Peachtree Industrial Boulevard. Existing development patterns reflect the City's original orientation as a manufacturing and industrial activity center with industrial uses sited along major transportation corridors and rail lines. The Peachtree Industrial Commercial Village Overlay is designated for the entire length of the Peachtree Industrial Boulevard Corridor, with the exception of any area already covered by the Mid-City District Overlay. The Commercial Village character area is envisioned as a place where a compatible mixture of residential, commercial, service, office and recreational uses are integrated and linked together by a comprehensive circulation system. Land uses include regional employment opportunities, businesses, offices, retail shops, services, well-placed parks, plazas, and open spaces.

The Village Commercial Overlay sets forth: specialized planned commercial development standards and requirements limiting the types of uses permitted by regulating the square footage allowed; pedestrian oriented setbacks and parking lot layouts; specifying site layout and building orientation; recommending design features such as façade treatments, landscaping and streetscape elements; and buffer requirements to protect the residential uses behind the corridor.

Buford Highway

Buford Highway will become an extension of the Parkway Commercial Village Character Area.

■ **Neighborhood Living (new)**

This character area also includes older established neighborhoods, and could include appropriate senior housing. Commercial nodes within this character area include existing neighborhood village centers.

The purpose of the Neighborhood Living Character Area is:

- To retain and conserve the existing sound housing stock;
- To promote residential development that fosters a sense of community and provides essential mobility, recreation and open space; and,
- To stabilize and protect the essential characteristics of residential environments, including natural features.

A component of this character area also includes transitional corridors along major arterials.

Areas suitable for designation as Transitional Corridors are those originally developed for single-family homes that have or will become impacted by adjacent multi-laned thoroughfares and commercial encroachment and may no longer be suitable primarily for residential use. In the past, individual properties have been rezoned and converted in a way that has often been disruptive from an urban design sense: parking lots have replaced front lawns; houses have been remodeled unprofessionally, resulting in structures with incoherent design elements; signage has often been out of proportion to the structure and use advertised.

■ **Residential Row (new)**

Residential Row is a redevelopment area currently under another land use, but planned to accommodate medium density residential development of various types. This character area will serve as a transitional area from the higher density and commercial uses while protecting existing and planned single-family neighborhoods. Compatibility issues of the surrounding area, and specifically established neighborhoods should be a primary policy determination of the type of new development that is approved. Commercial activity centers that are appropriate include neighborhood and community villages and transitional corridors that are designed to serve the adjacent population.

SHORT TERM WORK PROGRAM ACCOMPLISHMENTS 2001-2005

Project	Implementation				Status
	Completed	O G	Pending	Dropped	

Economic Development					
Promote a new identity for the City through the creation of a new logo and signage at gateway points.	X				Completed. Further study in combination with the economic development strategy will be undertaken to determine additional signage requirements.
Maintain an inventory of available properties within the International Village and LCI districts.	X				Completed. Redevelopment and Infill opportunities were mapped as part of the 10 th Year Update.
Create a Development Authority to facilitate greyfield and redevelopment of underutilized properties	X				Completed.
Develop an Economic Development Plan that identifies potential local, national and international developers/investors for the International Village and MidCity District.		X			Additional economic development strategies will be developed as part of the new STWP.
Develop a cultural tourism plan.		X			On-going.
Work with DeKalb County in the creation of an enterprise zone in portions of the City for abatement of County taxes.	X				Completed
Natural and Historic Resources					
Work with GA DOT to increase buffer standards along major transportation corridors.	X				Completed—PIB Streetscape Plan.
Identify environmentally sensitive areas as part of the Comprehensive Land Use Plan Update.	X				Completed.
Revise regulations as necessary to address sensitive areas in order to guide growth away from environmentally sensitive areas.	X				Part 5 regulations and a Tree Ordinance have been adopted. Other environmental regulations will be reviewed during the ordinance rewrites.
Plant trees along both sides of all LCI streets between the curb and sidewalk as outlined in the LCI standard streetscape design guidelines.		X			Streetscape projects are being implemented as outlined within the community facilities section of this accomplishment list.
Develop an inventory of specimen trees that are of aesthetic or historic significance.				X	Dropped. After further investigation, it was decided that the amount of vacant land and the size of parcels make this goal impossible to impose throughout the city. Currently an incentive based and tree unit ordinance is being developed to save as many specimen trees as possible, where possible.
Continue to promote the “historic character” of downtown Chamblee		X			On-going. The Historic Core Character area within this plan will ensure that future development promotes the historic core.

Project	Implementation				Status
	Completed	O G	Pend- ing	Dropped	

Community Facilities					
Prepare a City wide bicycle and pedestrian plan	X				Completed.
Review methods to connect older established neighborhoods southeast of the rail station into the pedestrian network, during the Bike and Ped Master Plan Process.	X				Completed. Connectivity throughout the City was a priority within this study, and throughout the 10 th Year Comprehensive Plan update. The 2003 Bike/Ped Master Plan includes additional sidewalk connections; Hood Avenue sidewalk is under design.
Continue to work with FAA to develop a portion of the PDK Airport buyout area for public passive open space.		X			Redevelopment of the noise portion of the buyout area is scheduled to begin in 2005. The City will proceed with negotiations with the County on the undevelopable portion of this buy out area.
Work with MARTA to build better pedestrian access from the south entrance of the station to New Peachtree Road and the Interactive College of Technology.			X		Currently under design.
Increase Pedestrian Linkages and Transit oriented Development		X			The City continues to implement the Sidewalk and Bikeways, PIB Streetscape Guidelines and MidCity LCI.
Chamblee Tucker Pedestrian Corridor- LCI			X		Currently under design—from Peachtree Street to PIB
Peachtree Street/Malone Drive Pedestrian Corridor.- LCI	X				Completed
Peachtree Industrial Boulevard Pedestrian Corridor- LCI			X		Currently under design--Johnson Ferry Road to Chamblee Dunwoody
Watkins Avenue Pedestrian Corridor	X				Completed
Contact and work with MARTA to construct “wayfinding” signs along pedestrian routes, beginning in Keswick Park.	X				Completed.
Develop a standard set of streetscape standards that include lighting, signage and landscaping.	X				Completed. Streetscape plans were designed for International Village, MidCity and the Historic City Core and are currently being implemented.
Work with MARTA to redesign entrances to the station to enable pedestrians to use the station as a bridge between the two sides of the LCI district.		X			MARTA and the City are working together to redesign and rework the entire north entrance to make it more pedestrian oriented and improve connectivity to the MidCity Character Area.
Provide enhanced pedestrian crossings at the unsignalized intersection of the multi-use greenway trail and Chamblee Tucker Road, Malone Drive and Miller Drive.				X	Walmart will signalize intersection
Institute LCI recommendations within the LCI area in order to encourage transit oriented development and reduce reliance on automobiles.		X			Various projects have been scheduled and completed within the LCI/MidCity Character area—three of which are under design and two under construction.

Project	Implementation				Status
	Completed	O G	Pending	Dropped	
Institute guidelines relating to land uses and pedestrian friendliness ¼ mile from the existing and proposed transit stops.	X				The City completed an LCI surrounding the Chamblee MARTA station and revised its future land use plan map and zoning ordinance to encourage transit oriented development. This process will be continued and refined in this 10 th year Update.
Update the Comprehensive Future Land Use Map to identify transit oriented development locations.	X				The Future Land Use Plan Map was amended in 2002 to identify these interim changes. The City will again update their FLUP map to reflect plan changes.
Review the potential of incorporating additional greenspace within the MidCity District.	X				Greenspace and open space development were a major part of this 10 th Year update.
Study the possibility of renovating the Civic Center for additional City office space	X				Completed.
Explore and implement innovative methods of funding City facilities and services, such as user fees or impact fees for roads, streets, bridges, parks and open spaces, public safety facilities, libraries and other cultural facilities.		X			Several innovative funding sources were explored as part of this 10 th Year Comprehensive Plan Update.
Update parks master plans and implement improvements.	X				All park plans have been updated as appropriate.
Study the possibility of relocating and building additional park and recreation administration space.	X				Completed.
Create a linear park and pedestrian plaza along the northern edge of the Chamblee MARTA Station				X	Dropped. After further study, it was determined that there was not enough property to rework the northern entrance of the station and create a linear park. Although not technically park land, this area is landscaped.
Continue to implement the greenway and bicycle plan using abandoned system of rail spurs. Work with property owners to acquire rights to construct a bicycle pedestrian greenway trail along the abandoned Norfolk Southern rail spur.		X			Acquisition completed in 2004. Design is on CIP list for further funding.
Work with MARTA to make the current storm water detention area north of Peachtree road available for development as a passive park.				X	Dropped. It has been determined that the pond must stay secured.
Housing					
Work with developers within the MidCity and International Village Districts to integrate mixed types of housing within developments.		X			On-going. Several successful projects have been implemented.
Allow conversion of residential uses in transitional corridors to be used as professional offices in order to minimize impact on existing residences and to provide buffers between incompatible uses.		X			Conversions are allowed within certain areas of the City, although tighter compatibility within these corridors was included within the 10 th Year update.

Project	Implementation				Status
	Completed	O G	Pending	Dropped	
As part of the next comprehensive plan update, review quality and housing needs within the City.	X				Completed.
As part of the Comprehensive Land Use Plan Amendment, identify residential neighborhoods which may have potential land use incompatibility issues.	X				Compatibility issues and community character were development during the 10 th Year Comprehensive Plan Update. Appropriate ordinance will be included in the STWP.
Strictly and equitably enforce codes and ordinances throughout the appropriate City departments and through review boards, such as the International Village, Central Business and MidCity Review Boards.		X			This is an ongoing policy initiative and will not be included in the new STWP. The City is also investigating programs that will assist home and property owners to maintain and upgrade substandard conditions.
Develop a set of guidelines to protect existing single family neighborhoods southeast of the Mid-City areas from encroachment and incompatibility.	X				Completed
Review and potentially revise the extended stay hotel ordinance to include residential amenities as a form of affordable housing.	X				Completed. Standards have been adopted to assure safe and quality amenities for all multi-family dwellings.
Land Use					
Develop an annexation plan				X	We do not anticipate any annexation petitions due to Dekalb County having homestead option sales tax which results in City residents paying higher property taxes than those in the unincorporated areas.
Work with MARTA to redevelop Lots #1 and #2 as a mixed use center.	X				Complete. The Chalfont on Peachtree townhomes have been built on Lot #1 and Lot # 2 is scheduled to be permitted late 2005.
Develop the MidCity area as a “town center” implementation of performance standards.	X				Completed.
Create a MidCity Design Review Committee to ensure that proposed developments meet the spirit and intent of the special performance zoning standards.	X				A review committee was appointed to review the MidCity, International Village and CBD character areas.
Update the Future Land Use Map to reflect LCI and Zoning Code changes.	X				The City will readopt a character area based Future Land Use Plan map during this update.
Complete the 10 th Year Comprehensive Plan Update.	X				Completed.
Review codes and ordinances for a potential UDO.	X				Completed.
Review and potentially incorporate ARC’s “Retrofitting Corridors” Tool Kit into the Mid-City area.	X				Complete. Character area and corridor updates were part of this update. See above.
Review current regulations to determine ease of TND implementation. Make changes where necessary.	X				Completed.
Establish and maintain a regional database to define housing needs and a regional network to help address issues such as homelessness.	X				Completed.

Project	Implementation				Status
	Completed	O G	Pending	Dropped	
Review current regulations to determine if changes need to be made in order facilitate redevelopment and infill.	X				Completed.