



**A CITY
ON THE
RIGHT
TRACK**



CITY of CHAMBLEE
COMPREHENSIVE PLAN



CHAMBLEE CITY HALL

3-17-2015

JACOBS

RESOLUTION 2015- 6

**STATE OF GEORGIA
CITY OF CHAMBLEE**

**RESOLUTION ADOPTING THE
COMPREHENSIVE PLAN FOR THE CITY OF CHAMBLEE, GEORGIA**

WHEREAS, the City of Chamblee adopted its 2006 – 2026 Comprehensive Plan on June 20, 2006; and

WHEREAS, the City of Chamblee adopted an amendment to its 2006 – 2026 Comprehensive Plan on January 17, 2012 to incorporate territory that was newly annexed into its municipal limits as of January 1, 2011; and

WHEREAS, the City of Chamblee recognizes the need to prepare a Comprehensive Plan that provides for the orderly development and redevelopment of the entire City, including additional territory annexed in December 2013; and

WHEREAS, this Comprehensive Plan was prepared in accordance with the latest edition of the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989, as amended; and

WHEREAS, the Georgia Department of Community Affairs has reviewed the City's Comprehensive Plan amendment and determined that the plan complies with the local planning requirements and is therefore eligible for adoption by the City; and

WHEREAS, the adoption of this major plan amendment is necessary in order for the City of Chamblee to maintain its Qualified Local Government status.

BE IT THEREFORE RESOLVED, that the Chamblee City Council does hereby approve the resolution adopting the Comprehensive Plan.


Adopted this 17th day of March 2015.

BY:



R. Eric Clarkson, Mayor

ATTEST:



Emmie Niethammer, City Clerk

CITY OF CHAMBLEE: COMPREHENSIVE PLAN

ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

The City of Chamblee Comprehensive Plan is a guide for making rezoning and capital investment decisions and sets policies for City officials and staff concerning the future development. This update of the Comprehensive Plan builds upon a long city tradition of planning. At its foundation is the 2006 Comprehensive Plan which was later amended in 2012, and its building blocks include the Livable Centers Initiatives and other studies undertaken over the past eight years. Its preparation was guided by an extensive public outreach effort. That effort included press releases, an online survey, a public workshop, an open house, several steering committee meetings and interviews with local leaders.

Since the last amendment of the plan in 2012, a number of events have occurred that created the need to once again revise and update its findings and recommendations. These events include the annexation of over 2.8 square miles of land area, the completion of the Chamblee Town Center Livable Centers Initiative Study, announcement of the pending GM plant redevelopment, and an update to the Georgia Department of Community Affairs (DCA) standards, by which Comprehensive Plans in Georgia are required to meet. This update reassesses where Chamblee stands today and how it intends to develop in the future, as well as reorganizes the document to fit the requirements of the new state standards. It presents an updated community vision and corresponding goals, an assessment of needs and opportunities that the community will address in working toward that vision, and a work program designed to make that vision a reality.



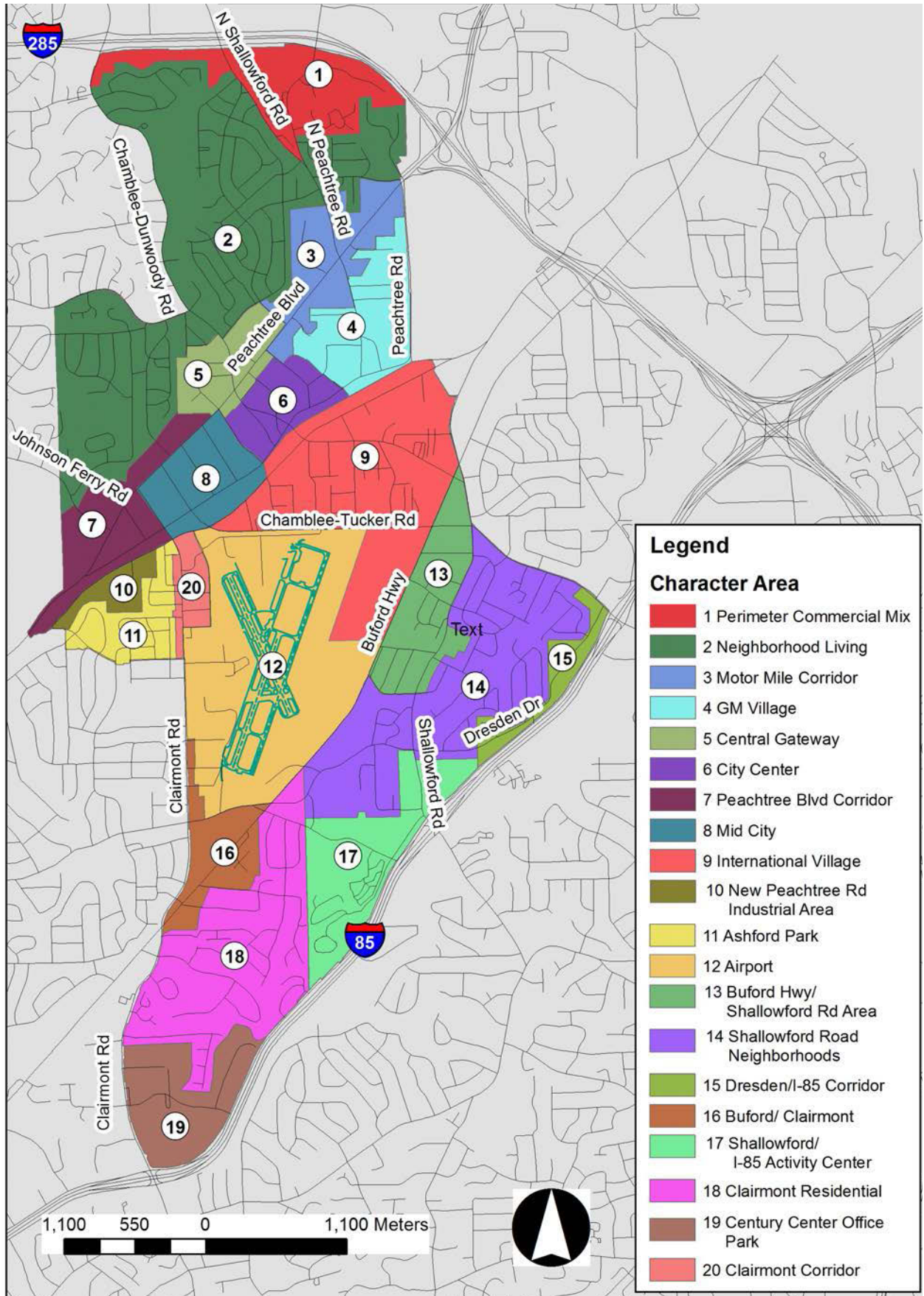
April 2 Public Kickoff Meeting



May 22 Open House



April 24 Public Workshop



THE VISION

The City of Chamblee aspires to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city.

This vision is supported by five overarching goals and a mission statement that will help shape the City's direction.

Goals

1. Create a greater sense of community identity.
2. Support a thriving business environment.
3. Promote a healthy and safe living environment.
4. Develop and maintain strong multi-modal connections.
5. Provide quality government service through partnership and cooperation.













































Mission Statement






The City of Chamblee is committed to excellence through exceptional leadership, quality services, community activities, and innovative planning in partnership with our residents and businesses.

The community's vision is further defined by the Future Development Map, which divides the city into twenty unique character areas along with associated subarea visions, policies and implementation measures. The Future Development Map plays a key role in guiding Chamblee's elected officials, and staff in future development and policy decisions. This Future Development Map is further supported by a Gateway Corridors and Structures Map, which identifies the preferred locations of gateway monuments, signs, and corridor streetscape treatments that are designed to enhance the community's sense of place. The gateways should reflect a unifying character for the city and the vision and recognized design elements of the character area that they lie within.

PRIORITY NEEDS AND OPPORTUNITIES

The recommendations of this plan were crafted to address a list of 23 priority needs and opportunities identified through the public outreach effort and existing conditions analysis. They support the five goals of the plan as charted below

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTIMODAL CONNECTIONS	QUALITY GOVERNMENT
					
1. Need for more community facility planning					
2. Need for additional funding and investment to maintain and improve community facilities.					
3. Need for a central community gathering place.					
4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible.					
5. Need to improve pedestrian infrastructure and landscape.					
6. Need to expand bicycle network and facilities.					
7. Need for better traffic and access management.					
8. Need for local connections across regional transportation facilities (i.e., Rail lines, Peachtree Boulevard, Buford Hwy, PDK Airport).					
9. Need for improved aesthetics.					
10. Need to facilitate investment in quality development.					
11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining.					
12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance.					
13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant structures.					
14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station.					
15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment.					

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTI-MODAL CONNECTIONS	QUALITY GOVERNMENT
					
16. Opportunity to brand “Chamblee’s Motor Mile” along Peachtree Boulevard.					
17. Opportunity to strengthen and support neighborhoods.					
18. Opportunity to support urban farming and gardening practices.					
19. Need for additional housing options.					
20. Need to create an environment that supports residents of all ages.					
21. Need to streamline and update city development regulations.					
22. Need for ongoing communications about city government plans, policies, and actions.					
23. Improve government data resources and accessibility.					

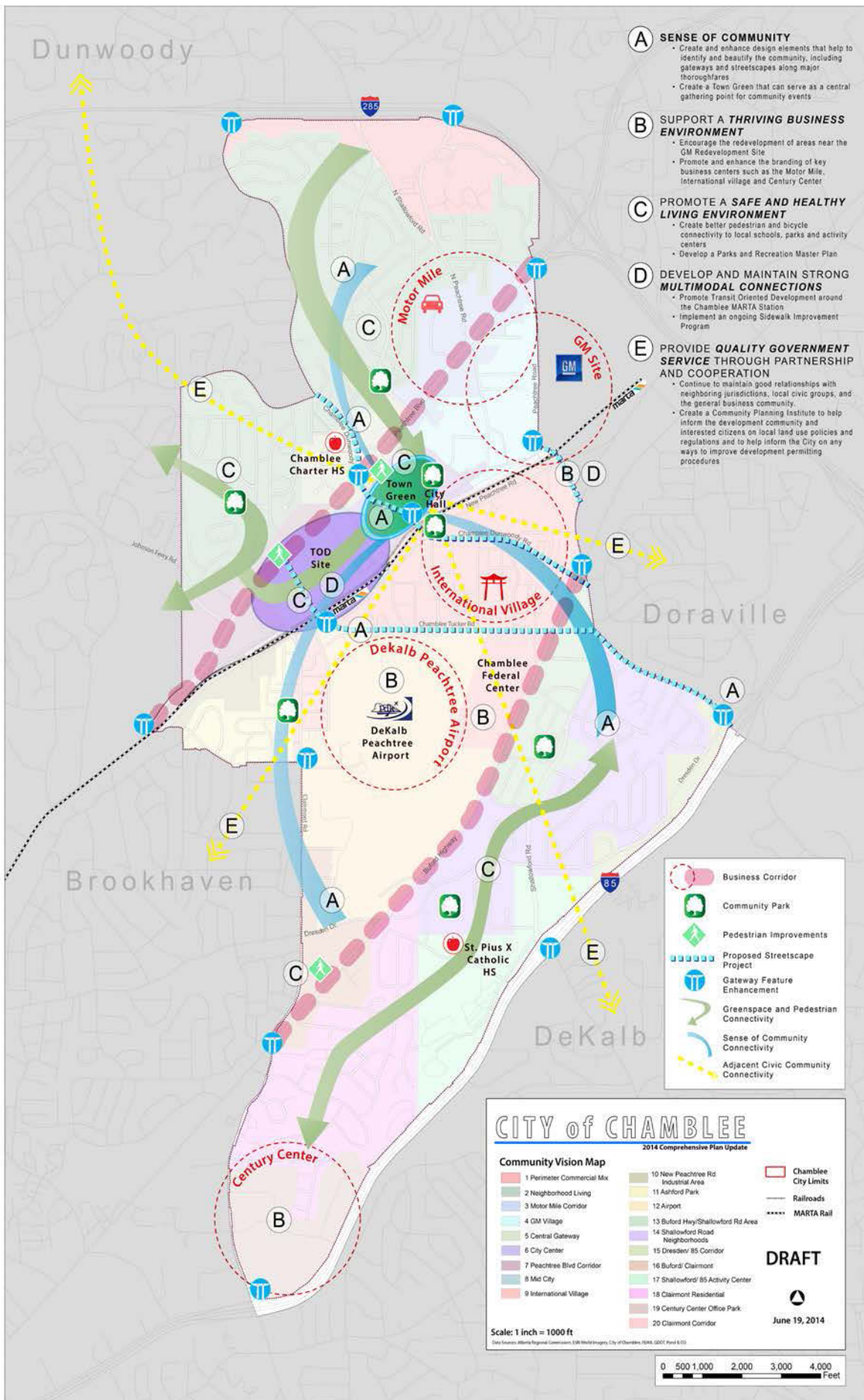


KEY RECOMMENDATIONS

Among the many recommendations of this plan, the following items stand out as key elements in achieving the community's vision for the future. These projects help to achieve multiple City goals, and its long-term vision.

- Construct new gateways to the city and wayfinding and a New Streetscape Plan for beautification of public area
- Create new zoning districts to support future vision for the city; new districts include Transit Oriented Development, Neighborhood Infill District, Airport, and Mixed Use Business Center
- Create a Community Planning Institute that will help educate the development community and interested citizens on the development process and city codes
- Create and fund a Sidewalk Improvement Program
- Develop and fund a Parks and Recreation Master Plan
- Capitalize on the Arts and Main Street Program
- Capitalize on the concentration of auto dealers on Peachtree Boulevard to form a Chamblee Motor Mile
- Better equip housing and public space for seniors
- Capitalize on the ethnic diversity of the city as reflective in the unique commercial establishments along Buford Highway
- Promote supportive land use patterns to capitalize on the redevelopment of the GM site in Doraville
- Establish incubator for small business startups in the Airport, International Village, and GM Village areas

The Community Vision Map graphic illustrates how the vision and goals of the plan translate to geographic space and highlights some of the key implementation steps to make it a reality.



PEACHTREE RD

OLD
CHAMBLEE
ANTIQUE
ROW



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CHAPTER I - PLAN OVERVIEW

I.1 PURPOSE

The requirements for any comprehensive plan prepared in Georgia are specified in “The Minimum Standards and Procedures for Local Comprehensive Planning,” adopted by the Georgia Department of Community Affairs (DCA). The latest version of these standards and procedures can be found in O.C.G.A Chapter 110-12-1, effective March 1, 2014. This plan update meets and exceeds these Minimum Standards. In doing so, the city is able to maintain its Qualified Local Government Status, making it eligible to receive certain types of state funding.

The City of Chamblee Comprehensive Plan is a living document that is continually updated and shaped by its leadership, staff, and citizens. It is a policy guide for city officials and staff decisions on rezoning, capital investment, and future development of the City. Prior to this planning effort, the last update of the plan was adopted in January 2012, and since then a number of events have occurred that created the need to revise again and update its findings and recommendations. These events include the annexation of over 2.8 square miles of land area (**Figure 1-1, Annexation Area Graphic**), and the completion of several major planning studies. This update reassesses where Chamblee stands today and how it intends to develop what it intends to preserve as result of these events. It presents an updated community vision, corresponding goals, and a work program designed to make that vision a reality.

I.2 SCOPE

In keeping with the requirements of the DCA standards and procedures, this plan is presented in three major components:

1. **Community Vision** – which lays out the future vision and goals that the community wants to achieve in text, maps and graphics;
2. **Needs and Opportunities** – which provides a list of the various needs and opportunities that the community will address;
3. **Community Work Program** – which provides policies and a 5-year Short Term Work Program designed to address the needs and opportunities. This program includes activities, initiatives, programs, ordinances, and administrative systems to be put into place or maintained in order to implement the plan.

In addition, the plan incorporates two planning elements, as defined by the DCA Minimum Standards, that are important to shaping the future of the community: Housing and Transportation. These elements are addressed in detail in the Appendix, which includes a technical addendum for each. The Appendix also includes a record of accomplishments highlighting the success of the previous Short Term Work Program adopted as part of the last plan, a detailed description of the public involvement process utilized in preparing this plan, and a report on how this plan is consistent with the Regional Water Plan and Environmental Planning Criteria.

The geographic area covered by this plan is that which is encompassed by the current incorporated boundaries of the City of Chamblee. The city is located just 15 miles north of Atlanta along I-85 in DeKalb County, and covers approximately 7.6 square miles of area (**Figure 1-2, City Boundaries Map**).

1.3 METHODOLOGY

This plan update is the product of the previous comprehensive plan, multiple planning efforts undertaken by the City since the previous plan’s adoption, and a four-month long public outreach effort. The previous comprehensive plan, the City of Chamblee Comprehensive Plan Major Amendment, adopted in 2012, laid the foundation for this effort, and where relevant, the findings and recommendations of the previous plan were incorporated and updated. In addition, this plan incorporated and updated the recommendations of several planning studies, including two Livable Centers Initiative (LCI) studies (one for Doraville and an update of the one for Chamblee) and the Buford Highway Multi-modal Corridor Study and the ongoing DeKalb County Comprehensive Transportation Plan (DeKalb CTP). **Figure 1-3, Previous Studies Map**, shows the boundaries of each of studies; the city is fully within the boundaries of the DeKalb CTP.

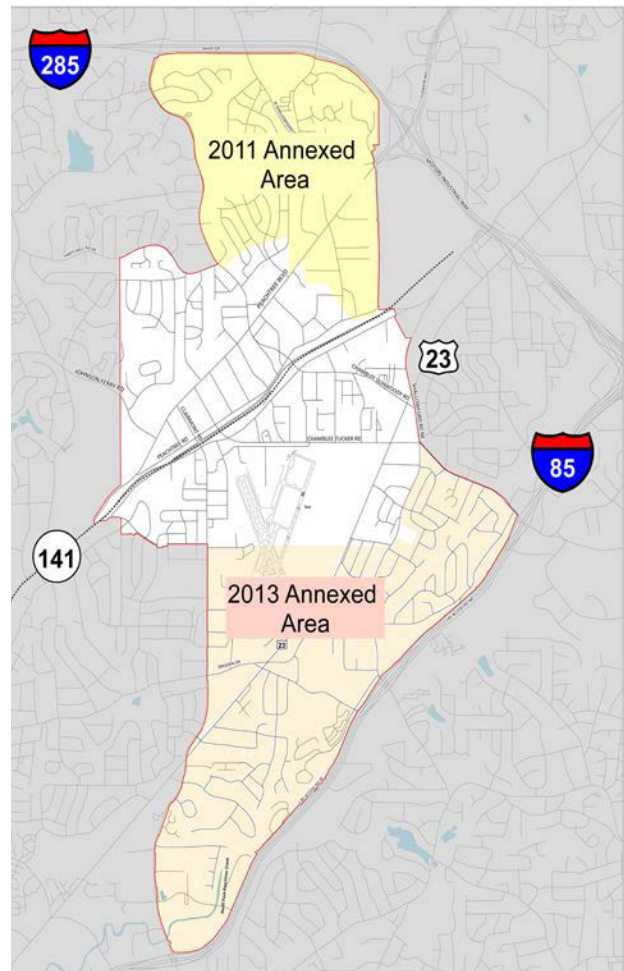


FIGURE 1-1: Annexation Area Graphic

this DeKalb CTP update included a public hearing, a community workshop, and an open house. Announcements and notifications of these meetings were included on the City website, local newspapers, and flyers. In addition, an online community survey was posted, providing those who could not make the public meetings an opportunity to have their ideas recorded and heard.

To help direct the formulation of the plan update, a Steering Committee was formed comprised of 12 members. These members represented a cross-section of the community including elected officials, local business interests, key staff, and residents.

The goals of the Steering Committee were to:

1. *Seek agreement on key issues*
2. *Establish common vision for the future*
3. *Decide actions needed to achieve that vision*

The Steering Committee met four times during the course of the planning effort, and summaries of their meetings can be found in the Appendix.

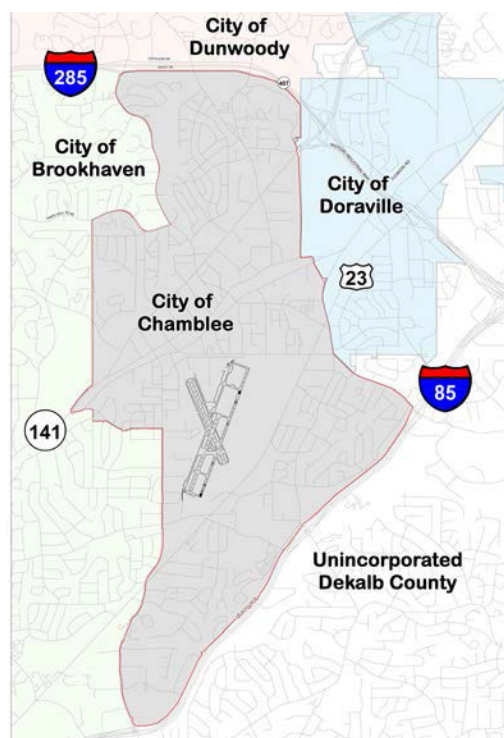


FIGURE 1-2: City Boundaries Map

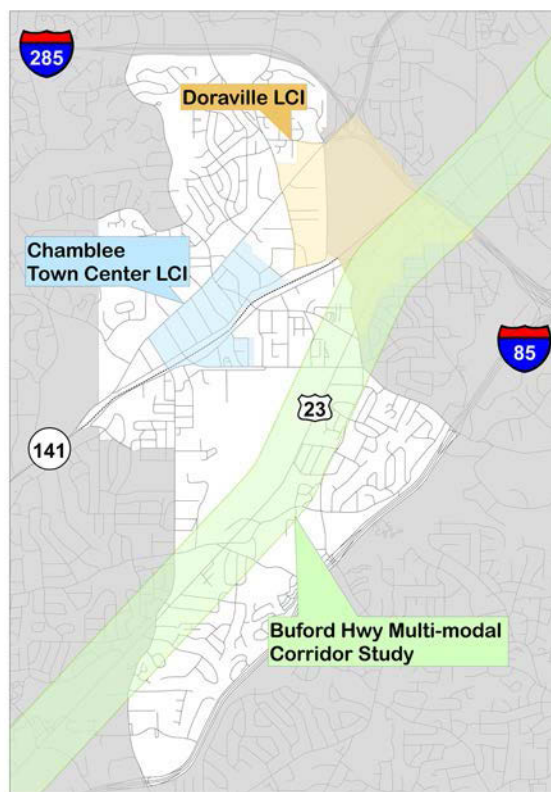


FIGURE 1-3: Previous Studies Map



CHAMBER OF COMMERCE



CHAPTER 2 - COMMUNITY VISION

2.1 INTRODUCTION






The community vision for Chamblee includes four parts:

1. The Vision Statement – supporting the overall vision for the community
2. Goals – overarching goals that the City seeks to achieve in the planning time frame
3. Character Areas – a detailed vision for sub-areas of the city
4. Streetscape and Gateways – a vision for its public right-of-way

This Chapter highlights each of these items, and key needs and opportunities that correspond with each of these goals will follow in Chapter Three.

2.2 VISION STATEMENT

The vision for each of the City’s character areas further defines and clarifies this statement for the future. The vision was created through a public vetting process that started with the vision statement from the 2012 update to the Comprehensive Plan. The 2012 vision was reviewed with the Steering Committee, modified and later vetted with the public at a Visioning Workshop, and further refined by the Mayor and City Council at their retreat in November 2014

VISION STATEMENT	GOALS	KEY POLICIES AND IMPLEMENTATION METHODS	
<p>The City of Chamblee aspires to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city.</p>	<ul style="list-style-type: none">  COMMUNITY IDENTITY  BUSINESS ENVIRONMENT  HEALTH & SAFETY  MULTI-MODAL CONNECTIONS  QUALITY GOVERNMENT 	<p>STRUCTURES AND GATEWAYS (PUBLIC REALM)</p>	<p>CHARACTER AREAS (PRIVATE REALM)</p>

2.3 GOALS

The Chamblee vision is supported by five overarching goals that will help shape the City’s direction. These goals are based on both analysis of existing conditions and trends, and the priorities voiced by the community through the public involvement process.

Goal A: Create a greater sense of community identity

Chamblee contains a number of beneficial assets that many communities desire to have, including good schools, good access to the regional transportation network, a strong employment base, and a number of strong, vibrant neighborhoods. Unfortunately though, many visitors to the city and countless more that pass through are not aware that they are in Chamblee, and even many that work and live here do not identify with the city but rather the larger Atlanta region. The City should be a place that its residents are proud to identify with, and a destination that visitors seek out. To achieve this vision, the city needs to enhance its gateways and community gathering spaces, encourage quality private investment, and foster a unique image that positively reflects on its many assets.

Key Needs and Opportunities:

- Additional branding of the city through gateway and directional signage, particularly in the downtown and annexed area.
- Creation of a Town Green or central community gathering space.
- Additional design standards for key corridors.

How Will We Measure Success?

- Enhancement of gateway signage at targeted locations.
- Undertaking streetscape projects along key road corridors leading into the city.
- Investment in the creation of a central community gathering space.
- Regular survey of community to measure contentment with City’s overall look and feel.
- Documented positive press coverage of the City’s public and private investments.



Goal B: Support a thriving business environment

A strong business climate in the city is vital to maintaining and improving the overall quality of life for citizens. City government and leadership should be responsive to the needs of current businesses and work hand-in-hand with the local business community to support their growth. The wide variety of development options available in Chamblee – spaces for lease, purchase, and properties for development and redevelopment- should be aggressively marketed, and new businesses recruited that supports the city’s vision and development goals.

Key Needs and Opportunities:

- Support of the local Chamber of Commerce and the Downtown Development Authority to promote the city as a business location.
- Continued promotion of Downtown Core to regional market.
- The hiring of a City Economic Development Director.
- Provide additional public parking downtown.
- Develop a plan to implement the Georgia Main Street Program to help brand the downtown and access available state funds.

How Will We Measure Success?

- Vacancy rate of office and commercial spaces, through the use of maintenance of the ARC vacant property inventory.
- Location of new businesses.
- Counts of business licenses within the city.



Goal C: Promote a healthy and safe living environment

Chamblee is a welcoming community where all citizens thrive regardless of age, income or ethnicity. There is a wide variety of housing, shopping, recreation, and employment options in the city. Residents and visitors are safe and secure in their homes and as they move about the city.

Key Needs and Opportunities:

- Development of additional recreational spaces.
- Attract private investment in housing for senior and millennial populations.
- Support the Atlanta Regional Commission's Lifelong Community Initiative.

How Will We Measure Success?

- Reduction in crime.
- Presence of diverse age groups living and working in city.
- Increase in the amount of parks and recreation space in the city.



Goal D: Develop and maintain strong multi-modal connections

Chamblee is well connected to the regional transportation system, with direct access to the following transportation resources:

1. Chamblee MARTA transit station
2. DeKalb-Peachtree Airport (PDK)
3. Interchanges on I-85 and I-285
4. Chamblee Rail Trail

However, it still needs improvement in its local pedestrian and bicycle network. One of the key goals of this plan is to invest in the development of a safe pedestrian and bicycle network, including sidewalks, crosswalks, bicycle lanes, and multi-use trails that provide connections between the city's activity centers.

Key Needs and Opportunities:

- Increase connectivity between neighborhoods/employment centers and major community destinations via bikes, pedestrians, and local transportation.
- Involvement in regional planning efforts to ensure Chamblee remains a target location of future transportation investment.

How Will We Measure Success?

- Incorporation of bicycle resources.
- Sidewalk improvement program implemented.
- Regular survey of population to measure ability to travel around via modes.

 **Goal E: Provide quality government service through partnership and cooperation**

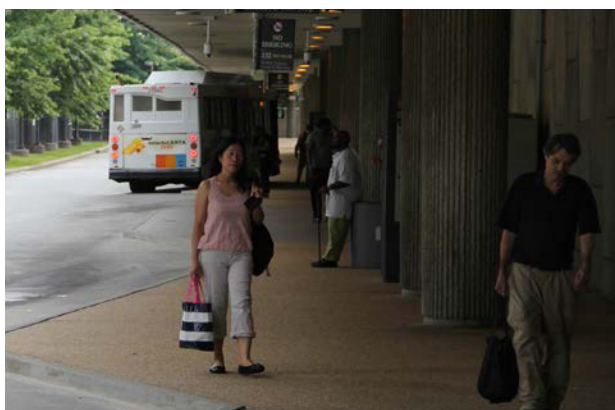
Chamblee is a well-managed city that works cooperatively with adjacent governments to reach common goals. The city maintains an open-door government that actively strives to positively engage all citizens and community groups. City services not only maintain health, safety and welfare and but also promote a well-rounded community.

Key Needs and Opportunities:

- Better use of the city website as means to inform the citizens of community activities.
- Active support of community programs and special events to draw people downtown.
- Utilize strong neighborhood organizations to improve communication to citizens.

How Will We Measure Success?

- Representation of different neighborhoods in city on boards and leadership roles within the city.
- Attendance at public meetings.
- Regular survey of population to gauge satisfaction with community services.



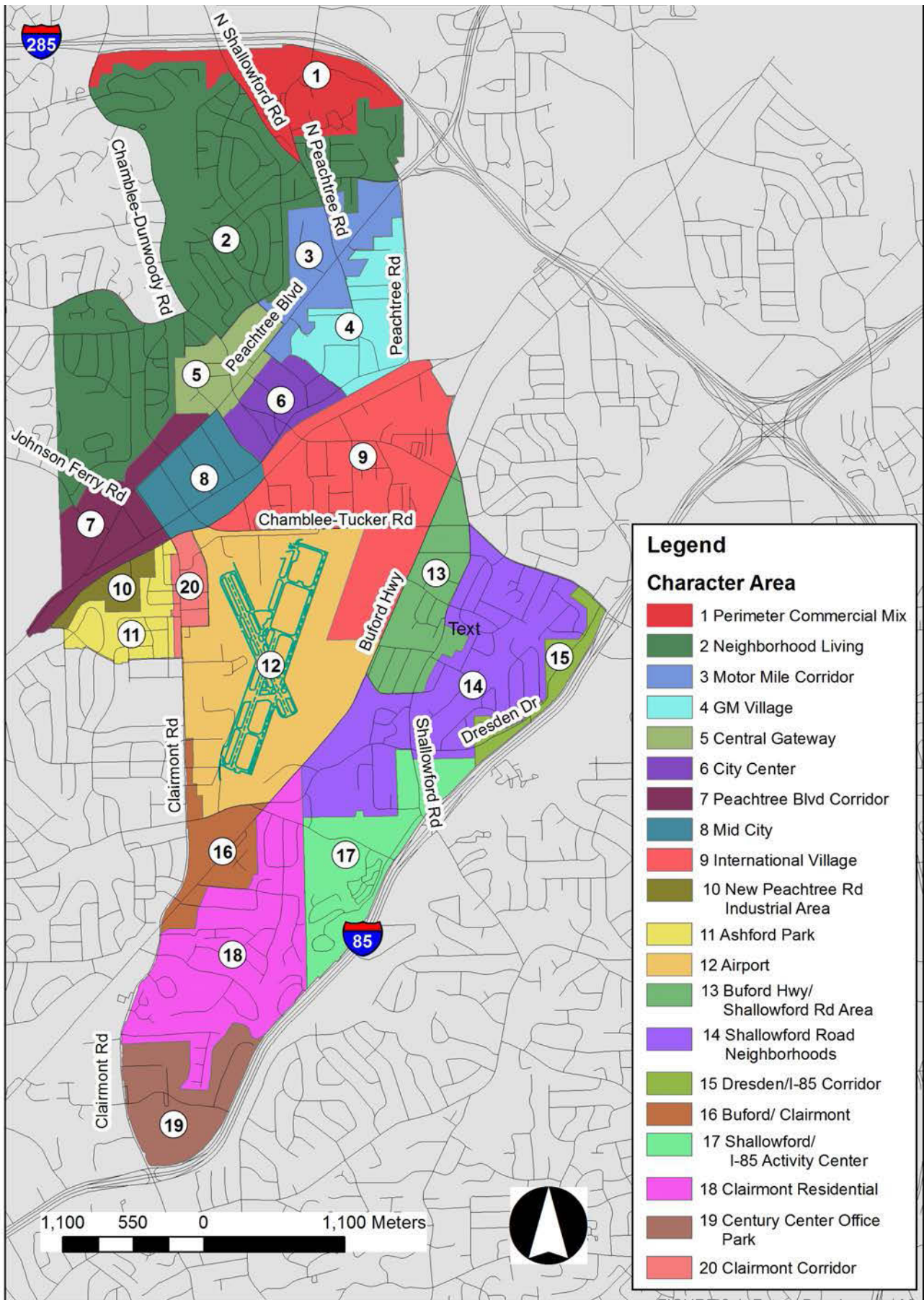


FIGURE 2-1: Future Development Map

2.4 CHARACTER AREAS

The **Future Development Map** is a location-based vision and policy statement to help guide Chamblee’s elected officials, and staff in future development and policy decisions. The Future Development Map divides the City of Chamblee among twenty unique character areas as shown in Figure 2-1.

Each character area has a set of goals – including a vision statement, delineation of appropriate zoning districts, and implementation measures for achieving the vision for the area. Supporting this information are photos and images of existing conditions and/or desirable future development and character. The map and corresponding policy framework is a tool to help make planning, zoning, and development decisions that are consistent with the vision and goals for the future.



The Georgia Department of Community Affairs defines a character area as:

A specific geographic area or district within the community that meets one of the following:

- Has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, and arts district, a neighborhood, or a transportation corridor).
- Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern).
- Requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.).

City of Chamblee Zoning Districts

Zoning Districts are described in Section 404 of the City of Chamblee Zoning Ordinance as follows:

Existing Zoning Districts

- **NR-1**, Neighborhood residential 1 district. This zoning district is intended primarily for single-family residences and related uses. This district is designed to stabilize and protect the residential characteristics of the district and to encourage a suitable family life on larger lots.
- **NR-2**, Neighborhood residential 2 district. This zoning district is intended primarily for single-family residences and related uses. This district is designed to stabilize and protect the residential characteristics of the district and to encourage a suitable family life on smaller lots.
- **CR**, Corridor residential district. This zoning district is intended primarily for two-family and multifamily housing and related uses. This district is designed to provide a multifamily residential characteristic with lower densities.
- **VR**, Village residential district. This zoning district is intended primarily for two-family and multifamily housing and related uses. This district is designed to provide a multifamily residential characteristic with higher densities.
- **NC-1**, Low-density neighborhood commercial district. This zoning district is intended primarily for mixed-use development and related uses at a lower density. This district provides a location for residences and convenient goods and services directly adjacent to single-family neighborhoods that will satisfy the common and frequent needs of the residents of nearby residential neighborhoods with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.
- **NC-2**, Medium-density neighborhood commercial district. This zoning district is intended primarily for mixed-use development and related uses at a medium density. This district provides a location for residences and convenient goods and services not directly adjacent to single-family neighborhoods that will satisfy the common and frequent needs of the residents of nearby residential neighborhoods with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.
- **CVC**, Corridor village commercial district. This zoning district is intended primarily for non-residential development and related accessory uses at a medium density where auto-dominated uses are not appropriate. This district provides a location for non-residential uses in corridors of the city that serve needs of the city's businesses and residents designed

in a manner that encourages a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians

- **CC**, Corridor commercial district. This zoning district is intended primarily for mixed-use development and related uses at a medium density. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of the city’s businesses and residents with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.
- **VC**, Village commercial district. This zoning district is intended primarily for mixed-use development and related uses at a higher density. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of the city’s commercial core and greater Chamblee area with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians. (See the descriptions of the proposed TOD and VC-2 districts on the next page.)
- **IT**, Industrial transitional district. This zoning district is intended for properties that are located on or have ready access to a major street or state highway and in which light industrial activities conclude a transition or locations which complement a transition into a less intense residential or commercial district while maintaining an attractive environment.
- **I**, Light industrial district. This zoning district is intended for properties that are located on or have ready access to a major street or state highway and are well adapted to light industrial development but whose proximity to residential or commercial districts makes it desirable to limit industrial operation and processes to those that are not objectionable in terms of the emission of noise, vibration, smoke, dust, gas, fumes, odors and do not create fire or explosion hazards, or other obnoxious conditions.

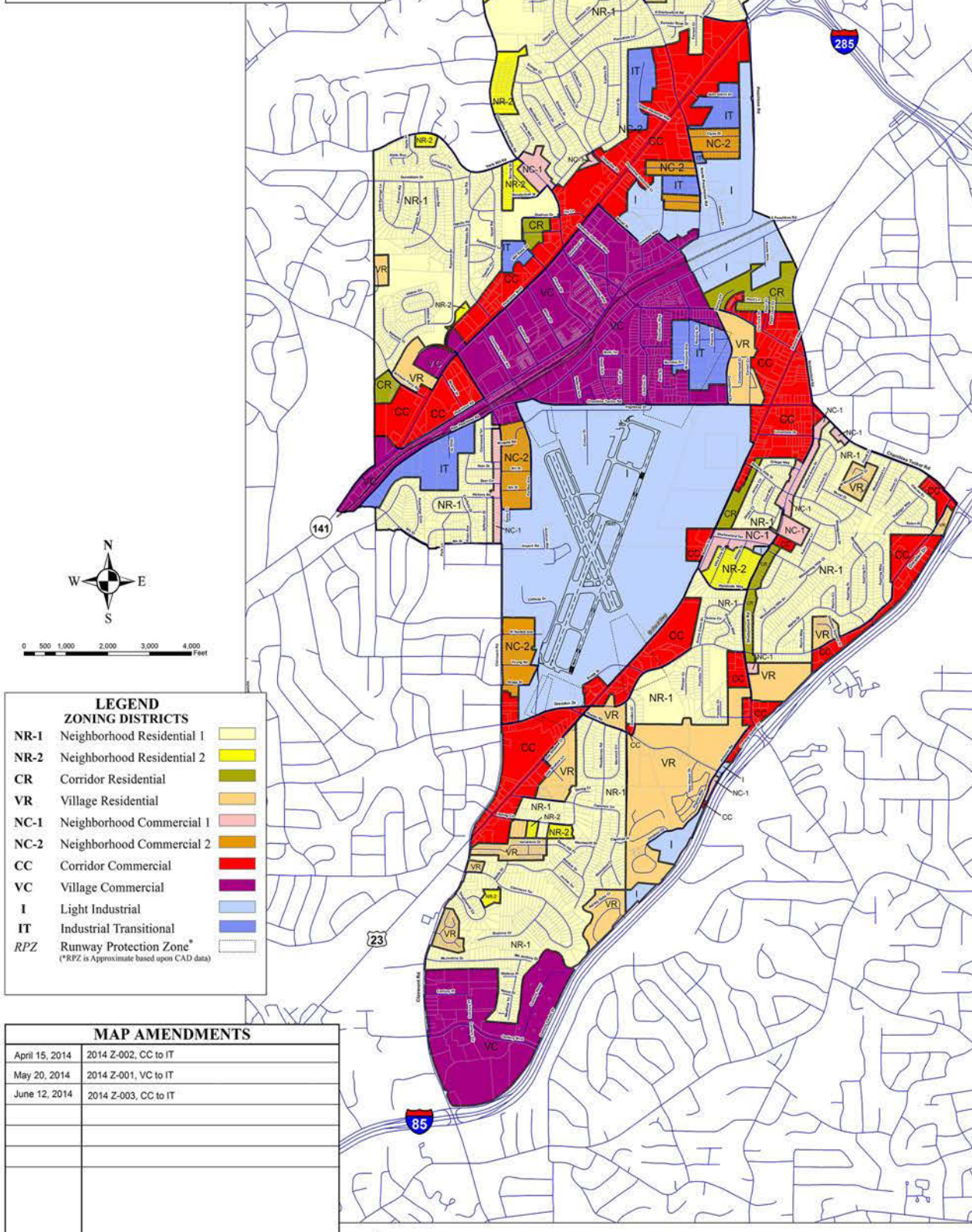


OFFICIAL ZONING MAP
OF THE
CITY OF CHAMBLEE, GEORGIA

ADOPTED BY THE MAYOR AND CITY COUNCIL ON

[Signature] DATE **Dec 18, 2013**
MAYOR *[Signature]* CITY MANAGER

This is to certify that this is the Official Zoning Map referred to in the Chamblee zoning ordinance.



LEGEND
ZONING DISTRICTS

- NR-1 Neighborhood Residential 1
- NR-2 Neighborhood Residential 2
- CR Corridor Residential
- VR Village Residential
- NC-1 Neighborhood Commercial 1
- NC-2 Neighborhood Commercial 2
- CC Corridor Commercial
- VC Village Commercial
- I Light Industrial
- IT Industrial Transitional
- RPZ Runway Protection Zone*
(*RPZ is Approximate based upon CAD data)

MAP AMENDMENTS	
April 15, 2014	2014 Z-002, CC to IT
May 20, 2014	2014 Z-001, VC to IT
June 12, 2014	2014 Z-003, CC to IT

FIGURE 2-2: Official Zoning Ma

Proposed Zoning Districts

Note: As per the recommendations of the LCI Update, there is a need to modify the existing VC, Village Center district, to better accommodate Transit Oriented Development (TOD) and provide more flexible design in areas more limited for redevelopment. In order to accommodate this, the current boundaries of the Village Commercial zoning district will be split up to create a new TOD. It is recommended that the boundaries of TOD district conform to the boundaries of the Mid-City Character Area on the Future Development Map. The remaining VC areas outside Mid City district will remain VC.

The other proposed districts are the Airport district, the Neighborhood Infill District, and the Mixed Use Business Center district. The need for these districts was identified as a result of the new annexation and the attempt to apply existing city zoning districts to these new areas. The existing zoning districts really do not adequately support the future community supported vision for the areas around PDK Airport and the Century Center Office Park

- **TOD**, Transit Oriented Development district – This zoning district is intended primarily for mixed-use development and related uses appropriate for those living a transit oriented lifestyle. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of those strongly reliant on easy pedestrian access to rail transit to satisfy their transportation needs. Design standards and design parameters for this area, stress greater mixed use intensity and are intended to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians. This district will allow taller building heights than the current VC district, and introduce minimum parking requirements.
- **A**, Airport district – This zoning district is intended to support continued improvements and developments within and around DeKalb Peachtree Airport (PDK) to spur on economic development and support airport oriented businesses. Future residential encroachment will be restricted.
- **MU-BC**, Mixed Use Business Center district - This zoning district is intended for developments such as the Century Center Office Park*, which will allow a mixed use development primarily oriented to high rise office uses with easy access to the interstate highway system.
- **NR-3**, Neighborhood infill district - This zoning district is intended to provide standards for a specific infill development plan that would apply to an existing lot or series of contiguous lots within or adjacent to an existing neighborhood that would allow innovative use of the property

*Subject to court ruling affirming Chamblee's jurisdiction

List of Proposed Zoning Districts:

NR-1 - Neighborhood Residential 1 district

NR-2 - Neighborhood Residential 2 district

NR-3 - Neighborhood Infill district (Proposed, previously CR

VR - Village Residential district

NC-1 - Low-density Neighborhood Commercial district

NC-2 - Medium-density Neighborhood Commercial district

CC - Corridor Commercial district

CVC - Corridor Village Commercial

VC - Village Commercial district

IT - Industrial Transitional district

I - Light Industrial district

TOD - Transit-Oriented Development

VC- Village Commercial district (Proposed)

A - Airport (Proposed)

MU-BC -Mixed Use Business Center district (Proposed)*

*Subject to court ruling affirming Chamblee's jurisdiction

I Perimeter Commercial Mix

a. Vision

The Perimeter Commercial Mix area will be an active employment center and welcoming gateway to the city from I-285. The area will provide a mix of professional, commercial, and residential uses integrated within an aesthetically pleasing boundary along I-285.



Apartments on N. Shallowford Road

b. Appropriate Zoning Districts

- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district

c. Key Policies and Implementation Measures

- Work with bordering cities through regional planning efforts to help achieve the following:
 - Better connectivity between local destinations.
 - Funding for planning and capital investment in infrastructure.
 - Redevelopment of obsolete and underutilized land uses.
 - Implementation of compatible physical design standards along the I-285 corridor.
 - Protection of the environmental quality of Nancy Creek.
 - Gateway signage and streetscape improvements at key intersections.



Vacant Office Buildin

2 Neighborhood Living

a. Vision

This area will remain a strong stable single-family residential area of well-maintained housing with a distinct community identity. The interior of the area will remain single-family residential on large lots, supported by nearby commercial areas for services, and local parks for recreation.

b. Appropriate Zoning Districts

- NR-1 - Neighborhood Residential 1 district
- NR-2 - Neighborhood Residential 2 district
- NR-3 Neighborhood Infill district
- VR - Village Residential district
- NC-1 - Low Density Neighborhood Commercial district

c. Key Policies and Implementation Measures

- Improve local pedestrian and bicycle connectivity through investments in sidewalks, paths, and bike facilities connecting residents to local recreational and shopping opportunities.
- Implement traffic calming measures on local streets to reduce speeding and cut-through traffic



Single-family residential home



Infill single-family home



Huntley Hills Neighborhood Park

3 Motor Mile Corridor

a. Vision

The Motor Mile Corridor will continue to be a major regional shopping destination for auto sales and service. Though local commercial areas will be primarily auto oriented in their marketing, local land uses will reflect a mixed use urban environment that is friendly to alternative modes of transportation and visually appealing to visitors.

b. Appropriate Zoning Districts

- CC - Corridor commercial district
- IT - Industrial transitional district

c. Key Policies and Implementation Measures

- Implement urban design standards that feature coordinated signage, inventory display, street furniture, lighting and landscaping that create a recognizable character for the corridor and improve walkability.
- Install a prominent gateway monument close to I-285, announcing that the area is part of Chamblee.
- Maintain appropriate buffers between residential areas to the north and the commercial uses along the corridor.
- Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor within the requirements of the IT zoning district.



Car dealerships on the Motor Mile



Looking south on Peachtree Boulevard



Looking north on Peachtree Boulevard

4 GM Village

a. Vision

The GM Village will support and complement the redevelopment of the adjacent former GM plant. The area will contain supportive industry, services and housing with a complementary design and style.

b. Appropriate Zoning Districts

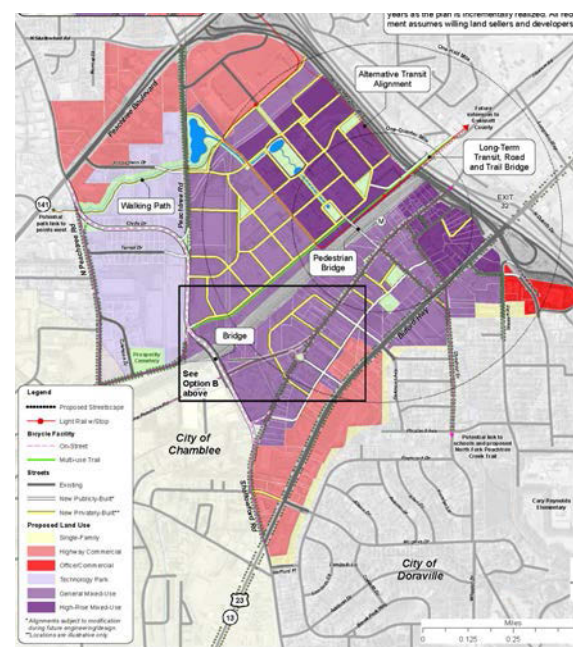
- NC-2 - Medium Density Neighborhood Commercial district
- IT - Industrial Transitional district
- I - Light Industrial district

c. Key Policies and Implementation Measures

- Work closely with the City of Doraville to construct a new roadway connecting Peachtree Road to New Peachtree Road that will provide an additional crossing of the rail line.
- Adopt new design standards that complement the design of the redeveloped GM site.
- Promote the area for light manufacturing and clean industries.
- Establish incubator for small business start-ups.



View of the old GM plant, looking toward Doraville



Doraville 2010 LCI - Framework Plan

5 Central Gateway

a. Vision

As visitors pass through Chamblee along Peachtree Boulevard they will have a clear sense of arrival at a unique and inviting destination that they will identify with the greater Chamblee community. This will be an area that draws attention to the City Center, and yet also serves the local service needs of the surrounding neighborhoods.



Chamblee Charter High School

b. Appropriate Zoning Districts

- NR-1 - Neighborhood Residential 1 district
- NR-3 - Neighborhood Infill district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district
- IT - Industrial Transitional district



Shopping Center on Peachtree Boulevard slated for a mixed use development

c. Key Policies and Implementation Measures

- Construct streetscape improvements to Chamblee Dunwoody Road, Peachtree Boulevard, along with gateway features at the intersection of Broad Street and Peachtree Boulevard.
- Support the redevelopment of Chamblee Plaza as a signature mixed-used development.
- Improve pedestrian connectivity

to and from Chamblee High School.

- Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor within the requirements of the IT zoning district.

6 City Center

a. Vision

The City Center will be a vibrant and unique destination that ties the greater Chamblee community together. A center for civic activities that through its design will continue to reflect the city's rich history and forward looking aspirations. The area will contain a compatible blend of historic and modern buildings within a safe and walkable environment. The area will be a draw for tourism, and serve as a service provider to adjacent mixed-use neighborhoods.

b. Appropriate Zoning Districts

- VC - Village Commercial district

c. Key Policies and Implementation Measures

- Construct streetscape improvements along Broad Street and Peachtree Road.
- Create a central Town Green that can serve as a gathering space for outdoor community activities.
- Plan for and invest in a community trail network, building on Chamblee Rail Trail.
- Continue to pursue potential state and federal programs to improve downtown revitalization through the Georgia's Classic Main Street program.
- Create a public parking reservoir.



City Hall



Mixed use

- Support public artwork to commemorate the city's history and future vision.
- Allow adaptive reuse or redevelopment of obsolete buildings and underutilized land.

7 Peachtree Boulevard Corridor

a. Vision

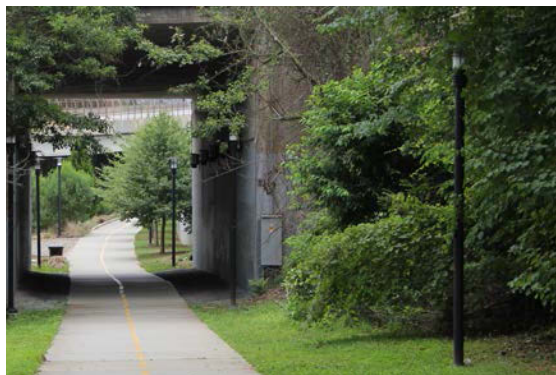
An active and visually appealing mixed-use corridor serving the needs of the surrounding neighborhoods and pass-through regional traffic. It is envisioned as a destination for expanded interstate trade and small business opportunities, as well as an inviting location for pedestrian oriented human scale development. The area will be linked by a comprehensive transportation network that accommodates pedestrian, bicycle, and vehicular traffic

b. Appropriate Zoning Districts

- NR-3 - Neighborhood Infill district
- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district

c. Key Policies and Implementation Measures

- Encourage the redevelopment of existing strip commercial development into pedestrian scale, interconnected nodes.
- Plan for and invest in a community street, trail and sidewalk network that is friendly to alternative modes of transportation.
- Regularly coordinate with the City of Brookhaven on land use issues along our shared border, to help ensure a consistent design and compatibility of uses.



Chamblee multi-use trail



Townhome development on Johnson Ferry Road



Peachtree Boulevard looking south

8 Mid City

a. Vision

Centered around the Chamblee MARTA Station, this area will support transit oriented lifestyles with associated housing, services, and employment.

b. Appropriate Zoning Districts

- VC - Village Commercial district
- TOD - Transit-Oriented Development (Proposed)

c. Key Policies and Implementation Measures

- Improve pedestrian connections to the MARTA station through the maintenance of and invest in streetscape elements such as sidewalks, fountains, and parks/green space.
- Undertake a parking study for the district and investigate the potential of additional public parking.
- Develop a regional detention area and community space on MARTA owned property located between Chamblee Tucker Road or Malone Drive.
- Work with MARTA to incorporate mapping and way-finding within the station and at bus stops, and prototype bus shelters to enhance the character of the area.
- Provide safe and convenient access to future Chamblee Rail Trail Extension
- Seek high quality development adjacent to the MARTA station.
- Create a blueprint for streetscape improvements



Peachtree Malone Lofts



Chamblee Village



Senior Connections



Chamblee Transit Station

9 International Village

a. Vision

The vision of the International Village is two-fold:

- To fortify and sustain the area as a living and working community for all people.
- To strengthen the local economy by enhancing the appeal of the area to non-residents who desire to experience an authentic international community.

b. Appropriate Zoning Districts

- NR-3 - Neighborhood Infill district
- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district
- IT - Industrial Transitional district
- I - Light Industrial district

c. Key Policies and Implementation Measures

- Create specific redevelopment plan for development along the major corridors, including New Peachtree Road, Chamblee-Dunwoody Road and Chamblee-Tucker Road that reinforces the international theme.
- Increase marketing cultural heritage and events, such as exhibits, festivals,



China Town



Interactive College of Technology

and parades.

- Construct improvements on Chamblee Tucker Road corridor to better facilitate pedestrian and bicycle traffic between the MARTA station and the IRS/CDC complex on Buford Highway.
- Establish incubator for small business start-ups.

10 New Peachtree Road Industrial Area

a. Vision

An employment center with easy access to the PDK Airport and the MARTA Station. Primary uses will be light industrial and offices that do not generate excessive noise, vibration or nuisance characteristics for nearby residential neighborhoods.

b. Appropriate Zoning Districts and Infill Development Policies

- IT - Industrial transitional district

c. Key Policies and Implementation Measures

- Market the area for economic investment.
- Encourage the location of incubators and adaptive reuse of buildings.
- Require appropriate buffers between this area and the residential areas adjacent to it.



GDOT District 7 Office



A MARTA bridge creates a barrier between this area and Peachtree Boulevard Industrial area



A MARTA overpass creates a barrier between this area and Peachtree Boulevard Industrial area

II Ashford Park

a. Vision

A strong single-family residential neighborhood with good access to the MARTA station and PDK Airport, offering good opportunities for infill residential development.

b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood residential 1 district
- NR-3 - Neighborhood infill district

c. Key Policies and Implementation Measures

- Identify and implement traffic calming measures that are acceptable to neighborhoods experiencing speeding and cut-through traffic
- Ensure compatibility between new infill construction and existing residential homes by establishing design standards for types of infill



12 Airport

a. Vision

Centered around one of the busiest airports in the state and operated by the county, the Airport Character area is economic hub for regional business and County government services. A prominent feature in the heart of Chamblee, the airport will reflect an aesthetically-pleasing, business friendly environment.

b. Appropriate Zoning Districts and Infill Development Policies

- NC-1 - Low Density Neighborhood Commercial district
- NC-2 - Medium Density Neighborhood Commercial district
- CC - Corridor Commercial district
- VC - Village Commercial district
- I - Light Industrial district
- A - Airport (Proposed)

c. Key Policies and Implementation Measures

- Create a new Airport zoning district that promotes the construction of higher aesthetic elements for uses along the airport's border, adjacent to surrounding streets, but will loosen architectural design standards close to the runways.
- Construct streetscape projects along highly visible adjacent arterial roadways including Chamblee Tucker Road and Buford Highway, including improved fencing, screening and landscaping adjacent to the airport



Gateway signage off of Chamblee-Tucker Road



Airport Control Tower

- Establish incubator for small business start-ups.

13 Buford Hwy/ Shallowford Rd Area

a. Vision

Centrally located at the intersection of three major arterial roadways (Chamblee Tucker Road, Shallowford Road and Buford Highway) and rich in cultural diversity, this area will provide a variety of neighborhood oriented commercial activities, and serve as a destination to non-residents who desire to experience an authentic international community. Adjacent to several strong single family residential areas, future redevelopment of the area will be a manner compatible with the low density residential character.

b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood Residential 1 district
- NR-2 - Neighborhood Residential 2 district
- NR-3 - Neighborhood Residential 3 district
- NC-1 - Low Density Neighborhood commercial district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- I - Light Industrial district

c. Key Policies and Implementation Measures

- Support the conversion of single-family houses to commercial and office space and infill with low (one to three story) structures in keeping with the low density residential character of the



Dynamo Swim Center off of Shallowford Road



Commercial signage along Buford Highway

- surrounding neighborhoods.
- Conduct a specific Corridor Study using LCI funds.
- Improve local roadways to better support pedestrian and bicycle mobility and to avoid conflicts with vehicular traffic
- Support higher-intensity uses along Buford Highway in keeping with the character of the corridor and lower-intensity uses away from the highway, reflecting the single-family residential character along Shallowford Road, so that the area serves as an appropriate transition to the Shallowford Road neighborhoods.

14 Shallowford Road Neighborhoods

a. Vision

Occupied by strong single-family neighborhoods, the area will enjoy easy access to local parks and recreational opportunities and be supported by a variety of other housing types and neighborhood oriented commercial uses.



b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood residential 1 district
- NR-2 - Corridor residential district
- VR - Village residential district
- CC - Corridor commercial district



c. Key Policies and Implementation Measures

- Maintain low-density residential character.
- Support home maintenance and home ownership assistance programs to support long term sustainability of housing stock.
- Improve local pedestrian and bicycle facilities to improve access to local parks and schools.



15 Dresden/I-85 Corridor

a. Vision

Accessible and highly visible from I-85, this area will serve as an employment hub and southern gateway to the city. The area will contain a mixture of medium-density office space mixed with a variety housing types.

b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district

c. Key Policies and Implementation Measures

- Implement gateway signage and streetscape improvements at key intersections.
- Where feasible, maintain natural buffers along the interstate to reduce noise within the surrounding neighborhood.
- Preserve a transitional area buffering the single-family homes in the Shallowford Road Neighborhoods from I-85.
- Support the continued use and development of office and light industrial uses that do not create a nuisance.



16 Buford/Clairmont

a. Vision

A community level activity center that serves the needs of surrounding neighborhoods. Appropriate uses include commercial retail and entertainment, multifamily residential and medium density office. The area will include convenient and safe pedestrian access across Buford Highway and Clairmont Road.

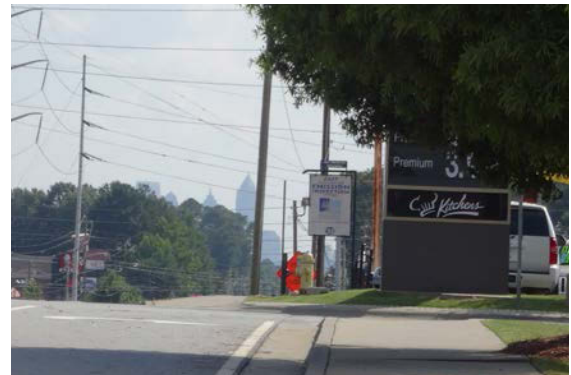


b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district

c. Key Policies and Implementation Measures

- Implement gateway signage to direct people to community hubs.
- Construct pedestrian safety improvements along Clairmont Road and Buford Highway.
- Promote the redevelopment of area as a community level activity center in keeping with the requirements of the CC zoning district.
- Support the conversion of traditional suburban land use forms to more urban forms that support alternative modes of transportation to the automobile.



17 Shallowford/85 Activity Center

a. Vision

Growing activity center housing a mix of commercial, institutional and residential uses with easy access to I-85. The home of St. Pius X High School the area is a center for education and civic activities with strong connections to the surrounding community.



b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village residential district
- NC-1 - Low density neighborhood commercial district
- CC - Corridor commercial district
- CVC - Corridor Village Commercial district
- I - Light Industrial district



c. Key Policies and Implementation Measures

- Pursue safe pedestrian and bicycle connections between local civic uses, such as Dresden Park, St. Pius X High School and the Dynamo Aquatic Center.
- Promote the development of community level activity center that serves the needs of the surrounding neighborhoods.

18 Clairmont Residential

a. Vision

A strong residential area containing a diversity of housing types, and limited neighborhood commercial uses. The area will have easy access to both shopping and employment opportunities located at Century Center and along Buford Highway.



b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood residential 1 district
- NR-2 - Neighborhood residential 2 district
- NR-3 - Neighborhood infill district
- VR - Village residential district

c. Key Policies and Implementation Measures

- Support home maintenance and home ownership assistance programs to support long term sustainability of housing stock.
- Promote higher density infill development near Clairmont Road, but maintain the character of the single family neighborhoods further away from the road.



19 Century Center Office Park

a. Vision

A high-density and mixed-use node that serves as a regional attraction and strong employment center for the city and the greater Atlanta Region.

b. Appropriate Zoning Districts and Infill Development Policies

- VC - Village Commercial district
- MUBC -Mixed Use Business Center district (Proposed)

c. Key Policies and Implementation Measures

- Support the redevelopment of higher density office space and mixed-use through the creation of a new High Rise Office zoning district
- Plan for and invest in pedestrian and bicycle linkages to the area from the surrounding neighborhood.
- Create a monument gateway at the Clairmont Road / I-85 intersection to welcome visitors to the city.



20 Clairmont Corridor

a. Vision

A low-rise commercial corridor and employment center oriented toward airport related business and local community service needs.

b. Appropriate Zoning Districts and Infill Development Policies

- NC-1 - Low density neighborhood commercial district
- NC-2 - Medium density neighborhood commercial district

c. Key Policies and Implementation Measures

- Support the conversion of older single family housing to commercial and office uses, consistent with the NC-1 and NC-2 zoning districts.
- Maintain the single-family community character along Clairmont Road.



2.5 STREETScape AND GATEWAYS

The **Streetscape and Gateway Map** (Figure 2-3) like the Future Development Map, is a location-based vision and policy guide for city officials in making development decisions. Since at least 2008, the city has been using a Streetscape Map to assist with the administration and enforcement of the City of Chamblee’s Code of Ordinances as they relate to streetscape improvements within the public rights of way. This map is intended to supplement the city’s Zoning Ordinance and Development Regulations.

The Streetscape and Gateway Map uses a different Street Development Class than that currently referenced in the code and on the City’s Streetscape Map. This is intentional, as one of the issues in administering the current map is that it uses a street classification scheme that is similar to the GDOT Functional Classification Map, a point of confusion for many that read it, and one that really does not relate well to the current code or reflect the future vision for the city. The official GDOT Functional Classification Map is intended to reflect existing conditions, whereas this Streetscape and Gateway Map is intended to reflect future conditions, and community’s future vision for its public rights-of-way.



Below is a description of these future street development classifications and the other features of the Streetscape and Gateway Map.

Boulevard

Boulevard corridors will provide design features necessary to accommodate both high-speed and volume automobile traffic as well as pedestrians and bicyclists in a boulevard style. Large sidewalks and planter zones will help comfort pedestrians traveling along heavily trafficked corridors. Access management measures, such as consolidation of driveways will help to prevent pedestrian / automobile conflicts, while they also provide for the orderly procession of traffic. Bus stop amenities may provide important havens for transit users.

Primary

Similar to the Boulevard zones, these zones present fewer conflicts between automobile and pedestrian traffic. Primary zones will include wide sidewalks and planter / amenity zones but will not require medians due to fewer lanes of traffic

Secondary

Secondary zones will maintain a more “village-style” design. These corridors will have shorter sidewalk and planter zones, but will make use of tree grates to expand the perceived pedestrian space. Painted crosswalks will not be necessary at all driveways, and driveway consolidation is not as crucial.

Feeder Routes

Feeder routes will serve to funnel pedestrians, bicyclists, and local automobile traffic into central primary and secondary corridors. They will feature traditional residential style sidewalks and shoulder bike lanes in order to safely carry pedestrians into higher density, mixed use interest areas. Safety and comfort improvements for pedestrians and bicyclists are the primary goal along these corridors, rather than commercial / aesthetic improvements designed to facilitate development and public “place-making.”

Storefront Streets

Design guidelines for roadways designated as storefront streets emphasize their user-friendliness. Roadways with this designation may currently function as collectors, or as commuter cut-through roads. However, they should be redesigned to prioritize access to local businesses for pedestrians and bicycles over vehicular through-put. Possible techniques to achieve this end include reducing the width of these roads and installing traffic calming devices, such as planted medians, on-street parking, bump outs, crosswalks, pedestrian crossing signals, pedestrian-scale signage etc.

Local Streets

Local streets provide access to and from residential areas. These should be low-speed, low-volume facilities. In those cases where local roads are attracting higher volumes or higher speeds than desired, traffic calming should be used. The needs of bicyclists and pedestrians should be the highest priority on these roads.

Gateways

The gateways should reflect the vision and recognized design elements of the character area they lie within. They do not have to be a monument or sign as is already visible in several locations around the community; they can also be a strong architectural statement. In fact, it is recommended that the Interstate gateways shown on the map should be of a larger scale to attract attention of passerby traffic. Furthermore, gateway monuments in all cases should be in scale with their street classifications and surrounding development

The Boulevards and primary corridors should also be the target of streetscape improvements, corridor banners and possible design standards to help create a uniformed image. The Community Work Program identifies projects designed to support city beautification effort and includes policies to support complimentary design and uses for new development proposed adjacent to these locations.

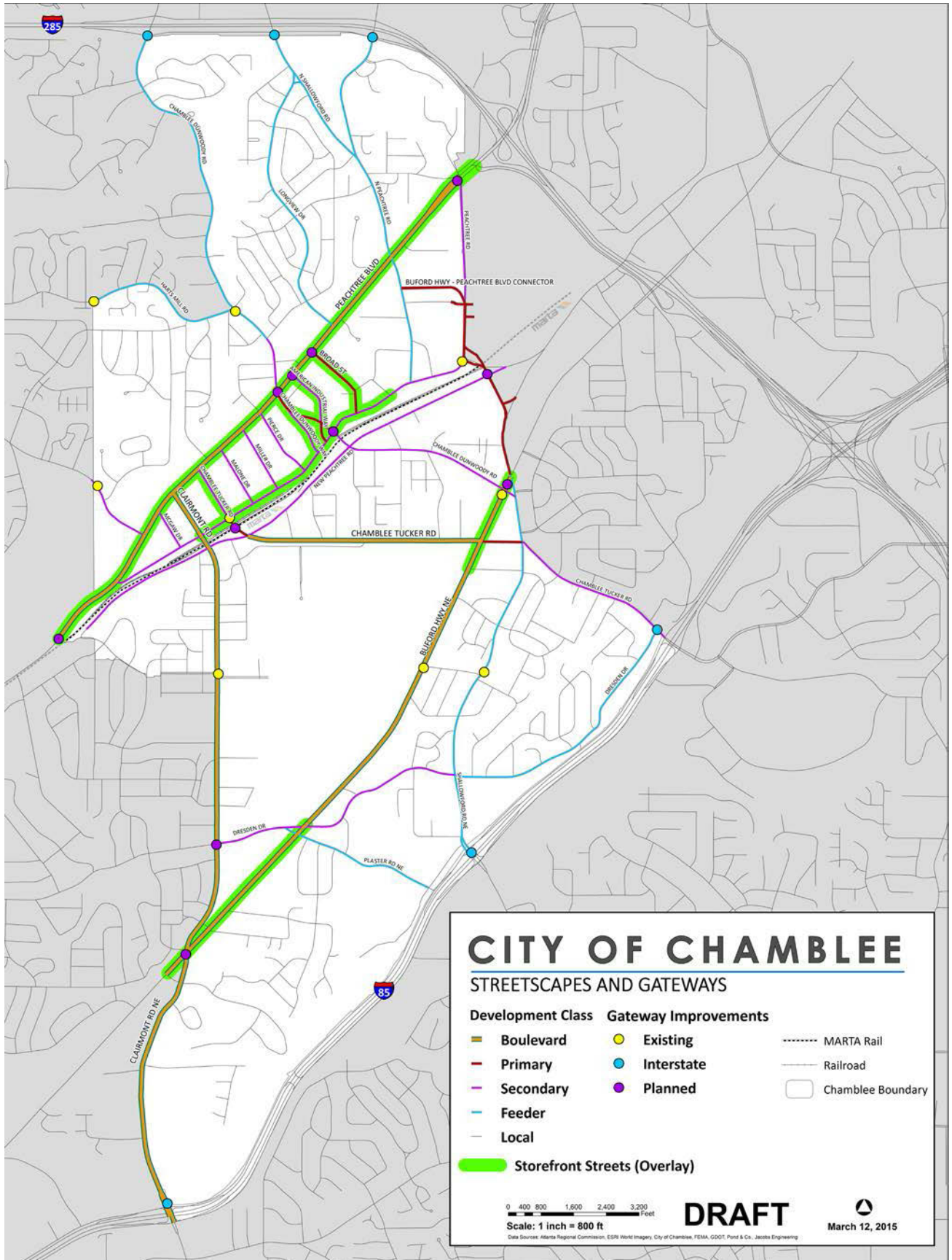
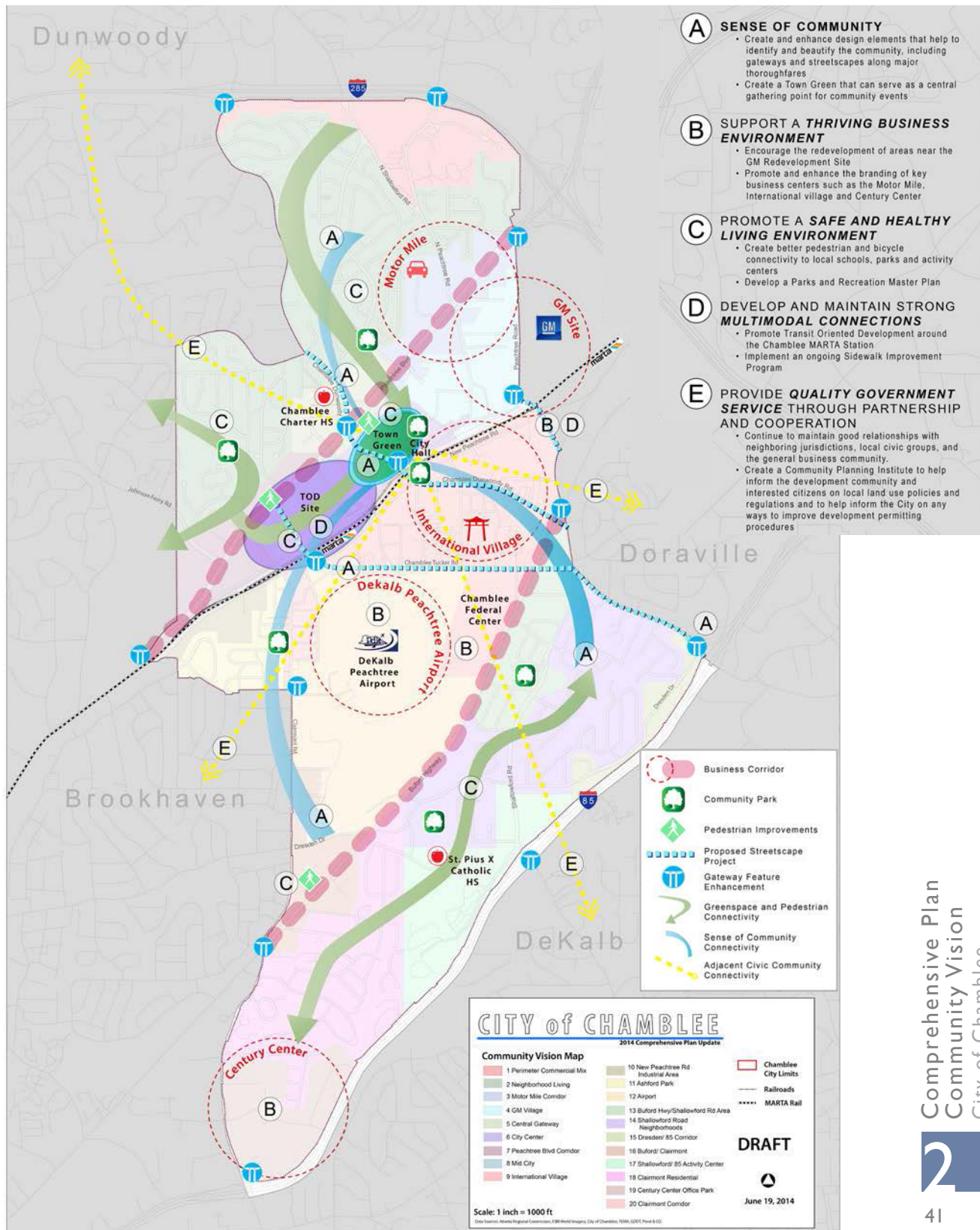


FIGURE 2-3: Streetscape and Gateway Map

2.6 SUMMARY

Below is a Community Vision Map that summarizes and represents the visions and aspirations of this Plan.



CHAPTER 3 - NEEDS AND OPPORTUNITIES

3.1. INTRODUCTION

The community will have to address a number of needs and opportunities in order to achieve the goals of the plan and to make the community's future vision a reality. This chapter identifies those key needs and opportunities that the City will pursue based on an assessment of existing conditions by the study team, discussions with the Steering Committee, and input from participants in the public involvement effort for this plan. Each of these priority needs and opportunities are then followed up with corresponding implementation measures in the Community Work Program. Documentation of the facts and input that were used to derive this list can be found in the Appendix. As required by the Minimum Standards and Procedures for Local Comprehensive Planning, one of the key planning tools used to refine this list was a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis conducted with participants of the public workshop.



3.2 PRIORITY NEEDS AND OPPORTUNITIES

The following list of needs and opportunities are not organized in any particular order or priority, but rather are presented in loose format that reflects their interrelated nature. As is shown in the summary table at the end of the chapter, each of these needs and opportunities relates to one or more of the five goals of the plan, so trying to present them in order of priority or by single topic would be misleading. At any given time, any particular need or opportunity will be a higher priority than another depending the goal that is being pursued. Probably more than any other component of this plan, the list of needs and opportunities that the community recognized is the most dynamic. As the plan is regularly updated, special attention should be given to revising and critically analyzing this in the light of the goals and vision.

3.2.1. Need for more community facility planning

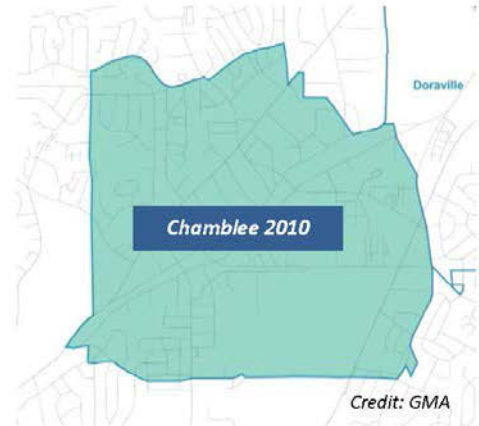
With the rapid growth of the city as a result of recent annexations, there is a need to develop and enhance local facility planning. The service needs of the community have grown, and demands that its expanding population have and will continue to place on local service providers have grown as well. The most efficient way to address these demands is to craft specific operational and facility plans that, like this plan, make an assessment of existing conditions, articulate a

vision and goals to achieve that vision, and a practical program of implementation. The facts surrounding this growth are shown in the Demographic Snapshot below.

Based on this demographic assessment and the concerns raised by participants in the public outreach process for this plan, three community facility plans in particular stand out as strong needs: (1) a Parks and Recreation Master Plan, (2) a Sidewalk Improvement Program, and (3) a Downtown Parking Study.

Chamblee Population in 2010

- 9,892 people
- 29 was median age (GA 35; DeKalb 34)
 - 18% younger than 16
 - 5% older than 65
- Diverse community
 - 45% White
 - 7% Black or African American
 - 8% Asian
 - 34% some other race
- 59% Hispanic (DeKalb overall 10%)
- 2.97 avg. household size (2.5 in DeKalb)
- 3,745 housing units



Profiles of Annexed Areas

- Northern area (Jan. 2011)
- 5,599 people (2010 data)
 - 2,872 housing units (2010 data)
- Southern area (Dec. 2013)
- 11,329 people (2010 data)
 - 4,798 housing units (2010 data)

How have Annexations Affected Chamblee’s Population?

- Shifted community’s makeup:
- 45% to 47% White
 - 7% to 16% Black or African American
 - 8% to 8% Asian
 - 34% to 24% some other race
- Hispanic share of population decreased notably (59% to 47%)
 Share of households that are families decreased (56% to 52%)
 Share of renter occupied housing units decreased (67% to 64%)



Chamblee Today

2010 (Census)	2012 (Census estimate)	2014 (JEG estimate)
9,892	15,790	27,500

3.2.2. Need for additional funding and investment to maintain and improve community facilities

One of the biggest challenges in undertaking additional community facility planning, and in particular implementing such plans, is that of funding. Other than raising taxes, the best source of the funding is often state and federal grants, and public-private partnerships with local businesses and developers. Strong leadership, such as has been evident in Chamblee’s past, is critical to this effort. Regular coordination with local funding partners, such as the Downtown Development Authority, the Chamber of Commerce, DeKalb County Government, the Atlanta Regional Commission and the State Departments of Community Affairs and Transportation, has to be a priority of local government staff. In addition new potential resources such as the establishment of a Community Improvement District must also be explored.



3.2.3. Need for a central community gathering place

When you think about Chamblee, what comes to mind? Is it a local landmark like the MARTA Station, PDK Airport, Chamblee High School, Antique Row, or the Chamblee Federal Center? Or do you even associate some of these local landmarks with Chamblee? Do any of the new areas within the annexed area have a Chamblee association, such as St. Pius X High School, Century Center, or Plaza Fiesta? Many who even live and work in the City don’t associate these landmarks with the City, and when the city holds festivals or events the closest place that fits that need is the little park adjacent to City Hall, but it is not of an appropriate scale to handle even a small fraction of the city’s population.



The recently completed Chamblee Town Center LCI Update identified three potential locations for a town green. One includes the redevelopment along Broad

Street, one along American Industrial Way, and one along Chamblee Dunwoody Way. The LCI plan recommended that “while opportunities for each of these areas vary, the City should prioritize one of the concepts to aggressively pursue.” (Chamblee Town Center LCI Update, p. 51)



3.2.4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible

Creating a new town green would certainly draw additional attention to the downtown area, but in the meantime it is very easy for a visitors passing through the city to be totally unaware of the downtown area. There are monument signs and wayfinding signs around the downtown, but one of the most heavily traveled roadways in the city (Peachtree Boulevard) passes within a few hundred feet of the downtown, and there is little if any signage or visual cues that the downtown is there.

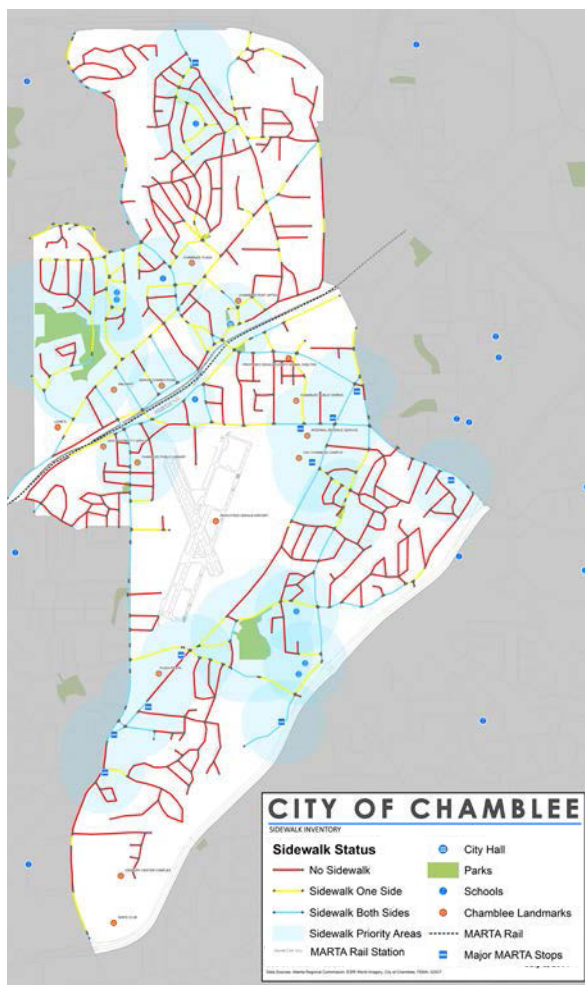


In addition, the general aesthetics of the area lack any unifying theme or architectural treatment. Unsightly elements, such as overhead power lines, billboards, metal building facades, vacant lots, chain link fences, and missing sidewalk segments only exacerbate the situation. The downtown area and the adjacent area along Peachtree Boulevard should exhibit similar architectural and landscaping treatments to create a unified character

3.2.5. Need to improve pedestrian infrastructure and landscape.

Chamblee has excellent access to regional transportation facilities, highways, rail lines, and an airport, but it lacks a well maintained and connected sidewalk network.

In the community survey undertaken as part of this plan, respondents indicated a strong



preference for sidewalk construction over all other forms of transportation improvements in Chamblee, including intersection safety improvements, their second highest priority.

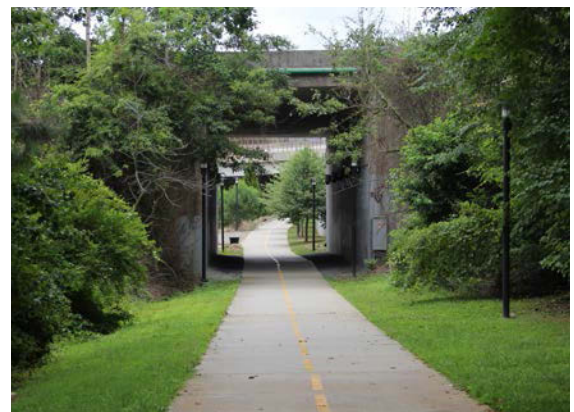
As part of this planning effort, the planning team undertook an initial inventory of the sidewalk network in the city and found that there were 80.5 miles of roadways in the city, and only 48.3 miles of sidewalk. Assuming that all roadways should have a sidewalk on both sides of the road to have a complete network, this means that the Chamblee network is only 30% complete $((80.5*2)/48.3 = 33\%)$ complete, and that 112.7 miles of sidewalk needs to be constructed to complete the network.

There is a requirement for new development to build sidewalks as part of new construction, but not every parcel in the city is going to be redeveloped in the short term. To address this need and to properly maintain the existing sidewalks, the city should create a sidewalk improvement program that regularly dedicates funds to sidewalk construction and maintenance.

3.2.6. Need to expand bicycle network and facilities

While the city does have sidewalks along many of its roadways, its bicycle network is practically non-existent. As Figure 3-1 indicates, there are some trails such as the Perimeter Trail besides Walmart linking the northern and southern sides of Peachtree Boulevard, but for the most part the city is underserved, making bicycle travel around the city very difficult, and unsafe.

Chamblee has one bike lane, on Longview Drive. Longview Drive attracts drivers seeking an alternative route from North Shallowford Road to Peachtree Industrial. In opposition to this cut-through traffic, the neighborhood requested some traffic calming measures. This bicycle lane was constructed to make the roadway feel narrower to drivers and slow traffic on this residential roadway. However, it does not connect to other bike lanes to facilitate a longer trip by bicycle, so it is rarely used. As sidewalks are not present on this street, the lane attracts more pedestrians than bicyclists.



The Chamblee Town Center LCI Update identified several potential rail to trail conversion opportunities in the LCI study area, and a Bicycle and Pedestrian Plan was undertaken in 2002, however both of these efforts focused on areas within the old city limits. No planning effort has been undertaken to expand those plans to the annexed areas or the greater Chamblee community which would address linkages to other trails in neighboring jurisdictions.

3.2.7. Need for better traffic and access management.

The opportunity for capacity improvements to the roadway network is limited, and traffic levels-of-service projections do not indicate a strong need for such improvements. Rather the greatest transportation needs in the city are for additional pedestrian and bicycle connectivity. To help facilitate the development of these alternative modes of transportation, the city needs to invest in better traffic and access management to help protect the safety and welfare of pedestrian and cyclists from the hazards of conflicts with motorized traffic. In so doing, the city will also create a safer and more pleasant flow of traffic for drivers, with reduced conflict from turning traffic. The resulting roadways would also be more attractive as a result of the reduction of visual clutter in the form of frequent curb cuts and from the addition of attractive medians. Roadway improvements such as consolidated driveways, center medians, and inter-parcel access via shared parking area or alleyway, would help address this need.

3.2.8. Need for local connections across regional transportation facilities

A major issue for travel within Chamblee is connectivity. Two prominent obstacles to through travel in the city are the PDK airport and the CSX and MARTA rail lines. The airport must be circumnavigated via Chamblee Tucker road, Clairmont Road, and Buford Highway. A set of CSX railroad tracks runs parallel to the MARTA rail line through Chamblee. These railroad tracks create an obstacle to east-west transportation in the city. Just three roadways cross the rail tracks in Chamblee in a continuous manner (other smaller, at-grade crossings may be available):



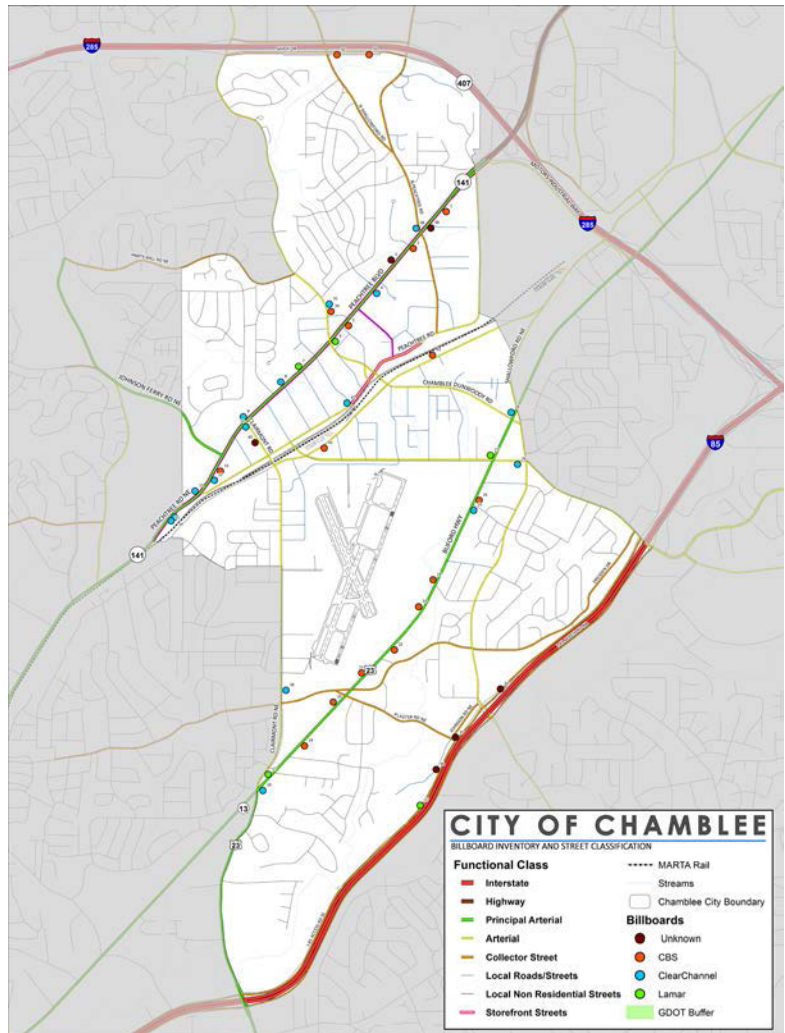
- Chamblee Dunwoody Road (via roadway in underpass);
- Chamblee Tucker Road (via roadway in underpass); and
- Clairmont Road (via roadway on bridge).

An additional crossing of the CSX rail line has been proposed to facilitate and connect to redevelopment at the GM site in Doraville. This additional crossing would be invaluable to Chamblee’s ability to capitalize on this new investment and should be supported by the City.

3.2.9. Need for improved aesthetics

Chamblee has long history as a center of industry, and the legacy of that history is a city in need of beautification. Though the city also has a long history of land use regulations and zoning, much of the city was zoned industrial, particularly along its major transportation corridors. As is the case in many traditional zoning ordinances, the old industrial zones in the city allowed the development of a wide variety of uses with a lack of aesthetic or design controls. Now many of these areas have been rezoned to districts more appropriate to the vision of the community. However, for new changes and visual improvements to be made, redevelopment and reinvestment in the area are much needed, and this change will take years to be accomplished depending on the state of the economy and the strength of the local real estate market.

One prime example of this lack of design controls has been the city’s past lack of sign controls. Even though the city’s current sign regulations do not allow billboards, for many years it did. The result of which is that



Billboard Inventory Map

almost every major roadway in the city contains an excessive amount of billboards. As part of this planning effort, the study team undertook a survey of the city’s billboards and discovered that there were approximately 95 legal non-conforming billboards in the city, located on 43 billboard structures (many billboard structures contain 2 or more billboards).

In general, the city’s primary and secondary roadways could benefit from aesthetic streetscape treatments, such as street trees, pedestrian lighting, community banners, gateway monuments and wayfinding signage. The City has already invested in monument gateway and wayfinding signs that can be found in prominent locations around the old city, however, understandably none of these gateway signs exist in the annexed area (See Figure 2-3: **Streetscape and Gateways Map** on page 40). The city has undertaken some streetscape improvements along Peachtree Road, and is currently working on improvements to Chamblee Dunwoody Road.

The before photo to the right shows the many billboards and pole signs that litter the roadway. The after photo below shows how Peachtree Boulevard could look with the removal of the billboards and pole signs, in addition to sidewalks, street trees, pedestrian lights, and a planted median.

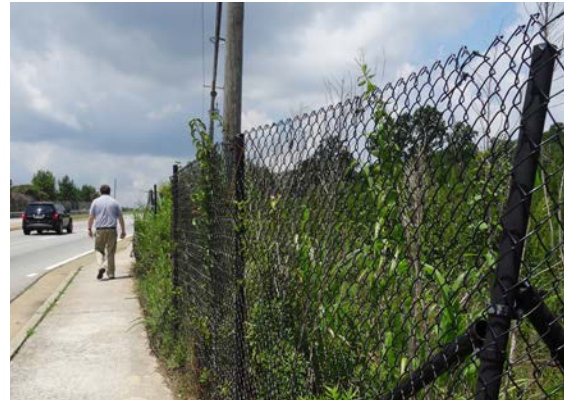


Before: View of Peachtree Boulevard



After: Peachtree Boulevard with Aesthetic Improvements

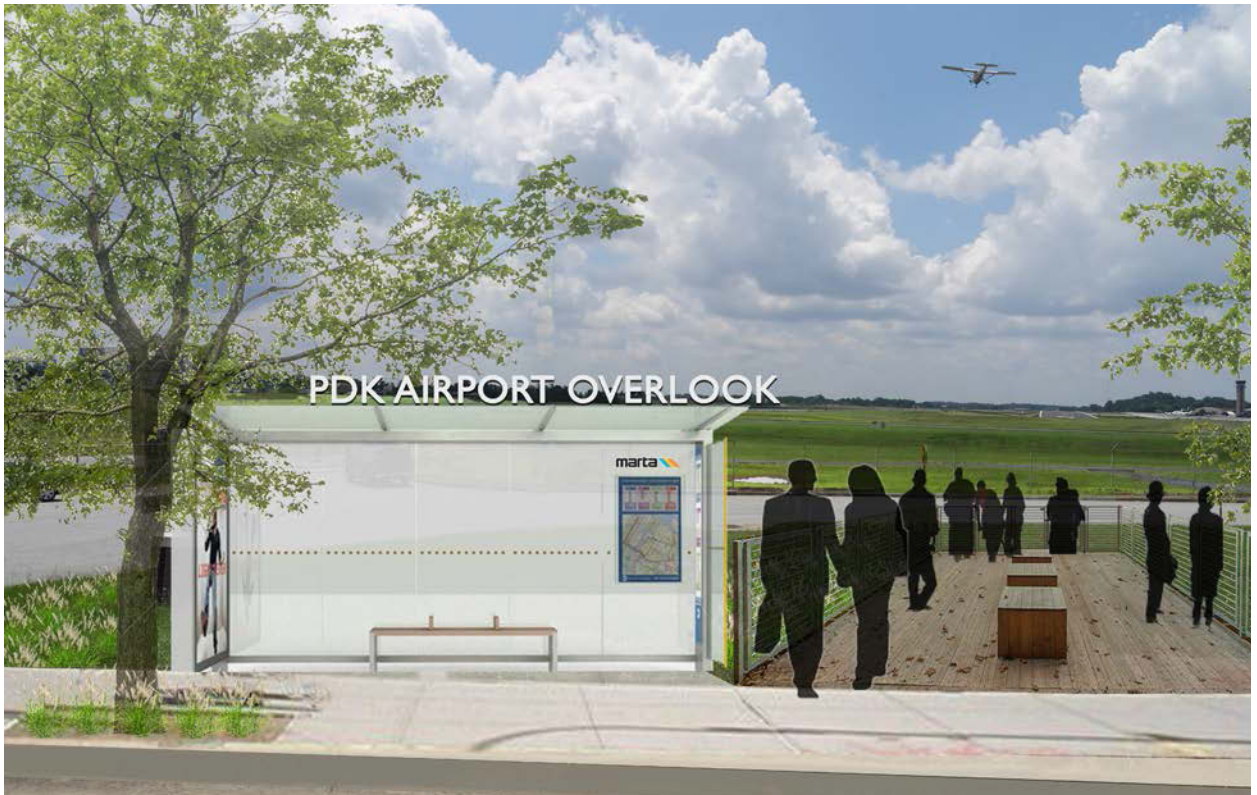
Another tactic to address this issue is to simply provide more green space, in form of public parks. As part of the Parks and Recreation Plan initiative the city should consider acquiring vacant and abandoned industrial and commercial sites to be developed as parks and public greenspace.



An additional opportunity for beautification lies within the vacant-feeling corridor on Chamblee Tucker Road that connects the Chamblee Federal Center and DeKalb Peachtree Airport to the Chamblee MARTA transit station. This area encompasses many possibilities for aesthetic improvements. One opportunity for improvement is the dilapidated chain link fence that could be replaced with an ornamental fence. This area is also an excellent location for a multi-use trail that would connect the Chamblee Federal Center complex to the Chamblee MARTA station, allowing



Before: View of PDK Airport



After: PDK Airport Overlook and Marta Stop

employees of the Federal complex and the PDK airport to bike safely to and from the MARTA rail station. In addition to providing this new access, the airport has an opportunity to make this area a destination by building an overlook that would be used as an observation deck. The images on the previous page illustrate a vision of a PDK overlook concept that could become a destination and landmark where community members and passersby could come and watch the airplanes landing and taking off.

3.2.10. Need to facilitate investment in quality development

Throughout the public involvement effort of this plan, participants expressed an interest in promoting quality development. In an urbanized area like Chamblee with a long history, there are very few undeveloped tracks of land remaining for new construction. As a result, almost any new development will have to take the form of redevelopment. As the graphic below illustrates, in real estate markets that are hot, such as areas around the MARTA station, private investment is great and so redevelopment will naturally occur as the market dictates. In areas where the market is colder, such as the International Village area or the old downtown area, public investment in facilities and improvements within the public rights-of-way must be used to spur on private interest.

REDEVELOPMENT STRATEGY

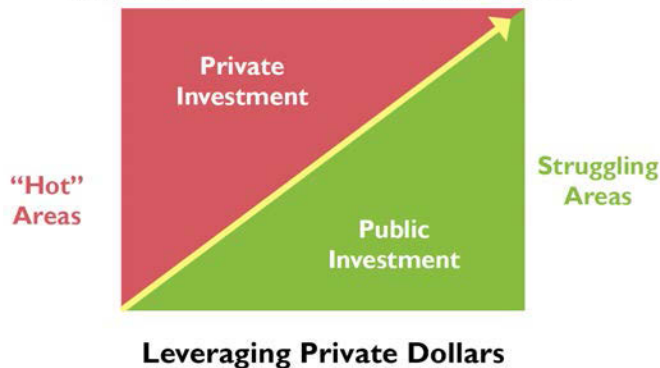


FIGURE 1.5

Even given this relationship between public and private investment in redevelopment, the issue of quality is one that is best controlled through strong land use policies and regulations. The city has made giant strides in this area in just the past five years, and has adopted an aggressive code that in time will lead to quality development, particularly in those areas that are “hot.” But in those areas that are lacking private developer interest, the city needs to be willing to invest in public improvements to draw the attention of private investors. Such improvements should include a town green, streetscape improvements, and additional downtown parking. In addition, though much of the city has adequate parking to handle commercial needs, there is a perceived lack of parking in the immediate area of downtown stores and restaurants. The city should consider investment in downtown parking structures to help alleviate this problem.

The Downtown Development Authority can be a valuable partner in this effort and an additional source of funding, through such tools as tax exempt bonds, tax abatements, and helping to establish a Tax Allocation District (TAD) or Community Improvement District (CID). Currently the Downtown Development Authority boundaries only include the old downtown area, so its ability to help other areas of the city is limited. The city should consider expansion of its boundaries or the creation of a new CID that addresses other areas of the city.

3.2.11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining

Though Chamblee offers residents a great location in terms of access to regional transportation facilities and good schools, it still lacks a balance between residential development and downtown retail, entertainment and dining. In particular, public involvement participants expressed a need for a grocery store and restaurants. In time, such commercial amenities may decide to locate in city, but the city and its economic development partners should take a more aggressive approach and actively promote and market the city to potential investors. The City is currently looking into hiring a new Economic Development Director that could take this on. In addition, the new Director can help coordinate efforts to acquire state funding for downtown improvements, such as through the Georgia Main Street Program.



3.2.12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance

Chamblee’s affordable housing has long made it attractive to ethnic communities. The Hispanic and Asian communities are visible in the City’s business community, evident from the business signs written in Spanish and Korean along major roadways. At steering committee meetings and public outreach events, Chamblee’s diversity of residents and businesses was seen as a strength with its cosmopolitan mix not found elsewhere in the Atlanta Region. Therefore, Chamblee should seek to maintain this diversity as an asset through strengthening the City’s relationships with its minority groups, through increased outreach to these groups, particularly to non-English speaking persons.

3.2.13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant and abandoned structures

One of Chamblee’s greatest strengths is its proximity to several major employment centers, including Buckhead, Midtown, and Perimeter. It sits entirely inside the I-285 Perimeter, and even has its own airport. The advantages created by the ease with which Chamblee may be accessed should translate into reinvestment in, and redevelopment of, its vacant and abandoned structures. However, there are several unused properties in the city that have not been adapted for reuse. Therefore, the City should facilitate the adaptive reuse of these properties by offering zoning density incentives, or easing requirements for site improvements. One helpful asset that the city has at its disposal is the Atlanta Regional Commission’s Vacant Property Inventory. This tool helps to identify potential targets for redevelopment and infill

3.2.14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station

The Chamblee MARTA Station has successfully anchored TOD in Chamblee, having attracted recent commercial and residential developments within walking distance of the rail station. However, as noted by the Chamblee Town Center LCI Study, several vacant and underutilized properties remain in the area. Market pressures will support continued development in this area, but the City should follow the recommendations of the LCI study in order to

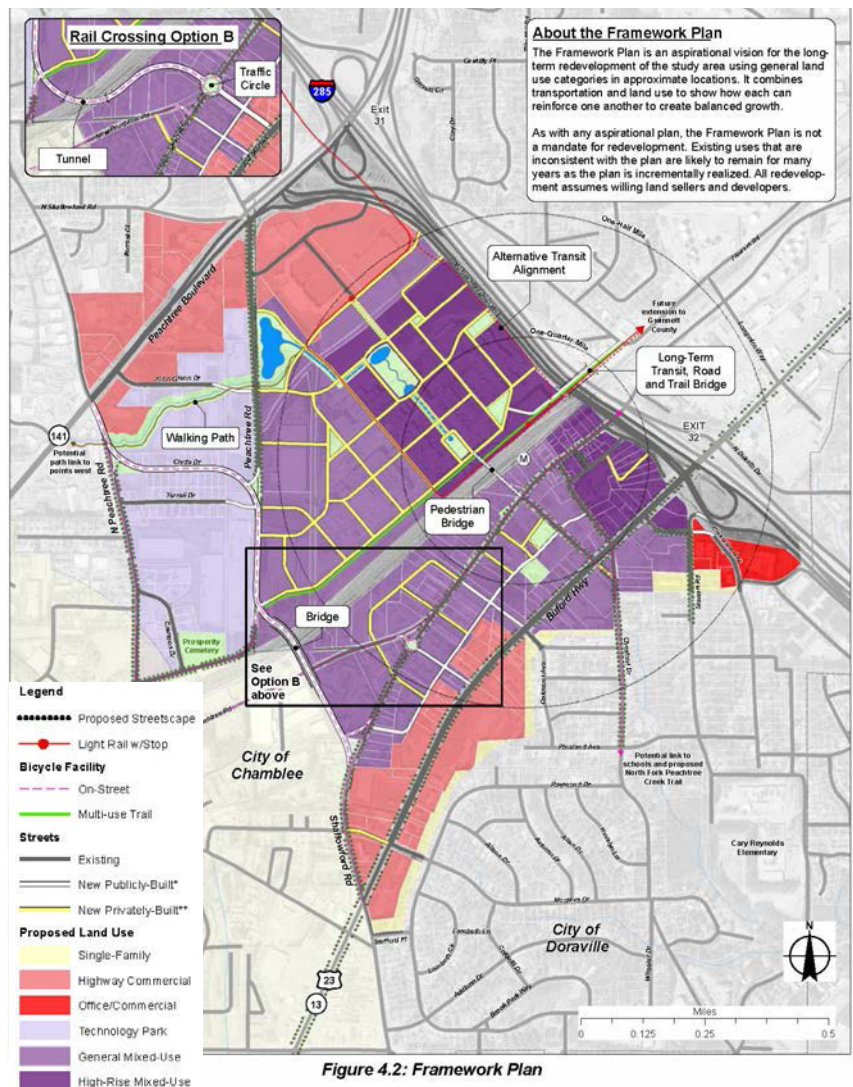


promote development that maximizes the benefits of Chamblee’s transit network. These include:

- Continue to work with developers to ensure that development around the existing MARTA rail station is walkable.
- Seek high-quality development immediately adjacent to the MARTA rail station.
- Develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive.
- Provide safe and convenient access to future Chamblee Rail Trail extensions.
- Adopt a long-range maintenance plan for parks and green space.
- Seek opportunities for alternative fuel source stations in public or semi-public places.
- Develop Brownfield Evaluation and Designation Criteria.

3.2.15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment

The GM Doraville Assembly Plant ceased operations in 2008. Since that time, the site’s size and proximity to freeways and transit have invited the development community to imagine the possibilities of a massive new development at that location. At the time of this writing, the property had been purchased for the purpose of creating a mixed-use development featuring a clean manufacturing and commercial district. As this project proceeds, the City of Chamblee should work closely with the City of Doraville to provide access to the GM redevelopment from Chamblee and parts



west. There is also the opportunity to bolster this development with complementary land uses in Chamblee. The City should investigate the needs of the development community in the areas of Chamblee that line the GM site to determine how the City can support new businesses wishing to locate in this area.

3.2.16. Opportunity to brand “Chamblee’s Motor Mile” along Peachtree Boulevard

The row of automobile dealerships along Peachtree Boulevard is a familiar site to drivers entering Chamblee from the north along this well-travelled corridor. However, many of these drivers, and even visitors to these dealerships, may not realize that they are in Chamblee. There is the opportunity for the City to leverage this recognizable, successful area into better name recognition for the City. The City should create an identity for the automobile dealership node through signage, referring to it as “Chamblee’s Motor Mile.” Cooperation with the dealerships would mean that they refer to themselves as being in this location in their advertisements. An Auto Dealers Association of Chamblee could be formed to facilitate communication and cooperation. The Association could be used to organize car shows or other events to help draw visitors to the area.



3.2.17. Opportunity to strengthen and support neighborhoods

Through its two recent annexations, Chamblee’s residential population has grown and the city is now home to several new neighborhoods. Chamblee has the opportunity to support these neighborhoods, affirming that Chamblee is not just a good location, but a great place to live. To strengthen connections between residents, the city should:

- Seek to create multi-modal connections among its neighborhoods



- Strive to create plentiful safe parks to play in
- Acquire Dresden Park from DeKalb County
- Promote and regulate appropriate infill policies
- Support property maintenance through regular code-enforcement

3.2.18. Opportunity to support urban farming and gardening practices

Society’s perception of the place of food production is changing. Restaurants are growing their own food on rooftop gardens and residents are coming together to create community gardens. There is the opportunity to connect people to the each other and to the land through urban farming, such as raising chickens, and urban gardening initiatives. Chamblee should craft its regulatory code so that it supports these efforts. The City could purchase vacant property to provide a space for the development of a community garden space.



3.2.19. Need for additional housing options

The majority of the current housing stock reflects suburban-style, single-family homes. However, if Chamblee is going to support a transit oriented lifestyle and attract more Millennials, then additional housing options need to be offered. These additional options should accommodate non-traditional family households, to match the changes in the overall demographics of the region. Infill policies should allow for mother-in-law suites for those who wish to live as an extended family. Adding executive housing options would also allow for those households who want to upgrade to do so without moving out of the city.

3.2.20. Need to create an environment that supports residents of all ages

As Chamblee’s population continues to grow, so do its numbers of Baby Boomers, which requires the city to consider the provision of housing and services to seniors. To meet this need, the City

should continue to focus transit-oriented development around the Chamblee MARTA Station, and seek to locate senior housing and services there as well. Currently, DeKalb County has located a Senior Center within the area off of Malone Drive. Additional services at this location would be readily available by bus, and seniors would be able to access transit for local trips when they are no longer able to drive. The typical TOD mix of development includes not just residential but retail, restaurant, office and service. Seniors living in such a situation may be able to walk for many of their trips, which would foster longer independent living.

Outside of the TOD character area, the city should support the creation of accessory dwelling units to support aging in place, as well as expanded development of its multi-modal transportation network. The ARC has been promoting best practices that support this need, through their Lifelong Communities Program. Chamblee should continue to work with the ARC Lifelong Communities division to incorporate these practices in design and program improved services delivery for local seniors.

3.2.21. Need to streamline and update city development regulations

Along with updating the Comprehensive Plan, the City is also updating and streamlining its zoning and development regulations. The current code is difficult to understand and the current zoning process is not viewed as efficient or clear cut. As part of this effort to improve the code, the project team and participants in the public involvement effort have identified a number of provisions in the current land use regulations that will need to be addressed. These issues include the following:

- a. Multifamily development requirements may be too restrictive.
- b. Storefront streetscape requirements need review.
- c. Section 504 poses challenges to building renovations, alterations, adaptation, addition, restoration, and repairs.
- d. Requirement of underground utilities is causing challenges and discouraging to developers.
- e. There are no standards for converting multifamily rental residential property to owner-occupied housing.
- f. Mixed use development standards require a residential component and as such may prohibit good mixed use developments that provide for a different percentage or types of mixed uses (for example, office and commercial)
- g. Provision for urban agriculture
- h. Provisions to support Lifelong Communities
- i. Design guidelines and more detailed provisions for infill housing

Many of these issue, and some recommendations to address them were also identified as part of

the latest Town Center LCI Update. The detailed recommendations for addressing these can be found on pages 55 and 56 of the LCI Final Report, and include the following:

- a. Section 400 – The Village Commercial (VC) designation geographical coverage should be reevaluated
- b. Section 407 – Consider removing the requirement that mixed-use developments include between 20 and 80 percent residential uses.
- c. Section 902 – Consider removing the requirement that all utilities in both public and private rights-of-way be placed underground.
- d. Section 906 – Consider removing the requirement that all residential uses on the first floor have individual entrances to the sidewalk
- e. Section 907 - Reconsider the streets designation as storefront streets
- f. Section 908 - Consider requiring that development with any use, not just nonresidential, with more than 600 feet of frontage along a single street be divided into blocks having a minimum of 600 feet.
- g. Section 1004 - Consider eliminating or raising the height limit in VC designated areas.
- h. Section 1007 - Consider removing the minimum size requirement for one-, two-, and three-bedroom apartments or replace the minimum size requirement with a minimum average unit size.
- i. Section 1007 - Consider removing the requirement that multifamily residential uses be located above nonresidential uses.
- j. Section 93-1 - Consider modifying the requirement that all buildings three or more stories in height, excluding all single-family dwellings, shall be constructed with concrete and steel framing materials.

This initiative on the part of the city is projected to be completed in 2015, however, efforts to improve the code and to educate the public on its provisions will be on-going. The city needs to undertake proactive education efforts to inform the development community and interested citizens on the development process and city codes. Educational materials related to the city's codes and regulations should also be readily available on the city website.

3.2.22. Need for ongoing communications about city government plans, policies, and actions

For Chamblee to accomplish much of what this plan calls for, it will need the cooperation and “buy-in” of its residents. Residents though, cannot become active participants if they are not included in the process by which the City achieves its objectives. The city should prioritize transparency and communication, from its day-to-day decision-making to larger initiatives. The City should anticipate the communication needs of its residents and regularly update its website regarding the direction the city is taking on important issues. A communications officer at the City should



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be available to field questions via telephone and email from residents on issues before city council. The city should tap into existing neighborhood organization meetings and mailing lists to reach residents in ways that are convenient and familiar to them.

3.2.23. Improve government data resources and accessibility

With two recent annexations, Chamblee has nearly tripled in geographic size since 2010. To best manage its assets, the City must have and maintain a robust data information system, that provides a clear understanding of who lives in the city, what businesses are located here, the condition and status of its built environment and community resources, as well as the location of natural and cultural resources. In some cases, the legacy information for new areas will not be sufficient for a proper understanding of all it contains. Therefore, the City should conduct a detailed inventory of the City and record it in a series of GIS (Geographic Information System) databases. Many jurisdictions in the region, such as Roswell and Gwinnett County even offer robust and helpful GIS resources on-line. Such information, not only help in the day-to-day function of government, but also serves as an invaluable economic development tool to provide ready information to the business community, as well as a help resource to local residents.

3.3 SUMMARY

The following table shows the relationship between the needs and opportunities and the vision statement goals.

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTI-MODAL CONNECTIONS	QUALITY GOVERNMENT
					
1. Need for more community facility planning					
2. Need for additional funding and investment to maintain and improve community facilities.					
3. Need for a central community gathering place.					
4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible.					
5. Need to improve pedestrian infrastructure and landscape.					
6. Need to expand bicycle network and facilities.					
7. Need for better traffic and access management.					
8. Need for local connections across regional transportation facilities (i.e., Rail lines, Peachtree Boulevard, Buford Hwy, PDK Airport).					
9. Need for improved aesthetics.					
10. Need to facilitate investment in quality development.					
11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining.					
12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance.					
13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant structures.					
14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station.					
15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment.					

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTI-MODAL CONNECTIONS	QUALITY GOVERNMENT
16. Opportunity to brand “Chamblee’s Motor Mile” along Peachtree Boulevard.					
17. Opportunity to strengthen and support neighborhoods.					
18. Opportunity to support urban farming and gardening practices.					
19. Need for additional housing options.					
20. Need to create an environment that supports residents of all ages.					
21. Need to streamline and update city development regulations.					
22. Need for ongoing communications about city government plans, policies, and actions.					
23. Improve government data resources and accessibility.					





CHAPTER 4 - COMMUNITY WORK PROGRAM

4.1 INTRODUCTION

The Community Work Program identifies the specific measures to be undertaken by the City of Chamblee and its partner organizations to implement the Community's vision. This program is intended to offer a practical blueprint for future development that will benefit Chamblee and nearby communities for decades to come. The Community Work Program includes the following sections:

- Policies
- Implementation Program
- 2014-2018 Short Term Work Program
- Long Term Transportation Work Program

4.2 POLICIES

The following policies are intended to offer guidance to local government officials in making decisions consistent with achieving the Community Vision and Goals. They are based on previously adopted policies from earlier versions of the Comprehensive Plan, other planning studies, and the input of those who participated in this planning update.

These policies are divided into three major parts:

- General Policies - are general non-geographic based guidelines that provide direction for the implementation of the plan's vision.
- Streetscape Policies – that guide future improvements along the city's public rights-of-way, either as a part of new development undertaken by the private sector, or public sector investment in streetscape projects.
- Infill Policies – that are intended to guide the nature and design of infill within the character areas established by this plan.

4.2.1. General Policies

Population and Housing

- We will require new development to provide for a variety of residential types and densities.
- We will eliminate substandard or dilapidated housing in our community.
- We will stimulate infill housing development in existing neighborhoods
- We will create affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community.
- Our neighborhoods will be interactive communities where people have easy access to schools, parks, residences and businesses through walkways, bike paths, roads and public transportation.
- Our growth strategies will continue to provide resources that support revitalization of neighborhoods and effectively address the physical environment of the disadvantaged.
- We will encourage home-ownership.
- We will accommodate our diverse population by encouraging a harmonious mixture of housing types and uses.
- We will encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence.

- We will encourage efficient urban residential densities
- We will promote walkable, safe neighborhoods.
- We will encourage common open space, walking paths and bicycle lanes that are easily accessible to neighborhoods

Community Facilities and Services

- Our community will make efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs.
- We will coordinate public facilities and services with land use planning to promote more compact urban development.
- We will maximize the use of existing facilities and services.
- We will coordinate development review processes that will protect or enhance public facilities and sites to ensure that they can fulfill their identified function
- We will invest in parks and open space to encourage private reinvestment in urban centers.
- We will target urban development within our community to areas that can be reasonably served by public infrastructure.
- Our community will use planned infrastructure to support areas identified as suitable for development.
- We will protect existing infrastructure investments (i.e. already paid for) by encouraging infill, redevelopment, and compact development
- We will continue to share services and information with other public entities within the jurisdiction.
- We will maintain our coordination mechanisms with adjacent local governments to provide for exchange of information.
- We will continue our joint processes for collaborative planning and decision-making.
- The long term prosperity of our community will be supported by the educational function of our parks and recreational services, public libraries, museums and other cultural amenities.
- We will support other existing educational institutions and encourage development of new opportunities to educate our citizens.

Transportation

- We will encourage transportation corridors that support multiple modes of transportation and enhance community aesthetics.
- We will address the location, design, landscaping and furnishing of residential and non-residential streets as an important component contributing to the character, structure, and development pattern of the community. (See Streetscape policies, Section 4.2.2.)
- We will support the location of parking in the rear of commercial buildings and shared parking where feasible.
- We will maintain and enhance our multi-modal transportation network to support efficient land use, minimize traffic congestion and facilitate community-wide and regional mobility.
- We support higher urban density to be located in areas that are conducive to walking and biking and are served by transit within the regulations of our local zoning ordinance.
- We will support transportation projects and access management measures that seek to optimize the safe and predictable operations of our roadways for all users.
- We will promote the use of traffic calming measures to reduce the negative impacts of vehicular traffic in our neighborhoods
- We will promote alternative transportation modes and mobility access for all citizens.
- We will maintain or enhance transportation facilities, corridors, and sites to ensure that they can fulfill their identified function
- We will promote connectivity between road network, public transit, and pedestrian/bike paths.
- We will encourage sustainable transportation choices, such as walking, biking, or car-pooling.

Land Use

- We will promote development that is sensitive to the land and gives consideration to adjoining, existing and planned development as well as the overall community.
- We will promote efficient use of land by promoting well-designed, more pedestrian friendly, development patterns with a mix of uses and an efficient, creative use of land.
- Recreation and greenspace will become an integral facet of our community's land use.

- We will establish meaningful and predictable standards for the use and development of land, and meaningful guidelines for the content of more detailed land development and use regulations.
- We will be committed to redeveloping and enhancing existing commercial and industrial areas located within our community.
- We will encourage mixed-use development and design standards that are more pedestrian-oriented and less auto-oriented.
- We will encourage developments that provide a mix of shopping, housing and jobs.
- We will make as a priority the development of mixed uses, redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes.
- We will support opportunities for residential and non-residential in-fill development that positively impacts the character of existing neighborhoods.
- We will promote increases in residential densities in areas that meet community design standards, environmental constraints and available infrastructure capacities.
- We will encourage the use of landscaping, lighting, signage, underground utilities and building design to add value to our community.
- Our regulations will contribute to, not subtract from, our community's character and sense of security.
- Our gateways and corridors will create a "sense of place" for our community.
- We will reduce the adverse visual impact of the automobile in both commercial and residential areas of our community.
- We will encourage upper floor residential in downtown to add people and variety of uses to the area.
- Green space will be a major component within our neighborhoods, along our streets, parking lots and within commercial and industrial developments.
- Civic buildings will be located, designed and accessible to public transportation in a manner that enhances the community.
- We will encourage walkability, interaction among businesses, clear visibility of entryways and centralized open space.
- Commercial nodes should contain business development sites of various sizes to accommodate a variety of businesses.
- We will review land planning and development concepts that may be new to our area, but have been successful in other places.
- We will ensure adequate supplies of quality water through protection of ground

and surface water sources.

- The protection and conservation of our community's resources will play an important role in the decision-making process.
- Land and transportation networks will be developed and managed to ensure the quality of our air and water.
- We will support enhanced solid waste reduction and recycling initiatives.
- We will encourage new development in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from human encroachment through land development regulations and/or incentives.

Economic Development

- We will support programs for retention, expansion and creation of businesses that enhance our economic well-being.
- We will encourage economic development and redevelopment.
- We will target reinvestment in declining, existing neighborhoods to further encourage private sector redevelopment and accommodate future growth.
- We will encourage the development of downtown as a vibrant center for culture, government, dining, residential and retail diversity.
- We will establish an atmosphere in which entrepreneurial enterprise is nurtured in our community.
- Our community will accommodate new development while enhancing existing local assets.

4.2.2. Streetscape Policies

Chamblee will address the location, design, landscaping and furnishing of residential and non-residential streets as an important component contributing to the character, structure, and development pattern of the community. Chamblee will protect and enhance transportation facilities, corridors, and sites to ensure that they can fulfill their identified functions. Therefore, development along and within its public rights-of-way should adhere to the following guidelines for each street development classifications shown on the **Streetscape and Gateways Map** (see map on page 40).

Boulevard Corridors

- Access management measures: inter-parcel access through shared driveways or alleyways, driveway consolidation, and center lane-width median with left turn lanes at major intersections
- 8 ft sidewalk (minimum) with crosswalks at driveways and intersections and pedestrian entrances to adjacent developments
- 5.5 ft bike paths separated from the roadway (to prevents bike/automobile conflicts)
- 8 ft planter / amenity zone for street trees / shrubs
- 2 primary traffic lanes with right turn lanes cut into amenity / planter zone at major driveways/ intersections
- Pedestrian lighting attached to existing streetlights
- Boulevards have the widest setbacks between building and roadway, providing a lot of room between pedestrians and fast-moving traffic for their comfort and safety.

Additional Boulevard Corridor Options to be incorporated where appropriate:

- Planted edge treatment
- Regular bench and other pedestrian amenities
- Planted center median
- 10 foot multiuse path, instead of separate sidewalk and bikelane
- Bus stop amenities (bench and shelter) at high usage bus stops
- Mid-block crossings with pedestrian islands in median

Primary Corridors

- 8 ft sidewalk (minimum) with crosswalks at drive ways and intersections and pedestrian entrances to adjacent developments
- 5.5 ft bike lanes adjacent to roadway providing 4 ft rideable space (movement of bike lane off primary roadway prevents bike/automobile conflicts at multiple driveways)
- 8 ft planter / amenity zone for street trees / shrubs
- 1 or 2 primary traffic lanes with right turn lanes cut into amenity / planter zone at major driveways/ intersections
- Pedestrian lighting attached at existing streetlight infrastructure
- Limited setbacks based on limited street-front parking to facilitate increased pedestrian activity

Additional Primary Corridor Option to be incorporated where appropriate:

- Colored bike lanes
- Planted edge treatment
- Regular bench and other pedestrian amenities
- Smaller amenity zone with tree grates to maximize sidewalk space
- On-street parking to provide pedestrian buffer

Secondary Corridors

- 5 ft sidewalk with crosswalks at intersections
- 5 ft planter / amenity zone for street trees / shrubs using tree grates to maximize sidewalk space and with visibility zones around business entrances / driveways
- 1 primary traffic lan
- Pedestrian lighting attached at existing streetlight infrastructure

Additional Secondary Corridor Options to be incorporated where appropriate:

- Shoulder width bike lane adjacent to roadway
- On-street parking to provide pedestrian buffer

Feeder Routes

- Residential style traditional 5 ft sidewalks
- 2 ft planter strip

Additional Feeder Route Options to be incorporated where appropriate:

- Shoulder width bike lane adjacent to roadway
- Pedestrian lighting to enhance safety

Local Streets

- Traffic calming measures could include speed humps, the addition of sidewalks and/or bicycle lanes within existing right of way to narrow the roadway, and appropriate signage.

Storefront Streets

Storefront streets will operate as an additional designation above the previous classifications. In addition, development along storefront streets should conform to the following:

- Buildings facing storefront streets should be designed and built for future adaptive reuse.
- Uses at sidewalk-level, those which interact with pedestrians, should only be retail, office, restaurant, and other commercial uses
- Facades, including those of parking decks, should be broken up with windows and doors at regular intervals, so that pedestrians will feel safe and connected to building inhabitants. To ensure this, windows should not be made opaque through the use of painted, reflective, or darkened glass. Windows and doorways should make up at least half the length of a façade. Windows should extend most of the length of the first floor, where possible



4.2.3. Infill Policies

Chamblee has a very small supply of undeveloped land. As part of this planning effort, an update of the city's existing land use survey was undertaken. This survey recorded the existing or current use of each parcel of land in the city (See **Figure 4-1 Existing Land Use Map**).

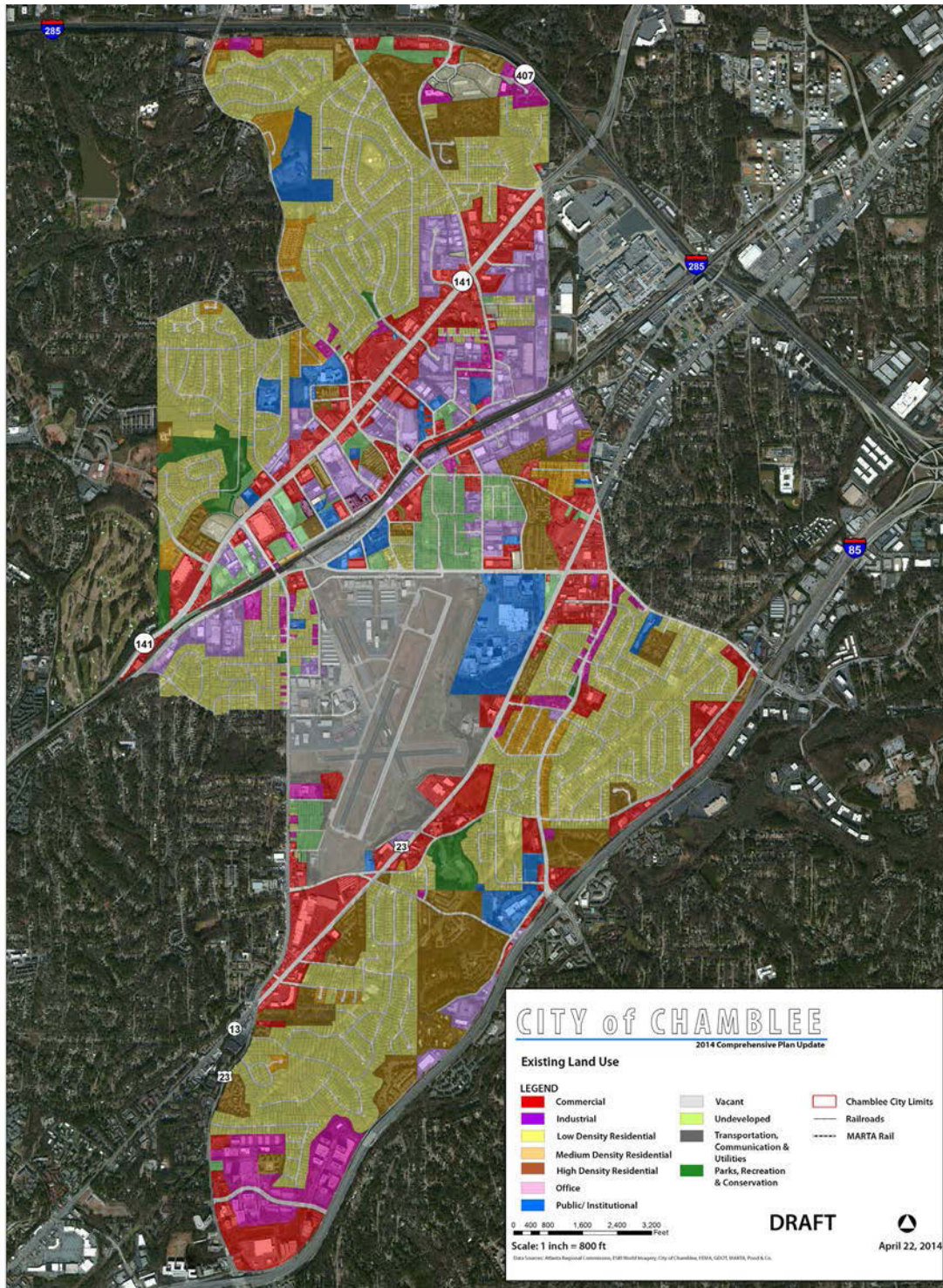


FIGURE 4-1: Existing Land Use Map

The survey discovered that only 160 acres of land, or 3% of the city total, could be classified as undeveloped. As a result, new development in Chamblee is almost always in the form of redevelopment or infill. Infill can be defined as the new development of vacant, abandoned, passed over, or underutilized land within built-up areas of the community. Infill also includes redevelopment of lots typically involving the demolition of existing structures and building new structures or the substantial renovation of existing structures, often changing form and function.

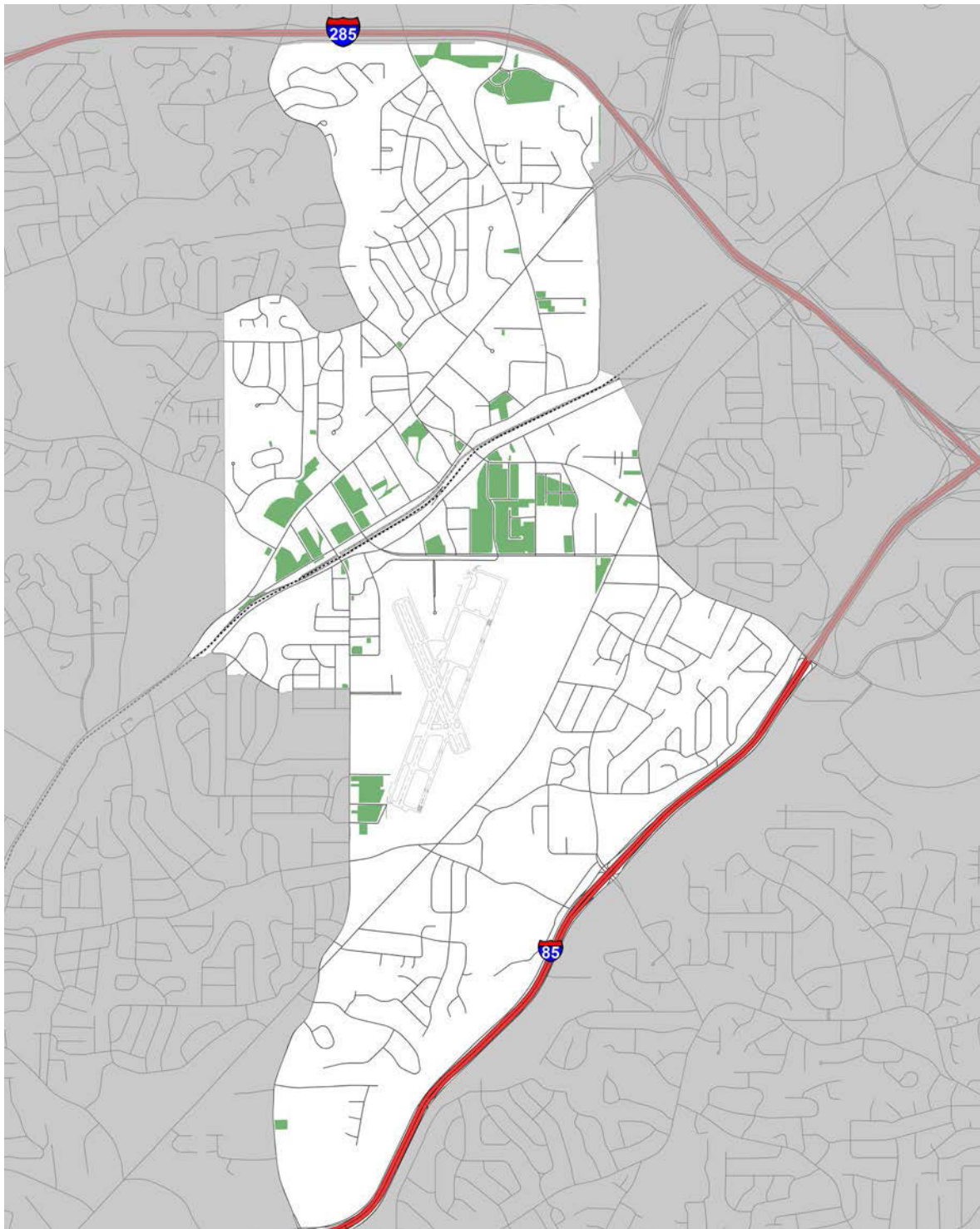


FIGURE 4-2: Vacant Land Map

Redevelopment and infill must be sensitive to the future vision or desired character of surrounding property, as expressed in the character areas shown on the Future Development Map and to the existing character of development on the property. The degree to which the existing character matches the vision is key. If the two are close, then new development must blend in or protect the original character, as such is the case with historic preservation, or within the surroundings of a well-established neighborhood. If the two are far apart, then the infill often stands out, looking out of place, or inconsistent aesthetically with its surroundings. The result can be a mismatch in architectural styles that may clash and create more visual clutter than was there before. In such situations, it is acceptable that some concessions be made for the sake of progress or general aesthetic improvement. At no time, however, should the future vision of the character area be compromised. To this end, the city should consider the adoption of design guidelines particularly in character areas where this mismatch of existing and future character is far apart.

The following table, Table 4-1 Infill Policies, offers an assessment of the existing character and future visions in each character area, as well as Infill criteria to help serve as a guide in making these decisions and in the crafting of these designs standards.

Table 4-1: Infill Policies Table			
<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
1 - Perimeter Commercial Mix	Primarily office park character with some highway oriented commercial. Area also contains some garden apartments and townhouses. Uses are primarily oriented toward Savoy Drive and I-285.	The Perimeter Commercial Mix area will be active employment center and welcoming gateway to the city from I-285. The area will provide a mix of professional, commercial, and residential uses integrated within an aesthetically pleasing boundary along I-285.	Redevelopment of older office parks and commercial properties to owner occupied housing developments, or higher density office uses is encouraged for parcels fronting Savoy Drive. Intensity of uses should transition between higher density uses along Savoy and adjacent single family in the Neighborhood Living Character Area Outparcel development should be encouraged along Savoy Drive in cases where front yard parking dominates the sight.

Table 4-1: Infill Policies Table

Character Area	Existing Character	Vision	Infill Policies and Criteria
2 - Neighborhood Living	Well establish single-family subdivisions, with limited office and commercial uses along major corridors	This area will remain a strong stable single-family residential area of well-maintained housing with a distinct community identity. The interior of the area will remain single-family residential on large lots, supported by nearby commercial areas for services, and local parks for recreation.	<p>Support limited neighborhood commercial at corner locations at the intersections of primary, secondary and feeder streets.</p> <p>Infill housing should be consistent with the established character of surrounding housing.</p> <p>The construction of accessory housing units are acceptable in the rear yards and should exhibit the same architectural style of the primary structure. Accessory housing units area also acceptable internal of a larger house built to include an accessory unit.</p>
3 - Motor Mile Corridor	Commercial corridor dominated by auto dealerships and related auto uses. Some industrial buildings also dot the landscape.	The Motor Mile Corridor will continue to be a major regional shopping destination for auto sales and service. Though local commercial areas will be primarily auto oriented in their marketing, local land uses will reflect a mixed use urban environment that is friendly to alternative modes of transportation and visually appealing to visitors.	<p>Maintain appropriate buffers between residential areas to the north and the commercial uses along the corridor.</p> <p>Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor and within the requirements of the IT zoning district.</p>
4 - GM Village	Industrial character interspersed with older small lot residential. Much of the older residential has transitioned to office and commercial uses.	The GM Village will support and complement the redevelopment of the adjacent former GM plant. The area will contain supportive industry, services and housing with a complementary design and style.	<p>Once established adopt new design standards that complement the design of the redeveloped GM site.</p> <p>Promote the area for light manufacturing and clean industries.</p>

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
5 – Central Gateway	Suburban commercial corridor with a few older industrial building.	As visitors pass through Chamblee along Peachtree Boulevard they will have a clear sense of arrival at a unique and inviting destination that they will identify with the greater Chamblee community. This will be an area that draws attention to the City Center, and yet also serves the local service needs of the surrounding neighborhoods.	<p>The existing character and future vision for the area is far apart. It is recommended that Design Guidelines be developed to complement the City Center.</p> <p>Support the redevelopment of Chamblee Plaza as a signature mixed-used development.</p> <p>Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor within the requirements of the IT zoning district.</p> <p>New development should include wayfinding signage and gateway elements that direct travelers to local landmarks and identify that they are in Chamblee.</p>
6 – City Center	Small town downtown character occupied by wide variety of government facilities, small shops, older houses, and restaurants. No unifying architectural style.	The City Center will be a vibrant and unique destination that ties the greater Chamblee community together. A center for civic activities that through its design will continue to reflect the city’s rich history and forward looking aspirations. The area will contain a compatible blend of historic and modern buildings within a safe and walkable environment. The area will be a draw for tourism, and serve as a service provider to adjacent mixed-use neighborhoods.	<p>Off-street parking in support of new commercial development should be open to the general public.</p> <p>Encourage a historic architectural look and feel as per the LCI recommendations, and the recommendations of the Main Street Program. Building materials and architecture should relate to the existing historic/pedestrian oriented character of ‘old town’ Chamblee.</p> <p>Support the incorporation of public artwork in new development that commemorates the city’s history and future vision.</p>

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
7 - Peachtree Boulevard Corridor	Suburban commercial corridor with some older industrial buildings.	An active and visually appealing mixed-use corridor serving the needs of the surrounding neighborhoods and pass-through regional traffic. It is envisioned as a destination for expanded interstate trade and small business opportunities, as well as an inviting location for pedestrian oriented human scale development. The area will be linked by a comprehensive transportation network that accommodates pedestrian, bicycle, and vehicular traffic.	Encourage the redevelopment of existing strip commercial development into pedestrian scale, interconnected nodes. Coordinate with the City of Brookhaven on land use issues along our shared border, to help ensure a consistent design and compatibility of uses.
8 – Mid City	Urban mixed use environment centered around the MARTA station. Active housing and commercial center.	Centered around the Chamblee MARTA Station, this area will support transit oriented lifestyles with associated housing, services, and employment.	Support walkable transit oriented mixed use developments. Maintain the safe and convenient access to the future Chamblee Rail Trail Extensions The Downtown Development Authority should play an active role in the coordination of new development.
9 – International village	Older suburban neighborhood with mixed office and industrial uses. Adjacent airport and runway protection zone has a strong influence. Prominent Asian and Hispanic presence in the community.	The vision of the International Village is two-fold: <ul style="list-style-type: none"> To fortify and sustain the area as a living and working community for all people To strengthen the local economy by enhancing the appeal of the area to non-residents who desire to experience an authentic international community 	Promote the development of a mixed-use urban environment, that provides a location for residences, retail, goods and services and offices with an international theme. Due to the proximity of DeKalb Peachtree Airport, coordinate new development with the Airport Manager. Support the construction of multi-use paths between the MARTA station and nearby major employers, such as the Chamblee Federal Complex on Buford Highway.

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
10 – New Peachtree Road Industrial Area	Business park and light industrial uses oriented along New Peachtree Road.	An employment center with easy access to the PDK Airport and the MARTA Station. Primary uses will be light industrial and offices that do not generate excessive noise, vibration or nuisance characteristics for nearby residential neighborhoods	Encourage the location of incubators and adaptive reuse of buildings Require appropriate buffers between this area and the residential areas adjacent to it.
11 – Ashford Park	Older single-family residential originally built in the 1940s, but has been the target of recent infill housing development on small lots that were originally platted but never built on.	A strong single-family residential neighborhood with good access to the MARTA station and PDK Airport, offering good opportunities for infill residential development	Infill housing is appropriate on smaller lots that meet the following criteria: <ul style="list-style-type: none"> • Lot was pre-platted over 50 years ago • Outside of protected stream buffers, • Within 300 feet of Clairmont Road • Architectural style is compatible with the surrounding housing and approved by the Architectural Review Board
12 - Airport	Active air transportation hub, with surrounding utilitarian/ industrial buildings.	Centered around one of the busiest airports in the state and operated by the county, the Airport Character area is economic hub for regional business and county government services. A prominent feature in the heart of Chamblee, the airport will reflect an aesthetically pleasing, business friendly environment.	Promote the construction of higher aesthetic elements for uses along the Airport’s border, adjacent to surrounding streets, but will loosen architectural design standards close to the runways. Streetscape projects along highly visible adjacent arterial roadways including Chamblee-Tucker Road and Buford Highway, should be supported with appropriate commercial and industrial uses, as well as bike or jogging trail.

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
13 – Buford Hwy/ Shallowford Rd Area	Suburban commercial corridor along Buford Highway with a strong Asian and Hispanic presence. Office and commercial uses along Shallowford Road are typically housed in older houses that have been converted to the use. Between Buford Highway and Shallowford Road, the areas contains a mix of older “garden apartments,” single-family homes, many of which have been converted to commercial or office use	Centrally located at the intersection of three major arterial roadways (Chamblee-Tucker Road, Shallowford Road and Buford Highway) and rich in cultural diversity, this area will provide a variety of neighborhood oriented commercial activities, and serve as a destination to non-residents who desire to experience an authentic international community. Adjacent to several strong single family residential areas, future redevelopment of the area will be a manner compatible with the low density residential character.	<p>Support the conversion of single family houses to commercial and office space and infill with low 1 to 3 story structures in keeping with the low density residential character of the surrounding neighborhoods.</p> <p>Uses along Buford Highway should be in keeping with the character of the corridor and more intensive uses on the north-western side of the highway, however uses away from the highway should transition down to a more single-family residential character along Shallowford Road to serve as an appropriate transition to the Shallowford Road neighborhoods.</p>
14 – Shallowford Road Neighborhoods	Single-family residential neighborhoods	Occupied by strong single-family neighborhoods, the area will enjoy easy access to local parks and recreational opportunities and be supported by a variety of other housing types and neighborhood oriented commercial uses.	<p>Infill housing should be consistent with the established character of surrounding housing.</p> <p>The construction of accessory housing units are acceptable in the rear yards and should exhibit the same architectural style of the primary structure. Accessory housing units area also acceptable internal of a larger house built to include an accessory unit.</p> <p>Trail connections between local recreational centers such as Dresden Park, Dynamo Swim Club, and to major employment centers such as Century Center and the Chamblee Federal Complex should be encouraged.</p>

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
15 – Dresden/I-85 Corridor	Highway oriented business park, supported by medium and high density residential uses and neighborhood scale commercial.	Accessible and highly visible from I-85, this area will serve as an employment hub and southern gateway to the city. The area will contain a mixture of Medium-density office space mixed with a variety housing types.	Where feasible maintain natural buffers along the interstate to reduce noise within the surrounding neighborhood. A transitional area buffering the single-family homes in the Shallowford Road Neighborhoods from I-85, support the continued use and development of office and light industrial uses that do not create a nuisance.
16 – Buford/Clairmont	Suburban commercial corridor anchored by a community level mall, Plaza Fiesta.	A community level activity center that serves the needs of surrounding neighborhoods. Appropriate uses include commercial retail and entertainment, multifamily residential and medium density office. The area will include convenient and safe pedestrian access across Buford Highway and Clairmont Road	Promote the redevelopment of area as community level activity center in keeping with the requirements of the CC zoning district. Support the conversion of traditional suburban land use forms to a more urban forms that support alternative modes of transportation to the automobile, e.g. requiring outparcels to be developed in strip commercial centers that front the street with parking in the rear, the construction of pedestrian walkways and landscaping in large parking lots linking the street to the front doors of establishment, and the construction of multi-story mixed-use development.
17 – Shallowford / I-85 Activity Center	Suburban commercial corridor oriented toward Shallowford Road and supported by surround older garden apartments, townhomes.	Growing activity center housing a mix of commercial, institutional and residential uses with easy access to I-85. The home of St. Pius X High School the area is a center for education and civic activities with strong connections to the surrounding community.	Promote the development of community level activity center that serves the needs of the surrounding neighborhoods.

Table 4-1: Infill Policies Table

Character Area	Existing Character	Vision	Infill Policies and Criteria
18 – Clairmont Residential	Single family residential neighborhood with easy access to Clairmont Road, with some higher density residential, apartments and townhomes along Clairmont itself serving as a transition.	A strong residential area containing a diversity of housing types, and limited neighborhood commercial uses. The area will have easy access to both shopping and employment opportunities located at Century Center and along Buford Highway.	Promote higher density infill development near Clairmont Road, but maintain the character of the single family neighborhoods further away from the road.
19 – Century Center Office Park	Mid to High Rise Office Park, oriented around the intersection of I-85 and Clairmont Road, with some supportive commercial	A high density and mixed-use node that serves as a regional attraction and strong employment center for the city and the greater Atlanta Region	Support the redevelopment of higher density office space and mixed-use through the creation of a new Mixed Use Business Center zoning district. Support the development of an internal street grid, and trail and sidewalk connects to the surrounding neighborhood.
20 – Clairmont Corridor	Older small single-family housing converted to commercial and office uses	A low-rise commercial corridor and employment center oriented toward airport related business and local community service needs	Support the conversion of older single family housing to commercial and office uses, consistent with the NC-1 and NC-2 zoning districts. Maintain the single-family community character along Clairmont Road.

4.3. IMPLEMENTATION PROGRAM

The Implementation Program outlines the overall strategy and action items for achieving the Vision for Future Development and for addressing the priority Community Needs and Opportunities laid out in Chapter 3. These actions are supported by the Policies, provided in Section 4.2., which also address priority needs and opportunities for the future.

4.3.1. Need for more community facility planning

On-going

- Sidewalk Inventory and assessment
- Stormwater mapping
- Continue coordination with North DeKalb Mayors regarding municipal issues and needs
- Coordinate management of transportation projects with ARC and GDOT
- Work with GDOT to get drainage ditches on Peachtree Boulevard piped

Short Term

- Undertake a Parks and Recreation Master Plan that will identify needed park improvements and incorporate bicycle and recreation trail connections between the parks
- Undertake a Public Works 5-year plan that will incorporate stormwater management, pavement assessment, and sidewalk improvements.
- Implement a Sidewalk Improvement Program
- Undertake a Blueprint Master Plan of the Downtown area

Long-Term

- Chamblee Town Center LCI Update (2024)
- Major Comprehensive Plan Update (2024)

4.3.2 Need for additional funding and investment to maintain and improve community facilities.

On-going

- Apply for appropriate state and federal grants.
- Cultivate public-private partnerships with local businesses and developers.
- Coordinate regularly with local funding partners, such as the Downtown Development Authority, the Chamber of Commerce, DeKalb County Government,

the Atlanta Regional Commission and the State Departments of Community Affairs and Transportation.

- Investigate the potential for outside funding sources to further develop pedestrian connections and bike facilities.

Short Term

- Explore establishing a Community Improvement District or Tax Allocation District

4.3.3. Need for a central community gathering place.

Short Term

- Select a site among those identified by the LCI study for a Town Green
- Pursue funding possibilities, including a public-private partnership, for construction of a Town Green as part of Parks and Recreation Master Plan.
- Acquire land for and construct Phase 1 of the Town Green.

Long Term

- Complete Town Green and related private redevelopment

4.3.4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible.

On-going

- Maintain existing monument signage and community banners along major corridors leading into the city.

Short Term

- Construct additional downtown wayfinding signage in the newly annexed area
- Select preferred location for downtown district expansion and targeted redevelopment.

Long-Term

- Plan for redevelopment in the downtown area and the adjacent area along Peachtree Boulevard to be constructed to similar architectural and landscaping standards for a unified character.
- Support the removal of unsightly elements, such as overhead power lines, billboards, metal building facades, vacant lots, chain link fences, and missing

sidewalk segments.

- Integrate the Chamblee Rail Trail extension through the downtown area.

4.3.5. Need to improve pedestrian infrastructure and landscape.

On-going

- Maintain sidewalk inventory tracking in GIS.

Short Term

- Initiate an annual Sidewalk Improvement Program.

4.3.6. Need to expand bicycle network and facilities.

On-going

- Support construction of complete streets with bicycle lanes where appropriate in Chamblee.

Short Term

- Include bicycle trail needs in the parks and recreation plan.

4.3.7. Need for better traffic and access management.

On-going

- Invest in better traffic and access management to help protect the safety and welfare of pedestrian and cyclists from the hazards of conflicts with motorized traffic.

4.3.8. Need for local connections across regional transportation facilities

Short Term

- Support construction of new roadway that crosses rail line to connect to the redeveloping GM Doraville Plant.
- Work with the City of Dunwoody to initiate an I-285 Corridor LCI Study, that will explore building stronger transportation connections over or under I-285.

4.3.9. Need for improved aesthetics

On-going

- Work with billboard owners to consolidate billboard sites.
- Proactively enforce existing land use policies and codes.

Short Term

- Invest in aesthetic streetscape treatments, such as street trees, pedestrian lighting, community banners, and gateway monuments and way-finding signage, including improvement along Chamblee Dunwoody Road and Peachtree Road
- Provide more green space, in form of public parks. The Parks and Recreation Plan should consider the reuse of vacant and abandoned industrial and commercial sites for parklands.
- Continue to invest in monument gateway signs, expanding them to the annexed area.
- Create design standards for character areas that exhibit a inconsistency between existing conditions and future vision, such as the City Center and Central Gateway.
- Create a utility relocation fund for completion of segments of redeveloping storefront streets.
- Establish an Arts Incubator in Chamblee to attract artists to the community

Long-Term

- Additional streetscape projects based on the recommendations of the upcoming Public Works 5-year Plan.

4.3.10. Need to facilitate investment in quality development

On-going

- Strategically utilize public investment in facilities and improvements within the public rights-of-way to spur on private interest, such as a town green, streetscape improvements, and additional downtown parking.
- Control quality of development through strong land use policies and regulations.
- Embrace proposed Town Center trail system and community open space as part of redevelopment efforts by adding flexibility to some development regulations in return for additional, high quality outdoor spaces.

Short Term

- Consider investment in downtown parking structures to help alleviate this problem.

4.3.11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining

Ongoing

- Hire a new Economic Development Director that would persuade new retail, a grocery store, and restaurants to locate in Chamblee.

Short Term

- Acquire state funding for downtown improvements, such as through the Georgia Main Street Program.
- Undertake an Economic Development Plan. The plan should address overall economic goals, identify target industries, a strategy for attracting new employers, marketing and branding of the community.
- Develop an action plan for the DDA, and determine long-term funding mechanisms.
- Establish convenient parking and encourage turn over in retail, entertainment and restaurant-targeted areas by adding signage to existing parking, increasing on-street parking, and limiting time allotted for on-street spaces.

4.3.12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance

On-going

- Strengthen the City's relationships with minority groups through increased outreach, particularly to non-English speaking persons.
- Continue to seek out bi-lingual city employees
- Participate and support local cultural festivals, such as the Cinco de Mayo Festival held each year at Plaza Fiesta

Short Term

- Work with the Pan-Asian Community Center to disseminate City information in non-English languages.

4.3.13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant and abandoned structures

On-going

- Update the Atlanta Regional Commission's Vacant Property Inventory and use it to identify potential targets for redevelopment and infill

- Work with Senior Connections and the temporary senior shuttle regarding access to service.

Short Term

- Facilitate the adaptive reuse of these properties by offering zoning density incentives, or easing requirements for site improvements.
- Promote and market available sites.

4.3.14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station

On-going

- Continue to work with Developers to ensure that development around the existing MARTA rail station is walkable.
- Seek high-quality development immediately adjacent to the MARTA rail station.
- Seek opportunities for alternative fuel source stations in public or semi-public places.
- Coordinate with MARTA on transit recommendations from the Chamblee Town Center LCI Update.

Short Term

- Develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive.
- Provide safe and convenient access to future Chamblee Rail Trail extensions.
- Adopt a long-range maintenance plan for parks and green space.

4.3.15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment

On-going

- Work closely with the City of Doraville to provide access to the GM redevelopment from Chamblee and parts west.

Short Term

- Zone for complementary land uses in Chamblee.
- Support new businesses wishing to locate in this area with a new Economic Development Director.

4.3.16. Opportunity to brand Chamblee’s “Motor Mile” along Peachtree Boulevard

On-going

- Cooperate with auto dealerships to reinforce the brand.
- Support the creation of a local auto dealers association.

Short Term

- Create an identity for the automobile dealership node through signage, referring to it as “Chamblee’s Motor Mile.”

4.3.17. Opportunity to strengthen and support neighborhoods

On-going

- Promote and regulate appropriate infill policies.
- Support property maintenance through regular code-enforcement.
- Acquire Dresden Park from DeKalb County.

Short Term

- Seek to create multi-modal connections among its neighborhoods.
- Strive to create plentiful safe parks to play through the implementation of the Parks and Recreation Master Plan

4.3.18. Opportunity to support urban farming and gardening practices

Short Term

- Craft City regulatory code so that it supports urban farming, such as raising chickens, and urban gardening initiatives.

4.3.19. Need for additional housing options

On-going

- Encourage the addition of executive housing options.

Short Term

- Support the development additional housing options through revisions in the City land use policies to accommodate non-traditional family households, thus matching the changes in the overall regional demographics.
- Draft infill policies that allow for mother-in-law suites for those who wish to live as an extended family.

4.3.20. Need to create an environment that supports residents of all ages

On-going

- Work with the ARC Lifelong Communities division to incorporate best practices in design and program delivery for local seniors.
- Study the possible utilization of Silver Architecture Standards (design standards tailored for the needs of the elderly and physically disabled).

Short Term

- Focus transit-oriented development around the Chamblee MARTA Station, and seek to locate senior housing and services there as well.

4.3.21. Need to streamline and update city development regulations

On-going

- Undertake proactive education efforts to inform the development community and interested citizens on the development process and city codes.
- Educational materials related to the city’s codes and regulations should also be readily available on the city website.
- Consider zoning revisions recommended by the Chamblee LCI Study.
- Adopt a Unified Development Ordinance that updates and streamlines zoning and development regulations affecting the following areas:
 - o Multifamily development requirements
 - o Infill development
 - o Storefront streets requirements
 - o Section 504 regulations regarding building renovations, alterations, adaptation, addition, restoration, and repairs
 - o Requirements for underground utilities
 - o Standards for converting rental residential property to owner-occupied housing.
 - o Mixed use development requirements for residential component
 - o Provision for urban agriculture

4.3.22. Need for ongoing communications about city government plans, policies, and actions

On-going

- Regularly update its website regarding the direction the city is taking on important issues.

- Identify a communications officer at the City to be available to field questions via telephone and email from residents on issues before city council.
- Tap into existing neighborhood organization meetings and mailing lists to reach residents in ways that are convenient and familiar to them.
- Communicate with Annexed area residents regarding code enforcement requirements, including home occupations and over occupancy.

4.3.23. Improve government data resources and accessibility

On-going

- Have and maintain a geographic information system, that provides a clear understanding who lives in the city, what businesses are located here, the condition and status of its built environment and community resources, as well as the location natural and cultural resources.
- Research and map previous DeKalb County zoning case history in the newly annexed area.

Short Term

- Conduct a detailed inventory of the City and record it in a series of GIS (Geographic Information System) databases.

4.4. SHORT TERM WORK PROGRAM (STWP)

The Short-Term Work Program (STWP) identifies specific implementation actions that the City government and other partner entities will undertake to implement this plan within the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place. For each action the STWP outlines the following information:

- Brief description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Because Chamblee has recently drafted its Comprehensive Plan and has been subject to other planning efforts in recent years, the short term project recommendations from this Plan consist mainly of projects recently recommended by the 2014 Chamblee Town Center LCI, the 2014 DeKalb County CTP, and the 2012 City of Chamblee Comprehensive Plan.

Table 4-2: Short Term Work Program 2014-2019

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PR.1	Prepare Parks and Recreation Master Plan		☑					\$125,000	Parks & Recreation	General Fund
PR.2	Acquire Dresden Park from DeKalb County		R					\$2,500	City Manager	General Fund
PD.1	Hire new personnel to address service needs of the 2014 annexation	R						\$1.6 M	Police	General Fund
CM.1	Identify and assess areas likely to support a CID; promote with property owners potential to create a CID for infrastructure improvements if it appears viable	☑	☑					\$12,000	City Manager	General Fund
D.1	Prepare new Unified Development Ordinance	☑						\$75,000	Development Department	General Fund
D.2	Implement Citizens Planning Academy (UDO 101)		☑	☑	☑	☑	☑	Staff	Development Department	General Fund
D.3	Prepare Downtown Parking Study	☑	☑					Staff	Development Department	General Fund
ED.1	Prepare and launch a communications plan, as a component of an overall marketing strategy that targets industry sector/ recruits and brands	☑	☑					\$30,000	City Manager/ Economic Development	General Fund
ED.2	Implement communications plan and finalize and implement a marketing strategy	☑	☑	☑	☑	☑	☑	\$80,000 per year	City Manager/ Economic Development	General Fund
ED.3	Prepare an Strategic Economic Development Plan		☑					TBD	City Manager/ Economic Development	General Fund
ED.4	Identify and implement ways to promote an "Auto Row" as part of City communication and active marketing strategy		☑	☑				Staff	City Manager/ Economic Development	General Fund

*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)

Table 4-2: Short Term Work Program 2014-2019

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
ED.5	Apply for Opportunity Zone	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					Staff	City Manager/ Economic Development	General Fund
ED.6	Establish an Arts Incubator in the community to attract artists		<input checked="" type="checkbox"/>					\$125,000	DDA/ Arts Alliance/ Economic Development	General Fund
PW.1	Purchase new equipment to address service needs of the 2014 annexation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					\$12,000	Public Works	General Fund
PW.2	Hire new employees to address service needs of the 2014 annexation	<input checked="" type="checkbox"/>						\$135,000	Public Works	General Fund
PW.3	Continue to work with MARTA to provide destination mapping within bus shelters and the MARTA station	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Staff	Public Works	General Fund
PW.4	Update and maintain the city's Stormwater facilities in GIS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Staff	Public Works	General Fund
PW.5	Stormwater: Identify and fund priority area for repairs on aging facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Staff	Public Works	General Fund
PW.6	Prepare a 5-year Public Works Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					Staff	Public Works	General Fund
PW.7	Establish a Sidewalk Improvement Program for regular maintenance and expansion of the city's pedestrian network	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$500,000 per year	Public Works	General Fund
PW.8 (0493)	Build Bicycle/Ped Improvements on Perimeter Trail from Womack Drive to Murphy Candler Park from 2014 DeKalb County CTP				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		\$1,710,000	Public Works, Brookhaven and Dunwoody	TA

**Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)*

Table 4-2: Short Term Work Program 2014-2019

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PW.9 (0660)	Build Crosswalk improvements on Clairmont Rd @ I 85 from 2014 DeKalb County CTP		☑	☑	☑			\$4,400,000	Public Works, Brookhaven	STP Urban, NHPP
PW.10 (0858)	Build Pedestrian Improvements along Dresden Dr from 2014 DeKalb County CTP	☑	☑	☑				\$2,142,500	Public Works, Brookhaven	
PW.11 (0978)	Build Bicycle/Ped Improvements on Peachtree Blvd from Peachtree Road/ Brookhaven Station to Plaza Fiesta from 2014 DeKalb County CTP				☑	☑	☑	\$8,588,000	Public Works, Doraville and DeKalb Co.	NHPP
PW.12 (1362)	Build New Roadway over Railroad Connecting Buford Highway to Peachtree Blvd Connector from Doraville LCI/GM Redevelopment Plan		☑	☑	☑			\$54,556,000	Public Works, Doraville	
PW.13 (5084)	Build Bicycle/Ped Improvements on Buford Hwy from 2014 DeKalb County CTP				☑	☑	☑	\$21,340,000	Public Works, Brookhaven, Doraville, and DeKalb Co.	LCI, STP Urban, HISP
PW.14 (5093)	Build Bicycle/Ped Improvements on Clairmont Rd from 2014 DeKalb County CTP		☑	☑	☑			\$45,330,000	Public Works, GDOT, Brookhaven, DeKalb Co.	NHPP
PW.15 (B1)	Build the Chamblee Rail Trail Multi-Use Greenway (Ph2) from 2014 Chamblee Town Center LCI	☑	☑	☑				\$3,770,000	Public Works	Local/ ARC/ Federal/ State
PW.16 (B2)	Add Bicycle Lane on Peachtree Rd & American Industrial Way from 2014 Chamblee Town Center LCI			☑	☑	☑		\$5,000	Public Works	City of Chamblee
PW.17 (C1)	Build Corridor Improvements along Chamblee Dunwoody Rd from New Peachtree Road to Chamblee HS from 2014 Chamblee Town Center LCI		☑	☑	☑			\$800,000	Public Works	Local/ ARC/ Federal/ State (GDOT)

*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)

Table 4-2: Short Term Work Program 2014-2019

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PW.18 (C2)	Build Streetscape Improvements along Chamblee Tucker Rd from 2014 Chamblee Town Center LCI		☑	☑	☑			\$500,000	Public Works	Local/ ARC/ Federal
PW.19 (C3)	Build Corridor Improvements along Peachtree Rd from Clairmont Road to Pierce Road from 2014 Chamblee Town Center LCI	☑	☑	☑				\$750,000	Public Works	Local/ ARC/ Federal/ State
PW.20 (C4)	Build Corridor Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI		☑	☑	☑			\$420,000	Public Works	Local/ ARC/ Federal
PW.21 (G1)	Build a Chamblee Dunwoody/Peachtree Road Gateway from 2014 Chamblee Town Center LCI			☑	☑	☑		\$720,000	Public Works	Local/ ARC/ Federal/ State (GDOT)
PW.22 (G2)	Build a Chamblee Dunwoody/Peachtree Blvd Gateway from 2014 Chamblee Town Center LCI							\$950,000	Public Works	Local/ ARC/ Federal/ State (GDOT)
PW.23 (P1)	Build Pedestrian Improvements along Chamblee Dunwoody Rd from 2014 Chamblee Town Center LCI				☑	☑	☑	\$550,000	Public Works	Local/ ARC/ Federal
PW.24 (P2)	Build Pedestrian Improvements along Chamblee Tucker Rd from 2014 Chamblee Town Center LCI	☑	☑	☑				\$140,000	Public Works	Local/ ARC/ Federal
PW.25 (P3)	Build Pedestrian Crosswalk Improvements at Peachtree Rd at Pierce Road from 2014 Chamblee Town Center LCI	☑	☑	☑				\$10,000	Public Works	Local
PW.26 (P4)	Build Pedestrian Improvements along Malone Dr from 2014 Chamblee Town Center LCI				☑	☑	☑	\$310,000	Public Works	Local/ Private
PW.27 (P5)	Build Streetscape Improvements along Broad Street from 2014 Chamblee Town Center LCI		☑	☑	☑			\$510,000	Public Works	Local/ ARC/ Federal
<p align="center"><i>*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)</i></p>										

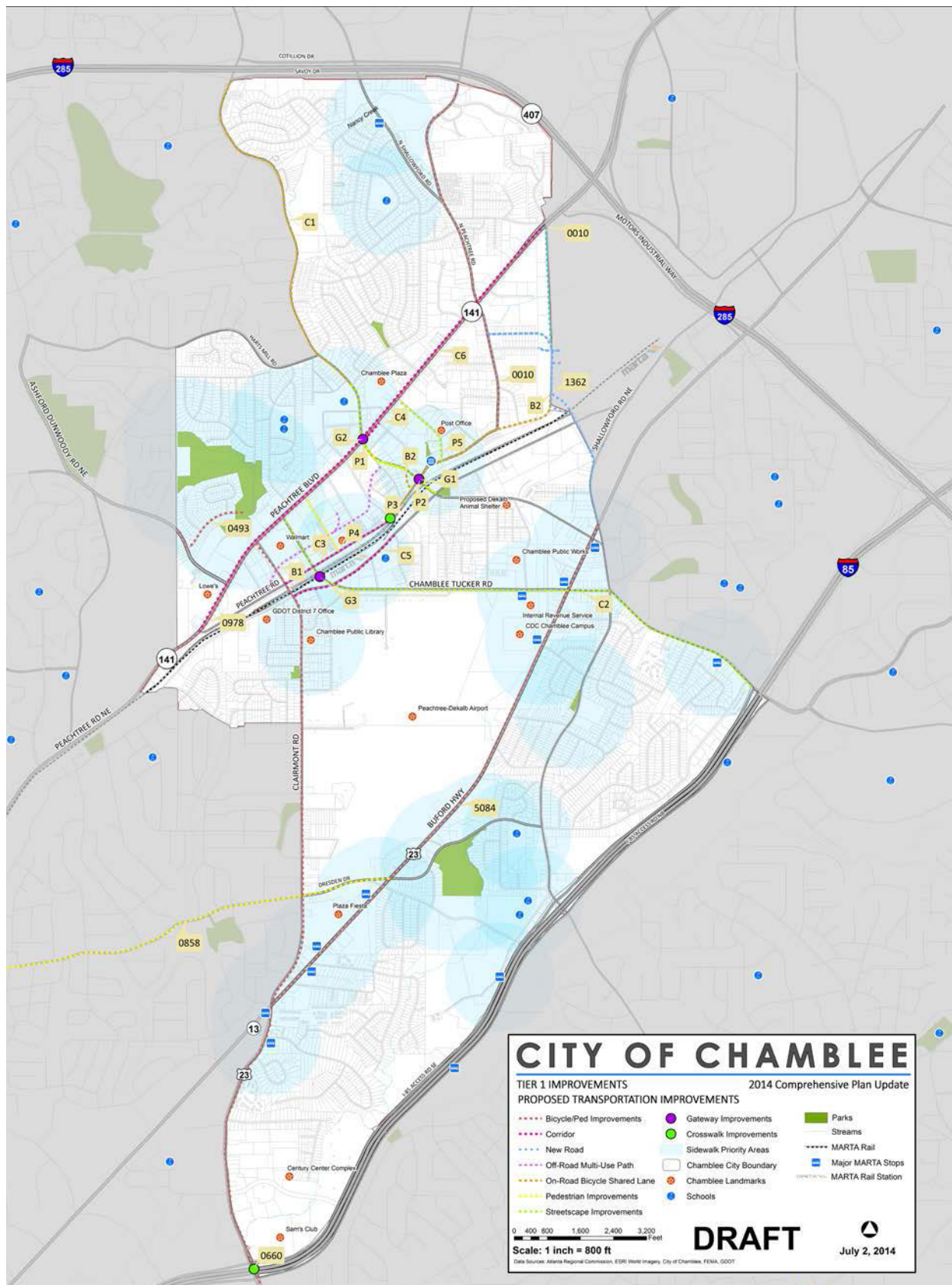


FIGURE 4-3: Map of Short Term (Tier 1) Transportation Project Recommendations

4.5. LONG TERM WORK TRANSPORTATION WORK PROGRAM

Along term work program identifies specific long-term implementation actions the City government or other entities intend to take beyond the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Community Agenda.

- Chamblee Rail Trail Multi-Use Greenway (Ph3) from 2014 Chamblee Town Center LCI (B3)
- Bicycle Lane Peachtree Rd West of Clairmont from 2014 Chamblee Town Center LCI (B4)
- Bicycle Lane New Peachtree Rd - Chamblee Tucker from 2014 Chamblee Town Center LCI (B5)
- Corridor Improvements along New Peachtree Rd from 2014 Chamblee Town Center LCI (C5)
- Corridor improvements along Peachtree Blvd from 2014 Chamblee Town Center LCI (C6)
- Chamblee Tucker Road/MARTA Bridge Gateway from 2014 Chamblee Town Center LCI (G3)
- American Industrial Way/Peachtree Blvd Gateway (G4)
- Chamblee-Tucker/ I-85 Gateway (G5)
- Buford Hwy/Shallowford Gateway (G6)
- Peachtree Blvd/ Doraville Gateway (G7)
- New Peachtree Rd/ Doraville Gateway (G8)
- Peachtree Blvd/ Brookhaven Gateway (G9)
- Clairmont Rd/ I-85 Gateway (G10)
- Shallowford Rd/ I-85 Gateway (G11)
- N Peachtree Rd/ I-285 Gateway (G12)
- N Shallowford Rd/ I-285 Gateway (G13)
- Chamblee Dunwoody Rd/ I-285 Gateway (G14)
- Broad Street/Peachtree Blvd Gateway (G15)
- Streetscape Improvements along Broad Street Streetscape Improvements from 2014 Chamblee Town Center LCI (P5)

- Streetscape Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI (P6)
- Streetscape Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI (P7)
- Streetscape Improvements along Burk Terrace from 2014 Chamblee Town Center LCI (P8)
- Streetscape Improvements along American Industrial Way from 2014 Chamblee Town Center LCI (P9)
- Streetscape Improvements along Peachtree Blvd from 2014 Chamblee Town Center LCI (P10)
- Streetscape Improvements along Peachtree Blvd from 2014 Chamblee Town Center LCI (P11)
- Streetscape Improvements along Watkins Ave from 2014 Chamblee Town Center LCI (P12)

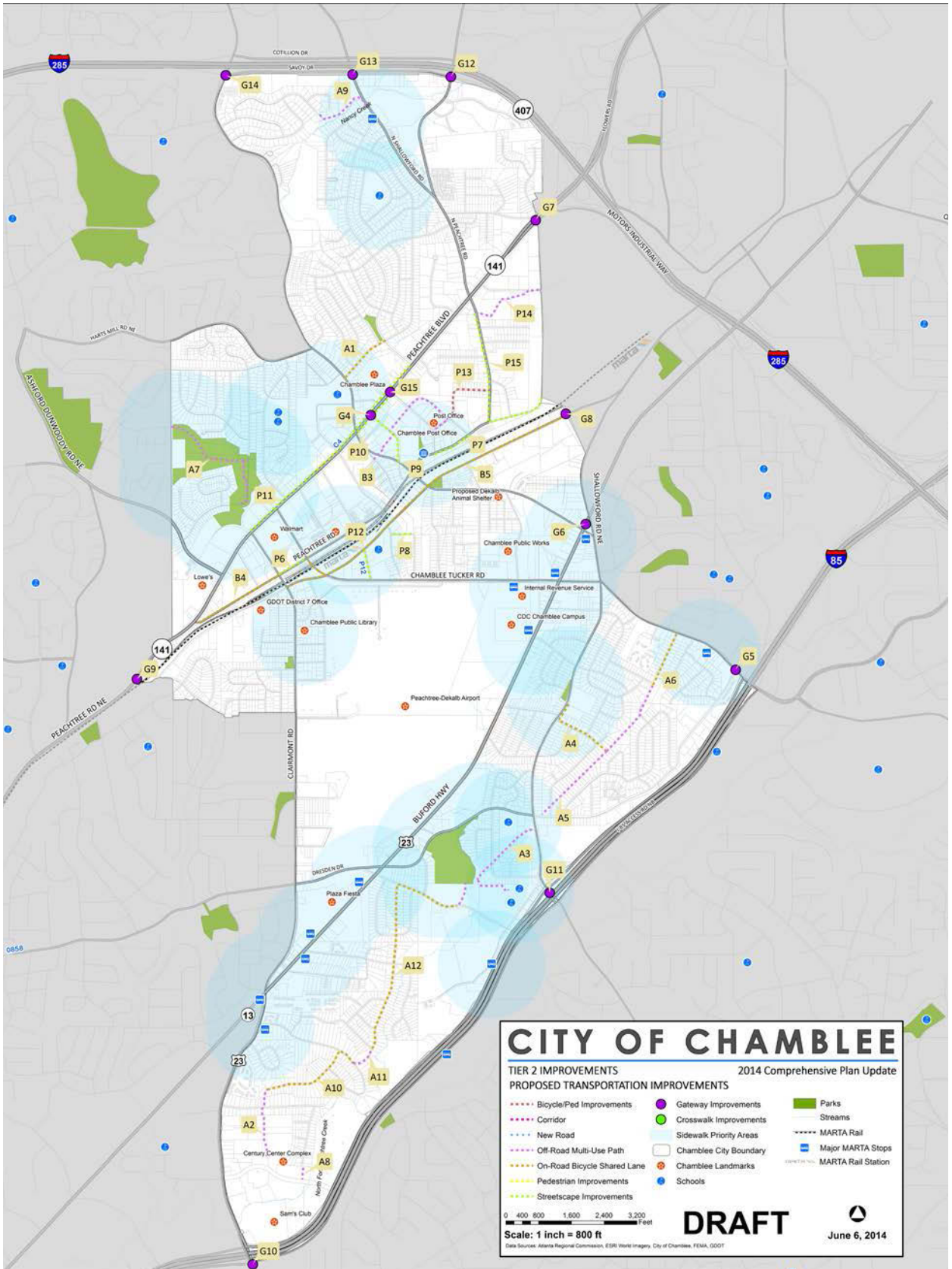
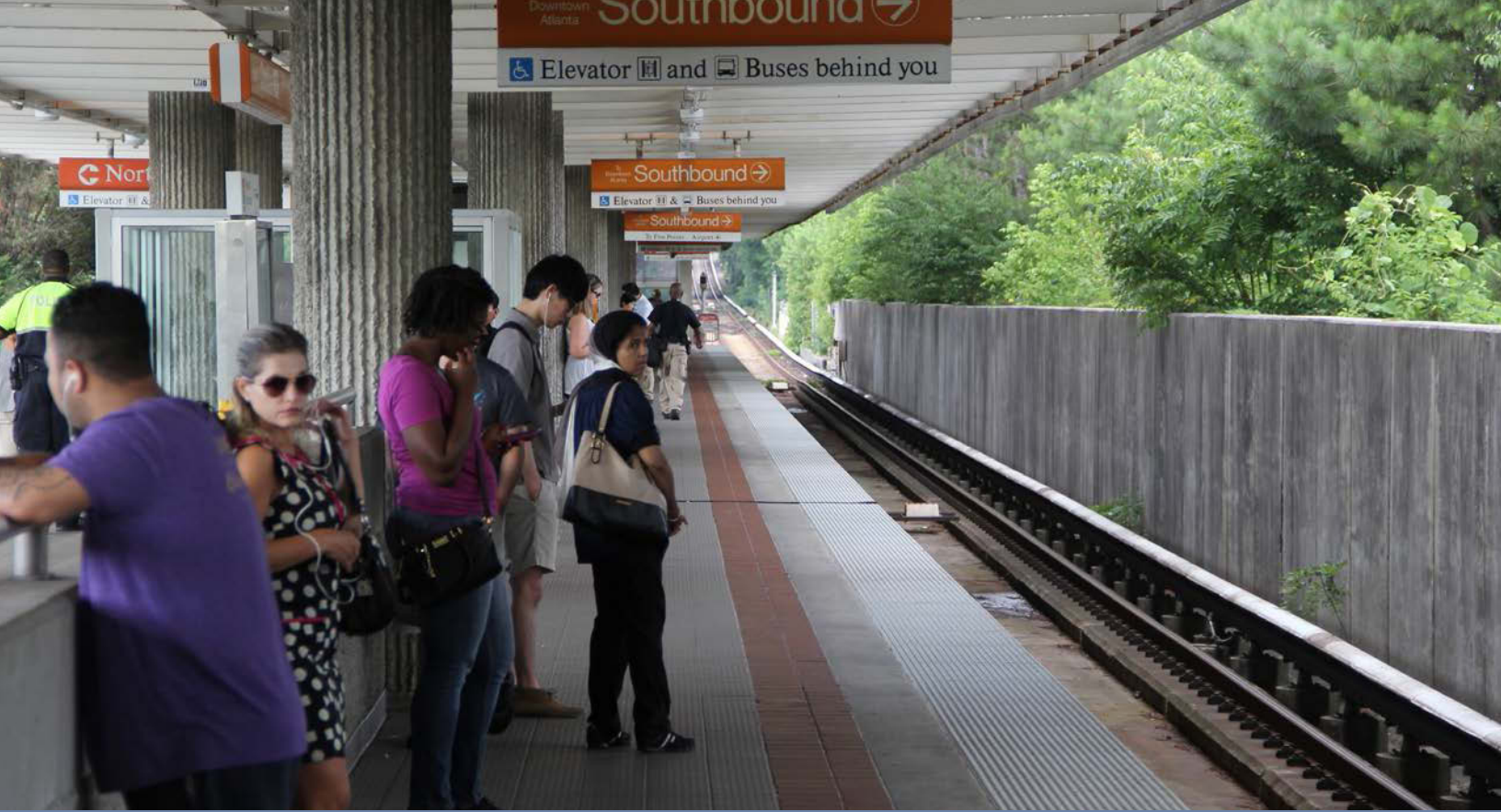


FIGURE 4-4: Map of Long Term (Tier 2) Transportation Project Recommendations



JACOBS

10 10th Street Suite 1400
Atlanta, GA 30309

CHAMBERLAIN CITY HALL



A CITY
ON THE
RIGHT
TRACK



CITY of CHAMBLEE
COMPREHENSIVE PLAN
TECHNICAL APPENDIX



CHAMBLEE CITY HALL

3-17-2015

JACOBS

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 - B.4 Public Meeting Three
 - B.5 Survey
 - B.6 Survey Results
 - B.7 Press Releases
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 - B.9 Steering Committee Meeting Summaries

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- D. Housing Technical Addendum

- E. Transportation Technical Addendum

- F. Town Center LCI 2014 Update (Abridged)

I. RECORD OF ACCOMPLISHMENTS

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation			Responsible Party	Status
		Completed	Ongoing	Pending		
Community Facilities						
CF.1	Public Works equipment purchases: 4 new trucks for garbage and recycling; leaf machine	✓	✓		Public Works	The purchasing of equipment and hiring of new personnel was to accommodate the needs of the northern annexation and that was accomplished. The city is now evaluating the need to buy more equipment and hire new personnel to handle the needs of the southern annexation.
CF.2	Additional personnel and training: safety (17 total)	✓	✓		Police Chief	See note above
CF.3	Additional vehicles and equipment for public safety (6 vehicles)	✓	✓		Police Chief	See note with CF.1
CF.4	Additional personnel: public works and stormwater (6 new 2011; 6 for 2013/2014)	✓	✓		Public Works	See note with CF.1
CF.5	Identify and assess areas likely to support a CID; promote with property owners potential to create a CID for infrastructure improvements if it appears viable		✓		City Manager	City has initiated a study of the possibility to create a CID
CF.6	Assess walkability and bikeability of city in coordination with existing recreation programs: Healthy Living Plan	✓			DeKalb County Board of Health; Parks and Recreation and Development Director	
CF.7	Study the possibility of developing impact fees for recreation, open space and public safety.			✓	Development Director	This will be evaluated as part of the Economic Development Plan (Task ED.3 in the 2014-2019 STWP)

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation				Responsible Party	Status
		Completed	Ongoing	Pending	Dropped		
CF.8	Continue to work with MARTA to provide destination mapping within bus shelters and the MARTA station		✓			Public Works Director	
CF.9	Stormwater repair: drain replacement		✓			Public Works	
CF.10	Stormwater repair: Huntley Park outlet structure	✓				Public Works	
CF.11	Stormwater repair: drainage replacement				✓	Dekalb County; Public Works	This was a county project, no longer applicable due changes in service provision with the annexation.
CF.12	Stormwater: Mapping		✓			Public Works	City completed 2011; need to complete for annexed area
CF.13	Stormwater: identify and fund priority area for repairs on aging facilities		✓			Public Works	
CF.14	Facilities review: assess space needs given expanded sanitation services, equipment and personnel for 2013/14	✓				City Manager; Public Works	
CF.15	Provide for Community Gardens; identify criteria for zoning and development regulations (see also LU.11)			✓		Development Director	Will be evaluated as part of ongoing effort to create a Unified Development Ordinance
CF.16	Prepare a park plan to include: identification of linear park system, modifications to civic design requirements (as needed), land acquisition options for parks and greenspace, and phased financing plan			✓		Development Director, Parks & Recreation Director, City Manager	A Parks and Recreation Master Plan is planned to still be undertaken
CF.17	Parks & Rec: New lights for adult softball field			✓		Parks & Rec Director	Will be evaluated as part of new Parks and Recreation Master Plan

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation				Responsible Party	Status
		Completed	Ongoing	Pending	Dropped		
CF.18	Parks & Rec: Resurfacing of tennis courts - Keswick Park			✓		Parks & Rec Director	Will be evaluated as part of new Parks and Recreation Master Plan
CF.19	Parks & Rec: Development of open field at Keswick Park; add tennis courts or a youth athletic field			✓		Parks & Rec Director	Will be evaluated as part of new Parks and Recreation Master Plan
CF.20	Site location and plan for general purpose recreation building w/ classroom, meeting rooms; indoor basketball courts			✓		City Manager/ Parks & Rec Director	Will be evaluated as part of new Parks and Recreation Master Plan
CF.21	Identify and cost land acquisition opportunity for additional athletic fields to expand current recreation programs/leagues			✓		Parks & Rec Director	Will be evaluated as part of new Parks and Recreation Master Plan
CF.22	Establish an energy efficiency target for the City and work toward achieving a renewable energy standard			✓		Public Works Director/ City Manager	No timeline was identified in the previous plan. Will be evaluated as part of ongoing Works Plan.
CF.23	Prepare a 5-year Public Works Plan		✓			Public Works Director	Just hired new Public Works Director, will be evaluating Public Works needs as a result of the new annexation.
CF.24	Prepare priority, cost and funding plan to install sidewalks where network has gaps, especially in neighborhoods (implement as an on-going activity)		✓			Public Works Director	Sidewalk inventory was conducted as part of this Comprehensive Planning effort. Inventory will be expanded and maintained by Public Works on an ongoing basis as improvements are made.
Economic Development							
ED.1	Prepare and launch a communications plan, as a component of an overall marketing strategy that targets industry sector/recruits and brands		✓			City Manager/ Economic Development Director	



City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation				Responsible Party	Status
		Completed	Ongoing	Pending	Dropped		
ED.2	Implement communications plan and finalize and implement a marketing strategy			✓		City Manager/ Economic Development Director	A new Economic Development Director is being hired by the city and this will be part of his/her work program.
ED.3	Create new web site to message/brand City better	✓				City Manager	
ED.4	Assess economic development policy and land use regulatory framework; including new market data			✓		City Manager	Goal to address this in 2015 as part of the Economic Development Plan (Task ED.3 in the 2014-2019 STWP)
ED.5	Use policy framework and results to orient priorities for an economic development strategy; prepare economic development strategy		✓			Economic Development Director	City has hired a new Economic Development Director that working on this task, and this will be part of the Economic Development Plan (Task ED.3 in the 2014-2019 STWP)
ED.6	Evaluate whether Enterprise Zones and Opportunity Zones serve the City; coordinate with DeKalb County and Doraville to gain cost efficiencies for application requirements (Urban Redevelopment Plan and administration)		✓			City Manager/ Finance Director/ Development Director	Application has been completed is pending transmittal to and review by DCA (See task ED.5 in the 2014-2019 STWP). The use of Enterprise Zones and other Opportunity Zones will be evaluated as part of the Economic Development Plan (Task ED.3 in the 2014-2019 STWP).
ED.7	Create a task force to evaluate best fiscal agent mechanism such as a development authority to enable public/private partnerships and investment	✓				City Manager/ Development Director	
ED.8	Identify and implement ways to promote an "Auto Row" as part of City communication and active marketing strategy		✓			City Manager/ Development Director	

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation			Responsible Party	Status
		Completed	Ongoing	Pending		
ED.9	Prepare an Economic Development mission statement for city and staff role and function in this area			✓	City Manager/ Council	Will be included in upcoming Economic Development Plan
Intergovernmental Coordination						
IC.1	Coordinate transportation projects with Doraville resulting from Doraville GM LCI, especially New Peachtree Road		✓		Development Director, City Manager	Pending construction of GM Site. Anticipated to start later this year. This task has been broken down further to refer to individual projects in the Community Work Program, See map of Tier 1 and Tier 2 projects.
IC.2	Coordinate transportation projects with DeKalb County through the Transportation Investment Act call for project list process		✓		Development Director, City Manager	This is an ongoing effort for the Public Works Department, and this task has been broken down further to refer to individual projects in the 2014-2019 STWP, see Tier 1 Transportation projects in the Community Work Program.
IC.3	Work with DeKalb County on property file transfer for Annexed area records	✓			City Manager	
IC.4	Work with GDOT to resolve streetscape standard differences and achieve Context Sensitive design along Peachtree Blvd.	✓			Development Director/ Public Works Director	Adopted Streetscape Guidelines.
IC.5	Work with GDOT to get drainage ditches on Peachtree Blvd. piped			✓	GDOT/ Public Works Director/City Manager	This project is within GDOT ROW. The city as continually urged GDOT to address this, but no action has been taken on their part. On-going effort listed under 4.3.1 Implementation Program, Need for more community facility planning.
IC.6	Work with DeKalb BOE for High School project	✓			Development Director; City Manager	

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation			Responsible Party	Status
		Completed	Ongoing	Pending		
IC.7	Continue coordination with North DeKalb Mayors regarding municipal issues and needs		✓		Mayor; City Manager	Ongoing effort listed under 4.3.1 Implementation Program, Need for more community facility planning.
IC.8	Coordinate management of transportation projects with ARC and GDOT		✓		City Manager; Development Director / Public Works Director	Ongoing effort listed under 4.3.1 Implementation Program, Need for more community facility planning.
Land Use						
LU.1	Review Zoning Code for potential modification to reflect amended Comprehensive Plan, including design regulations specific to auto-dealers and active industrial uses		✓		Development Director; City Manager	Currently being evaluated as part of preparation of a new Unified Development Ordinance.
LU.2	Examine zoning disputes in annexed area and propose modifications on zoning map		✓		City Manager; Development Director	See note for LU.1.
LU.3	Prepare "fix-it" list for zoning, subdivision and development regulations		✓		City Manager, Development Director	See note for LU.1.
LU.4	Draft Auto-Row regulations within CC district and/or special use regulations section		✓		Development Director (with City Planner/Engineer)	See note for LU.1.
LU.5	Publish updated applicant instructions and SOPs		✓		Development Director (with City Planner/Engineer)	Instructions have been posted on the city website, and will be updated as changes are made. .

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation				Responsible Party	Status
		Completed	Ongoing	Pending	Dropped		
LU.6	Fee-in-lieu of Parking and in-lieu of Streetscape		✓			Development Director, Finance Director	See note for LU.1.
LU.7	Continue to fund sidewalk replacement and maintenance fund		✓			City Manager; Public Works Director	See note for LU.1.
LU.8	Require all new developments to connect to identified pedestrian linkages as part of development plan review		✓			Development Director	See note for LU.1.
LU.9	Complete the LCI 10-year update	✓				Development Director	
LU.10	Create specific redevelopment/master plans for major corridors (new Peachtree Road, Chamblee Dunwoody Road, Chamblee Tucker, Savoy Drive)		✓			Development Director	Currently undertaking a streetscape plan for Chamblee-Dunwoody Road
LU.11	Provide for Community Gardens; identify criteria for zoning and development regulations (see also CF #11)		✓			Development Director	See note for LU.1.
LU.12	Prepare priority and funding plan to install sidewalks where network has gaps, especially in neighborhoods (implement as an on-going activity)		✓			Public Works Director	
Natural and Cultural Resources							
NC.1	Investigate downtown development grant programs for application in Historic Core		✓			Downtown Development Authority, City Manager	City is about to initiate a Main Street Program



City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation			Responsible Party	Status
		Completed	Ongoing	Pending		
NC.2	Maintain and refine development regulations related to stream buffer, soil and erosion and storm water management controls, as required by the Water District and according to Part V criteria		✓		Development Director	See note for LU.1
Transportation						
T.1	Peachtree Road Transportation Enhancement (TE) project. Sidewalk/possible bicycle lanes along the eastern side of Peachtree Road from Pierce Avenue to City Hall.		✓		Public Works Director; City Manager	Anticipated Jan 2015 release of funds to go out to Bid, See Project PW.19 in 2014-2019 STWP.
T.2	Prepare streetscape "blue print" with detailed ROW for key roads to assist lot-by-lot improvement requirements streetscape dimensions			✓	Development Director/ Public Works Director	Will be evaluated as part of Public Works Plan
T.3	Install five foot sidewalks along Peachtree Road with district streetscape detailing. Include district hardscape detail, pedestrian lighting, landscaping and street furnishings.	✓			Public Works	

City of Chamblee Record of Accomplishments: STWP 2011-2015

ID	Project	Implementation				Responsible Party	Status
		Completed	Ongoing	Pending	Dropped		
T.4	Develop lighting and safety standards for pedestrian routes radiating from the MARTA station; coordinate with Doraville design along New Peachtree Road			✓		Public Works Director	Will be evaluated as part of Public Works Plan
T.5	Investigate the potential for outside funding sources to further develop pedestrian connections and bike facilities.		✓			City Manager	Ongoing effort listed under 4.3.2 Implementation Program, Need for additional funding and investment to maintain and improve community facilities.
T.6	Update the 2020 Pedestrian and Bikeways Plan.			✓		Public Works Director/City Manager	To be updated and incorporated into the Parks and Recreation Master Plan, see Project PR.1 in the 2014-2019 STWP
T.7	Utilize findings of ARC Bike/Ped Task Force to generate new ideas for bike/ped provisions.	✓				Development Director	These provisions have been incorporated in the draft UDO, see Project D.1 in the 2014-2019 STWP.
Population and Housing							
PH.1	Work with Senior Connections and the temporary senior shuttle regarding access to services			✓		City Manager	Ongoing effort listed under 4.3.13 Implementation Program, Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant and abandoned structures
PH.2	Communicate with Annexed area residents regarding code enforcement requirements: home occupations and over-occupancy		✓			Development Director/Code Enforcement	Ongoing effort listed under 4.3.22 Implementation Program, Need for ongoing communications about city government plans, policies, and actions



2. PUBLIC INVOLVEMENT DOCUMENTATION

PUBLIC INVOLVEMENT DOCUMENTATION

The Chamblee Next Comprehensive Plan Update process was rooted in the involvement of community residents and businesses. The Plan's vision statement, goals, and needs and opportunities were all direct outgrowths of community involvement in the planning process. This involvement was achieved through a wide variety of means, conducted according to a public involvement strategy that sought to involve all kinds of participants in ways that best suited their needs. These methods are described below.

Public Participation Methods

The public was invited to participate in the planning process at three meetings over the course of the four month study, a kick-off meeting, a workshop, and an open house. The public kick-off meeting notified the public that the planning process was starting and sought assistance from the public in envisioning Chamblee's future. The second meeting, a workshop, asked the public to contribute to a SWOT (strengths, weaknesses, opportunities, threats) analysis for the city, then collaborate on a map of those areas the city should seek to preserve and those it should seek to change. The final open house presented key findings and recommendations of the Plan to the public for their review before the plan's finalization and presentation to the City Council. Midway through the study, a community survey was also made available, both in hard copy and online in English and in Spanish, regarding the transportation and development needs of the city.

Communications/Outreach Strategy

To publicize the public participation exercises listed above, the study, in coordination with the City of Chamblee, utilized a Comprehensive Plan Update webpage on the city website, posts on the Chamblee Facebook page, and bimonthly emails to interested parties. A press release and flyer were distributed prior to each public meeting. Updates regarding study progress also appeared in three issues of the city newsletter, the Signal.

Steering Committee

Key community stakeholders guided the planning process throughout the Comprehensive Plan Update process. The committee met four times over the four month study. The committee crafted the Plan's Vision Statement, helped to prepare public meeting agendas and materials, reviewed study findings, among other tasks.

Interviews with Stakeholders

At the outset of the comprehensive planning process, the study team interviewed stakeholders representing important community assets and interests for their input on Chamblee's needs and opportunities. The stakeholders interviewed were:

- Tony Stephens, Director of Operations, St. Pius X Catholic High School
- Jeff Miller, HOA President, the Lofts at 5300
- Yotin Srivanjarean, Vice President, the Center for Pan Asian Community Services
- Julio Penaranda, General Manager, Plaza Fiesta
- Elmer Smith, President, Interactive College of Technology
- Mike VanWie, Executive Director of DeKalb Peachtree Airport
- Angela Wagner, Portfolio Manager and George Chandler, Senior Advisor, Centers for Disease Control and Prevention (CDC)
- Van Pappas, Chairman, Downtown Development Authority Board
- Debra Furtado, Executive Director, Senior Connections
- John Crocker, Director of Development and Regional Coordination, MARTA
- Tom Hogan, Chamblee City Council
- Erik Clarkson, Mayor, City of Chamblee
- John Mesa, Chamblee City Council
- Leslie Robson, Board Member, Downtown Development Authority Board
- Alex Wu; Tom Chi, President; Charlene Cheng, Vice President; Asian American Senior Citizens Association

Contents of Appendix B

The remainder of this appendix consists of the following public involvement materials arranged by topic, in the order listed here:

Strategy

- Public Involvement Strategy Flow Chart

Public Participation

- Meeting Summary: Public Kick Off Meeting
- Meeting Summary: Public Workshop
- Meeting Summary: Public Open House
- Community Survey in English and in Spanish
- Community Survey Results

Communications and Outreach

- Press releases distributed in advance of each public meeting
- Flyers
- March, May and July issues of the Chamblee city newsletter, “The Signal” – July to be added after publication

Steering Committee

- Meeting Summary: First Steering Committee Meeting
- Meeting Summary: Second Steering Committee Meeting
- Meeting Summary: Third Steering Committee Meeting
- Meeting Summary: Fourth Steering Committee Meeting

Public Involvement

Chamblee 2040 Strategic Development Initiative

Launch Strategic Development Initiative

Chamblee Next + UDO Initiation

Public Kick Off Meeting
Present project intentions and scope, how the public can be involved
4/2, 6-7:30pm
Chamblee Civic Center

Stakeholder Interviews
Seek understanding of community leadership, agencies, civic groups, business organizations, local issues.
3/24-3/28

1.1 Draft Assessment of Existing Conditions

Steering Committee of stakeholders and local leaders
Role of the committee, SDI Overview, Draft Character Map
3/27, 6-7:30pm
City Hall Conference Rm.

1.2 Maps
Future Development, Transportation Improvements, etc.

Public Workshop
Identify characteristics of the desired future vision for the character area map. Identify key needs and opportunities
4/24, 6-8 pm
Police Dept. Classroom

SC Mtg. #2
Review Kick-Off Meeting, Prepare for the Public Workshop, Draft Vision Statement, Draft Future Development Map
4/17, 6-7:30pm
City Hall Conference Rm.

Survey
The public can rate city services and prioritize city policy.
4/15 through 5/9 online and on paper in English and Spanish.

1.3 Draft and Revised Comprehensive Plan Documents

SC Mtg. #4
Review Draft Comprehensive Plan Transition to Phase II
5/29, 6-7:30 pm
City Hall Conference Room

Public Open House
Present Comprehensive Plan Update for public review of its key elements.
5/22, 6-7:30 pm
Community Center at Keswick Park

SC Mtg. #3
Review workshop and Cinco de Mayo Event, Survey Results, Prepare for Public Open House, Discuss Comprehensive Plan Strategy Statement
5/12, 6-7:30 pm
City Hall Conference Room

Cinco de Mayo Event
English and Spanish speaking project staff distribute surveys and project information to festival attendees
5/4, 11 am-3 pm at Plaza Fiesta

Phase 1: Chamblee Next Comprehensive Plan Update

Phase 2: Unified Development Ordinance (UDO)

2.1 Review and Update Standards + Regulations

Public Information Mtg. 2
(Changes to Subdivision, Environmental, + Public Improvements) Present changes to code and take questions/ comments
October 2014, 6-8pm
details to be determined

Update other standards (Subdivision, Environmental, Public Improvements) + Procedures

Public Information Mtg. 1
(Changes to Zoning Standards)
Present changes to code and take questions/ comments
July 2014, 6-8pm
to be determined

Update Zoning Standards

2.2 UDO Finalization

Public Hearing with Council
Present Final Review Draft of UDO
December 2014, details to be determined

Final Review Draft to Website
Posted for public review
November/December 2014, details to be determined

Compile Final Review Draft of UDO

Public Open House
Present changes to code and take questions/ comments from public
November 2014, details to be determined

Compile Draft UDO + Prepare Updates to Official Zoning Map

★ Working Session held with City Council; these follow public meetings in UDO development

Promotion Press Releases, Website Promos, Facebook Posts, Email Blasts to community and stakeholder lists

Project Webpage Information on the planning process, meeting schedules, project calendars, meeting materials and meeting notes, draft and final study documents, email for feedback

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Comprehensive Plan Update Summary of the Public Kick-Off Meeting

Date/Time: April 2, 2014, 6pm

Location: Chamblee Civic Center

Overview The City of Chamblee held a Public Kick-Off Meeting for the Comprehensive Plan Update on April 2, 2014 at the Chamblee Civic Center. Approximately 30 people attended, outside of City staff and consultants. City staff and several members of the City Council, the Mayor and the City Manager were present as well. Four members of the Jacobs consultant team were on hand, including Jim Summerbell, Aaron Ruffin, Audra Rojek, and Kalanos Johnson.



Introduction and Mayor's Welcome

The Mayor of the City of Chamblee, Eric Clarkson, began by thanking everyone for coming out to the meeting, and then as an introduction gave a condensed version of his State of the City speech.

Chamblee Next Kick-Off Presentation

Gary Cornell, Director of Development for Chamblee, explained that the presentation was based on what the study team had learned about Chamblee so far, and that what they were looking to gain from the meeting was additional community knowledge. He listed a few of the issues that the Comprehensive Plan Update would need to address, such as infill development, adaptable reuse, and parking. He reported that the second part of the Chamblee 2040 Strategic Development Initiative would be to create a Unified Development Ordinance, noting that the existing zoning ordinance, subdivision code and other applicable standards don't always agree, let alone work together.



Jim Summerbell then took over the presentation and asked attendees to send him their vision statements for the future of Chamblee. He also asked attendees to consider Chamblee's character areas and what makes them special, because the Comprehensive Plan will be creating a new Future Development Map for the expanded City. There is a workshop coming up later in April that will allow residents to get involved in the details of the planning process.

Favorite Places

Jim asked meeting attendees: What are some of their favorite places and what makes them unique?

Public Kick-Off Meeting
Meeting Minutes

- Woodstock – they created a downtown that could be a model for Chamblee
- Smyrna
- Norcross
- Suwanee – it isn’t an old city but they created a brand new town center around a central location on Buford Highway that includes a new city hall.
- Amelia Island – has an artsy downtown
- Roswell
- Decatur – has a walk up MARTA station. In Chamblee you have to cross a major road and a sea of parking to get to the station on foot.
- Midtown – the general area has skyscrapers, but nestled in among them is Crescent Street, which has restaurants and clubs in a walkable sub-area near a MARTA station.

Demographics Shift

Jim returned to his presentation to remark upon the demographic changes in Chamblee from 2010 to now, after two annexations. He said that Chamblee is not the community it was in 2011, when the last Comprehensive Plan was done.

Questions and Answers by Topic

Jim asked the attendees to name some of the needs and opportunities that face the City of Chamblee, then opened the floor to questions and answers.



Transportation

- Chamblee depends on DeKalb County for road maintenance, so how would you pay for the new roadway and sidewalk ideas?
- When Chamblee Dunwoody Road was built, a stub road was abandoned. It sits on private property and the owner would like it cleaned up. When he approaches the city about this, they ask him to talk to the County.
- A better grid system, particularly “between the peaches” (Peachtree Boulevard and Peachtree Road), to connect unconnecting roads would create more streetfront property and increase accessibility and connectivity in the center of the city.

Existing Zoning and Development

- The zoning should be changed to invite desired development. The prior LCI study revealed that there are flaws in the zoning. Perhaps the old code has been amended and altered too much and new zoning should be written entirely.
- When the Comprehensive Plan was written in 2007, we were in a completely different economy, in which developers could be persuaded to build to any standards. The standards established in

that plan may not be economically viable at this point. The focus should be shifted to understanding our developable assets, such as PDK, downtown and our neighborhoods, the high school.

- Zoning should be reasonable and realistic.
- Existing zoning is too dictatorial about design. There should be room to work in.
- Why should the general citizenry have say over other people's property and money?
- The challenge of building in Chamblee is that the zoning is so arcane, whatever you want to do will require a variance. To apply for the variance, you have to pay a fee – not a small one – and wait. Then you still hear “no.” That's the prevalent image of Chamblee zoning.
- There is a disconnect between the level of investment required to meet the desired standards and economic reality. A lot of middle income households living in Chamblee cannot afford the upgrades required by the code. Is there a way to make it less stringent in some areas so that would be more affordable there? Could we do levels, depending on the value of the properties? It doesn't seem to fit our population.
- How costly are we making it to build in Chamblee?
- If you go to Perimeter Center in Dunwoody, you see all the wonderful improvements that CID has paid for. But a glass of wine costs \$12 because some of that cost has to go towards those improvements. We don't want to price ourselves into that position, because Chamblee is full of people who do not want to pay that much for a glass of wine. Is there a way to position ourselves so that we have some of what Buckhead and Dunwoody have but not all of it? We don't want to be another boutique area. Being affordable can be an asset. Maybe some areas need to be top-level, but not everywhere.
- Chamblee isn't getting the change in the built environment that the code is intended to foster, because people just don't build once they realize how complex and expensive it will be.
- Most people who live here don't hire a professional to deal with their building variances, so on top of the complicated, contradictory code, we have amateurs trying to decode it.
- There are too many contradictions between the previous plan and the zoning.
- We have little left that is adaptable for mom and pop businesses. Senoia kept their little downtown and they might be a model for Chamblee.
- Chamblee needs to be reasonable. Play off that historic area but don't all we have by ruining the chance for something new.



Opportunities in Revising the Zoning

- Regarding infill, we should recognize that a lot of Chamblee's housing stock is reaching the end of its lifespan and getting rebuilt. The code shouldn't be full of “thou shalt not” but provide direction and opportunities.

Public Kick-Off Meeting
Meeting Minutes

- Zoning won't allow historic-building style buildings to be built next to the historic buildings of Antique Row. It should allow for same style buildings in that district as a character area.

Chamblee 2040 Planning Process

- When do we stop visioning and get to the nitty gritty? That is the difference between the Comprehensive Plan Update, which deals with vision and policies, and the UDO, which will change regulations in detail.
- How will we define how each neighborhood will look at stick to it? How will we tailor zoning to each area? How do we address non-conforming businesses in the annexed area?
- If one subdivision wants infill development and other doesn't, can that be accomplished? If a neighborhood doesn't want infill, that should be shared during the Comprehensive Planning process, because it isn't a part of their vision for themselves. The actual standards for height, setbacks, and the like come from the code.
- It was requested that project-related postings on Facebook feature pictures and statistics to make for easy and interesting reposting.



Community Resources

- Residents who want to go to a grocery store that isn't Wal-Mart have to leave the city.
- Play off what is unique to Chamblee: Motor mile, airport, antique row, China Town, etc.

Development Opportunities

- There is an opportunity to capitalize on the CDC location and the International Village site in the newly annexed area. CDC employees go to lunch on Buford Hwy.
- The mayor supports redevelopment through business and boardrooms, but it could also occur through better services and restaurants for the people who live here. A 24-hour a day area would attract people to the area.

Adjourn

Jim Summerbell thanked everyone for attending and participating in the meeting. He reminded them that the minutes to this meeting, as well as other project documents, would be available from the project website.

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Comprehensive Plan Update Summary of the Public Workshop Date/Time: April 24, 2014, 6pm – 8 pm Location: Chamblee Police Department Classroom

Overview

The City of Chamblee held a public workshop for the Chamblee Next Comprehensive Plan Update on April 24, 2014, at the Chamblee Police Department's classroom. Approximately ten people attended, along with city staff and the Mayor and four members of the Jacobs consultant team, Jim Summerbell, Aaron Ruffin, Audra Rojek.

Introduction

Gary Cornell welcomed everyone to the meeting and introduced Jim Summerbell. Jim reminded attendees to fill out their feedback sheets for the proposed draft vision statement and for the benchmark communities presentation. He explained that the goal of the meeting was to perform a group SWOT analysis (Strengths, Weaknesses, Opportunities, Threats) for Chamblee and then to work in small groups to identify assets and key areas of concern in the city, particularly in the annexed area.



SWOT Analysis

Strengths

- Accessibility – via MARTA, 2 freeways, airport, and railroad.
- Visible from several high-traffic corridors, including two interstates, Buford Highway and Peachtree Boulevard. How do we use that visibility to speak to and about Chamblee?
- Century Center
- Small town feel in a large metropolitan area, with its own identity and history. Not a new city, but over a century old. Peachtree Road has an old style feel with the railroad on one side, and the area feels special.
- Overall position, the location, may be Chamblee greatest asset.
- CDC and IRS are major employers with major facilities. Chamblee has PDK Airport.
- Strong neighborhoods, like Huntley Hills
- Annexation gave us single family housing and multi-family housing and areas for live-work-play redevelopment.
- Rich cultural diversity, which is one of the reasons people move to the Atlanta area. That diversity is racial, socioeconomic and suburban-urban.
- Small, efficient government.
- The high school is one of the best in the state.
- Trees

Public Workshop
Meeting Summary

- Downtown is urban and has a grid roadway network.
- Chamblee is safe with nice police officers.

Weaknesses

- Money. Chamblee lacks revenue opportunities, like a SPLOST. Cities with utilities can generate revenue, too, but Chamblee doesn't offer those, either.
- Lack of connections between the two sides of town, which is divided by the railroad.
- Peachtree Boulevard is five lanes of fast traffic and Buford Highway is even wider. These are obstacles to walking and bicycling. There are a lot of neighborhoods that don't have sidewalks, and that discourages walking, too, and is a safety hazard for kids.
- Chamblee may have a reputation for lower class businesses, like massage parlors and title loans. Allowing alcohol to be served until three am will not improve this situation.
- Percent of rental housing is higher than the norm. Many rented properties are single-family homes in neighborhoods, not multi-family apartments. This lends itself to a transient population that isn't invested in the city.
- Lack of housing choice means that when a family outgrows their house, they outgrow Chamblee.
- Lack of nightlife and a variety of restaurants to dine out at.
- Business reputation among developers for being difficult to work with.
- Lack of communication about Chamblee's successes
- Lack of infrastructure and its maintenance, e.g., storm drains.
- Need a circulator bus.
- No downtown or town center or green space for gathering.
- Not enough hotel or convention space to draw visitors.
- Pockets of crime.



Opportunities

- Large parcels of unused land or properties open for redevelopment – opportunity for upgrading or changing those uses
- Chamblee is the gateway to the redeveloping GM property in Doraville.
- Chamblee's size means there is the opportunity to create a place where people can bike, walk or skate to parks, restaurants and the library without having to drive.
- Create walkable streets and connections to places.

- Existing historic buildings on Peachtree Road could become something unique and special, especially since Chamblee has joined the Main Street program.
- Could attract tech start ups, or artists, or anyone seeking space at an affordable price. Could create an incubator with available work space.
- Chinatown and the International village could be a destination with better branding and investment.
- Chamblee Plaza has plans to redevelop.
- The Flea Market on Buford highway has beautified its front area with new buildings and landscaping.
- The Farmers Market in Decatur has international offerings and is a destination. Something like that would be a natural fit in Chamblee.
- The gateway project across from the MARTA station shows that with big lots can come big changes. The post-industrial applications of some of Chamblee's large parcels could swiftly alter the face of Chamblee, which is hard to do with smaller infill.
- Brownfields are eyesores now, but could redevelop with funding. The lot across from Lowes, for example.
- The new Downtown Development Authority is off and running as a positive force.
- Landowners following the ordinance, with fences and green grass.
- Broad Street could connect from Huntley Hills to Chamblee Plaza.
- Chamblee is considering offering Wi-Fi in the park. It could be a wired city.
- Gallery district and public art.

Threats

- Good growth will endanger some of the things we value in Chamblee. If rents go up, for example, antique shop owners might move out.
- Brookhaven and other surrounding cities could become a bigger draw.
- As Brookhaven and Dunwoody build up, Chamblee loses ground. We could get left behind, or their growth could spill over into new development here, too.
- Insufficient enforcement of ordinance specifying number of people in an apartment.
- Poor watershed management in regards to utilities. For example, there is essentially no regulation for aboveground gas installations, such as the Atlanta Gas Light property on the cul-de-sac near Clairmont Terrace. The lack of a circulated safety plan for this property is also a threat.
- Traffic could choke Chamblee's roads and make it unattractive to live here.
- Threat of GDOT handling the proposed widening of Peachtree Boulevard to six lanes in a manner that makes it less walkable and urban.
- Condemned chemical plant and other brownfield sites (toxic sites) limit redevelopment and need monitoring.
- Chamblee's Asian market is losing ground to northern Gwinnett

Public Workshop
Meeting Summary

Small Group #1

Jim Summerbell and Aaron Ruffin led the first small group discussion. They discussed the following:

What do we want to preserve in Chamblee?

- Peachtree Road
- Pre 1950 construction or at least character
- Asian market, character
- Residential feel – need better infill policy
- Strong neighborhoods
- Green space
- Stream corridors
- Chamblee schools – maintain quality
- Airport runway protection zone

What do we want to see change Chamblee?

- GM plant could be a catalyst for green energy companies
- Lifestyle community at Century Center
- Buford Highway by PDK
- CDC – hotels, mixed use nearby
- Beverly Hills Drive
- Conversions from residential to commercial uses along Clairmont Road need to be higher quality from an aesthetic standpoint
- Dynamo expansion - strength and opportunity

Connectivity

- St. Pius School/Dresden Park/Dynamo
- Century Center to surrounding areas
- North Fork Creek clean up
- Deacon Road

Other

- Town green by city hall (Broad Street or behind Police Dept)
- Better signage needed – Doesn't "pop"
- Chamblee-Tucker Streetscape needed
- Historic downtown – maintain character

Bottlenecks

- Chamblee-Dunwoody
- Peachtree Boulevard
- Harts Mill
- Dresden around Plaza Fiesta
- Railroad – few ways to cross

Small Group #2

Gary Cornell and Audra Rojek led the second small group discussion. They discussed the following:

What do we want to preserve in Chamblee? What is the essence of Chamblee?

- Lofts from renovated warehouse space on Peachtree Road
 - Character, live-work-play
 - Reusing warehouses and other old spaces
 - Done in a way that respects other businesses in area
 - More opportunities for lofts
- Midcentury charm. A lot of the homes are from an era that is valued.
- Character and detail of the old buildings
- The historic property in the city, with empty tenant spaces, anchored by the new restaurant, Southbound
- Potential for millwork company to support redevelopment in keeping with the city's style. Maybe on Will Ross Court?
- As people drive north from the city on Peachtree Boulevard, we can call attention to Chamblee's identity.
- How will we interact with the GM site redevelopment?



PDK Airport

- Can PDK be an asset instead of a boundary or a burden?
- Can we use the area around it as a nightlife district, since the uses won't conflict? An entertainment district would build upon the existing restaurants there, and people do like to go watch the planes. It could be like Underground Atlanta, but not underground: "Above Ground Chamblee."
- Can we make it a destination? Around the Hartsfield-Jackson Atlanta International Airport, they are applying the idea of the aerotropolis to the surrounding area, gathering up all the most valuable surrounding uses into one core area for everyone's mutual benefit.

Assets

- New Peachtree Creek Park near Century Center could be the start of a greenway system in that area. St. Pius could remove the obstruction from its connection to Dresden Park. We could have a trail system linking pocket parks.

Public Workshop
Meeting Summary

- St. Pius is integral to its neighborhood. It serves as a de facto community center, hosting meetings.
- The CDC office is an asset because it creates a market for a variety of restaurants in that area, particularly authentic ethnic ones.
- Broad Street

Detriments

- Pawn shops, massage parlors on the south end of Buford Highway
- Big, unattractive, windowless, vacant industrial buildings that don't have the character or are too big to be converted into new uses like lofts or retail spaces easily. The Scentura Creations building (5616 Peachtree Road, Chamblee) is an example. We have so many of these; we need a model for reusing big, 120-foot deep buildings without bricks, without windows, without character. One of these buildings could be used for an artist's market. Maybe if we install a courtyard the building could be reused. We also need a model for brownfield redevelopment.
- The auto dealerships provide vital revenue, but it creates a "sea of cars" as old buildings get bought for their parking lots alone. The city should seek to diversify rather than seek more of these businesses. They should also emphasize the "show room" look rather than the car lot look.

What needs to change about Chamblee?

- Nightlife uses are too close to residents, which causes negative spillover effects.
- Old apartment complexes on Plaster and Johnson Roads. Owners should be made responsible for upkeep and code violations.
- Clairmont Road needs traffic calming and a facelift. The part by the airport looks better, but we shouldn't stop there, especially since Brookhaven is literally across the street.
- Tanglewood could become higher-end brick townhomes, like those on Clairmont and Clairmont Terrace.

If you were a Developer, where would you redevelop?

- The "V" between Peachtree Boulevard and New Peachtree Road represents the core of the city and redevelopment should be focused there, with emphasis on connections from there to the south side of the city. It is also fed by the MARTA station.
- Within that "V" the area surrounding American Industrial Way would be of particular interest, and it is even anchored in one corner by City Hall. That's the heart of Chamblee with civic government. It is special and unique to Chamblee.
- We should work with Brookhaven, or at least stay ahead of them in the Clairmont Road area.
- Between I-285 and Chamblee-Dunwoody on Chamblee's north side, there are big vacant businesses on Savoy. They are in a location that could be a real advertisement for Chamblee, but they are very unappealing. There is a creek in that area, and it may lend itself to a pocket park or a conservation subdivision.

Where are Chamblee's destinations?

- Antique Row is what we are known for, but that's an area of diminishing returns. It doesn't really create a space for people driving by.
- We need incubators to create destinations. Lofts with accessory uses would have housing on the upper floors and retail and services below. Decatur pulled off reinventing itself as a destination, which is hard to do parcel by parcel, by sticking to their vision. Chamblee could follow this model, and offer a compact downtown area like Roswell or Suwanee but with more diversity and without that pre-fab feeling. Chamblee is much easier to get in and out of than Decatur, too.

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Comprehensive Plan Update Open House

Date/Time: May 22, 2014, 6 pm – 7:30 pm

Location: Keswick Community Center

Overview

The city of Chamblee held an open house for its Chamblee Next Comprehensive Plan Update on May 22, 2014 at the Keswick Community Center. Approximately 20 people attended, along with several members of city staff, the Mayor, and three members of the Jacobs consulting team, Jim Summerbell, Audra Rojek and Aaron Ruffin. The meeting was held in an open house format, which allowed attendees to review a series of displays featuring key findings and recommendations from the draft Comprehensive Plan Update. City and study staff were on hand to discuss the plan with attendees. Below are notes from these discussions.

Transportation Recommendations

- There was a lot of interest in using the stream corridors for multi-use trails.
- The idea of a new road paralleling I-285 between Shallowford Road and Peachtree Boulevard in the northwest corner of the city was brought up.
- One person was very supportive of more bike facilities, including sharrows, to connect all the neighborhoods and parks in the city.



Survey

- The survey indicated that Chamblee needed more restaurants and evening activities. One attendee was confused, saying that Chamblee has a lot of restaurants before realizing that Chamblee does not have much diversity among restaurants, many of which are Asian or Hispanic. "If you want an Olive Garden, we don't have that."
- The survey had been translated into Spanish but not into any Asian languages. The Center for Pan Asian Community Services provides translation services and is located in the city (icpacs.org). It should be noted that the survey was unscientific and not based on a random sample but on interested respondents.



Future Development Map and Character Areas

- There is a re-awakening of interest in redeveloping parcels in the International Village area.
- There is interest in seeing Chamblee Plaza redevelop in a way that supports the surrounding neighborhoods.

Phase 2/UDO

- There is a lot of interest in adaptive reuse of buildings and in potential changes to Section 504
- Participants also were very interested in residential infill policies. Should different character areas promote different forms of infill?

Economic Development

- Micro-brewery operations could move into unused industrial properties and bring interest to Chamblee. Tastings can bring people into semi-industrial areas, without the issues that arise from late-night hours.



CHAMBLEE NEXT Comprehensive Plan Update

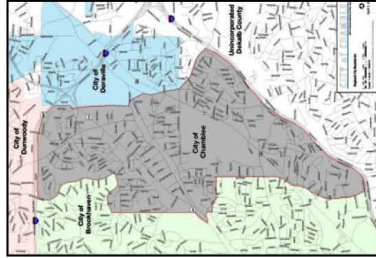
Chamblee 2040 Strategic Development Initiative

Chamblee Next Community Survey

The City of Chamblee wants you to help plan for the future of the City by participating in this survey for the Chamblee Next Comprehensive Plan Update. Please take 10 to 15 minutes to fill out the following questionnaire.

How often do you do the following things inside the City of Chamblee?

	Always	Usually	Some- times	Never
Live at your primary residence?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work at a job?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shop?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Play or exercise at a park or on a public trail or pathway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dine at a restaurant or pick up food from a restaurant to eat at home?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spend a night out with friends?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fly into or out of (in other words, use PDK Airport)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



How could Chamblee improve transportation in the City?

	Lowest Priority	Medium Priority	Highest Priority
Improving and completing the sidewalk network, including crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adding bike lanes to existing roadways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adding more bike/pedestrian trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Widening existing roadways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving intersections to improve traffic flow and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creating off-road trails for recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide more public parking downtown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is Chamblee providing the types of services you need in a quality manner?

	Improvements not needed	Improvements somewhat needed	Improvements definitely needed	No Opinion
Quality of existing parks Parks and Recreation offerings (classes, facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police department/safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Code enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zoning and Permitting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you answered "No Opinion" to the previous question because you live or work in the newly annexed area, did DeKalb County provide the types of services you needed in a quality manner?

	Chamblee should match service	Chamblee should improve service	Chamblee should improve service significantly	No Opinion
Quality of existing parks Parks and Recreation offerings (classes, facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police department/safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trash collection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Code enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zoning and Permitting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

You can take this survey online at <https://www.surveymonkey.com/s/NYFV5T2>

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Community Survey

Please indicate your support for the following policies by ranking them from 1 to 7, where 1 indicates your strongest support and 7 your weakest. If you do not support a policy, please check the "Do Not Support" box and leave it unranked.

Policy	Ranking (1-7)	Do Not Support
Expand the city's sidewalk greenway trail network to promote pedestrian and bicycle mobility	_____	<input type="checkbox"/>
Development of a Town Green or central park space for community events	_____	<input type="checkbox"/>
Supporting more mixed-use development, like that around the Chamblee MARTA Station	_____	<input type="checkbox"/>
Increasing economic development efforts to attract new businesses to Chamblee	_____	<input type="checkbox"/>
Increasing public information efforts to attract and inform citizens of what is happening and available in Chamblee	_____	<input type="checkbox"/>
Adding more festivals and special events	_____	<input type="checkbox"/>
Beautify public streets and improving gateways and way-finding signage	_____	<input type="checkbox"/>

What should be done to maximize the positive impact of the Chamblee MARTA Station?

	Less of This	Keep it the Same	More of This
Parking in decks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Apartments within walking distance of the station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adjacent mixed-use development (retail, restaurants, services available near to the station)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beautification efforts around the station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety measures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian and bicycle amenities (sidewalks and trails from the station to nearby destinations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Does Chamblee have enough of what it needs to be vibrant destination?

	Less of This	Keep it the Same	More of This
Infill Development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Grocery stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Office space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Executive housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Workforce housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evening entertainment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Downtown parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural diversity in shopping and dining options	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What should be done to maximize the positive impact of Downtown Chamblee/Antique Row?

	Less of This	Keep it the Same	More of This
More parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking management and signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More park space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New uses for old buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beautification efforts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety measures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian and bicycle amenities (e.g., benches and bike parking)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promote historic preservation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve marketing of shopping, dining and entertainment options	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Thank you for taking the survey. If you have any additional comments, please contact Audra Rojek at audra.rojek@jacobs.com.

CHAMBLEE NEXT Actualización del Plan Integral

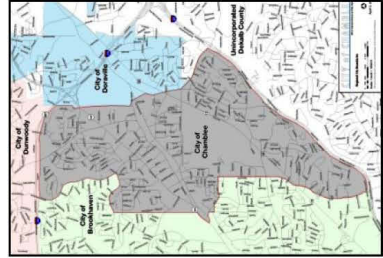
Chamblee 2040 *Iniciativa De Desarrollo Estratégico*

Encuesta para la comunidad de Chamblee

La Ciudad de Chamblee le gustaría que Usted ayude a planificar para el futuro de la ciudad participando en esta encuesta para la *Próxima* Actualización del Plan Integral de Chamblee. Por favor tome de 10 a 15 minutos para completar la siguiente encuesta.

¿Con que frecuencia hace Usted lo siguiente dentro de la Ciudad de Chamblee?

	Siempre	Normal	A veces	Nunca
Vive en su residencia primaria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trabaja	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Va de compras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Juega o hace ejercicio en un parque o en un sendero público o vía	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cena en un restaurante o recoge la comida en un restaurante para comerla en casa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pasa una noche fuera con amigos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vuela hacia o desde la ciudad utilizando el aeropuerto de PDK	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



¿Cómo podría Chamblee mejorar el transporte en la ciudad?

	Prioridad Baja	Prioridad Media	Prioridad Alta
Mejorar y completar la red de aceras, incluyendo los pasos de peatones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Agregar carriles para bicicletas a las carreteras existentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La adición de más senderos para bicicletas / peatones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La ampliación de carreteras existentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La mejora de las intersecciones para mejorar el flujo del tráfico y la seguridad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Creación de senderos fuera de la carretera para la recreación	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Proporcionar más espacios de estacionamiento público en el centro de la ciudad.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Está Chamblee ofreciendo los servicios que Usted necesita con calidad?

	Mejoras no son necesarias	Mejoras son moderadamente necesarias	Mejoras definitivamente son necesarias	No tengo opinión
Parques existentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parques y las ofertas de tiempo libre (clases, instalaciones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Departamento de policía/seguridad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La recolección de basura	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La aplicación del código de la ciudad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zonificación y permisos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Si su respuesta fue "No tengo opinión" a la pregunta anterior, porque usted vive o trabaja en la zona recién anexada, ¿Proporcionó el condado de DeKalb los servicios que Usted necesitaba con calidad?

	Chamblee debe coincidir con la calidad del servicio	Chamblee debe mejorar el servicio	Chamblee debe mejorar el servicio de manera significativa	No tengo opinión
Parques existentes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disponibilidad de parques y recreación (clases, instalaciones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Departamento de policía/seguridad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La recolección de basura	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La aplicación del código de la ciudad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zonificación y permisos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tome esta encuesta en el Internet a <https://www.surveymonkey.com/s/XPKCJQT>

CHAMBLEE NEXT Actualización del Plan Integral

Chamblee 2040 Iniciativa De Desarrollo Estratégico

Chamblee Próximo Encuesta de la comunidad de Chamblee

Favor indicar su apoyo a las siguientes políticas clasificándolos de 1 a 7, donde 1 indica su apoyo más fuerte y 7 su más débil. Si usted no apoya ninguna política, por favor marque la casilla de " No La Apoyo " y déjelo sin ranking.

Política	Clasificación (1-7)	No La Apoyo
Ampliar la red de senderos verdes de la ciudad para promover la movilidad de peatones y bicicletas	_____	<input type="checkbox"/>
Desarrollo de un espacio o parque central para eventos de la comunidad	_____	<input type="checkbox"/>
Apoyar el desarrollo de edificaciones de uso mixto, como el desarrollado alrededor de la estación de MARTA en Chamblee	_____	<input type="checkbox"/>
El aumento de los esfuerzos para el desarrollo económico de Chamblee para atraer nuevos negocios	_____	<input type="checkbox"/>
El aumento de las actividades de información pública para atraer e informar a los ciudadanos de lo que está sucediendo y está disponible en Chamblee	_____	<input type="checkbox"/>
Incrementar los festivales y eventos especiales	_____	<input type="checkbox"/>
Embellecimiento de la vía pública y la mejora de las pasarelas y señalización	_____	<input type="checkbox"/>

¿Qué se debe hacer para maximizar el impacto positivo de la estación de MARTA en Chamblee?

	Menos de este	Mantenga la misma	Más de este
Espacios de estacionamiento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Apartamentos dentro de una distancia caminable de la estación	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Desarrollo de edificaciones de uso mixto (tiendas, restaurantes, servicios disponibles cerca de la estación)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Esfuerzos de embellecimiento alrededor de la estación	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medidas de seguridad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comodidades para peatones y bicicletas (aceras y senderos a la estación)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¿Tiene Chamblee lo suficiente de lo que necesita para ser una ciudad vibrante?

	Menos de este	Tiene la cantidad adecuada	Más de este
Desarrollo en lugares abandonados o obsoletos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tiendas de comestibles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Espacio de oficina	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tiendas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurantes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Viviendas para ejecutivos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Viviendas para trabajadores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Entretenimiento nocturno	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Estacionamientos en el centro de la ciudad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
La diversidad cultural en tiendas y restaurantes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

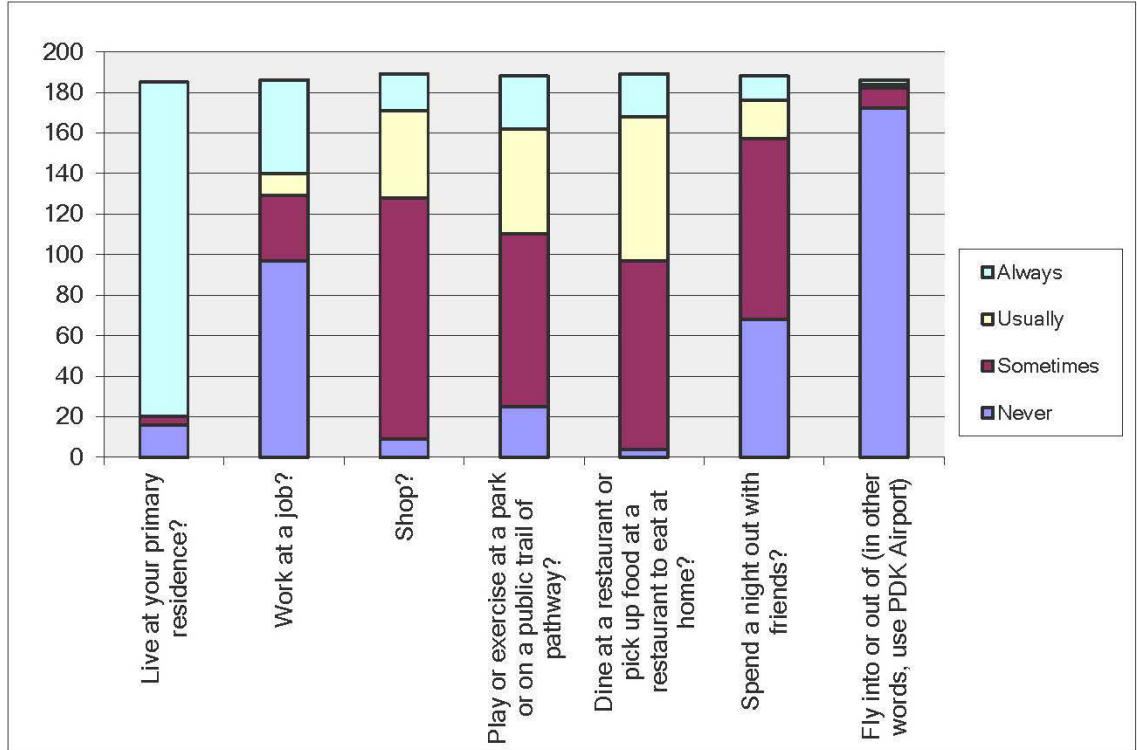
¿Qué se debe hacer para maximizar el impacto positivo de Downtown Chamblee / Antique Row?

	Menos de este	Mantenga la misma	Más de este
Más espacios de estacionamiento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gestión de estacionamiento y señalización	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Más parques	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Usos nuevos para edificios viejos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Más viviendas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nuevos edificios	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Esfuerzos de embellecimiento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medidas de seguridad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recursos para peatones y ciclistas (por ejemplo, bancos y estacionamiento para bicicletas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Promover la conservación del patrimonio histórico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mejorar las opciones de comercialización de almacenes, restaurantes y entretenimiento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

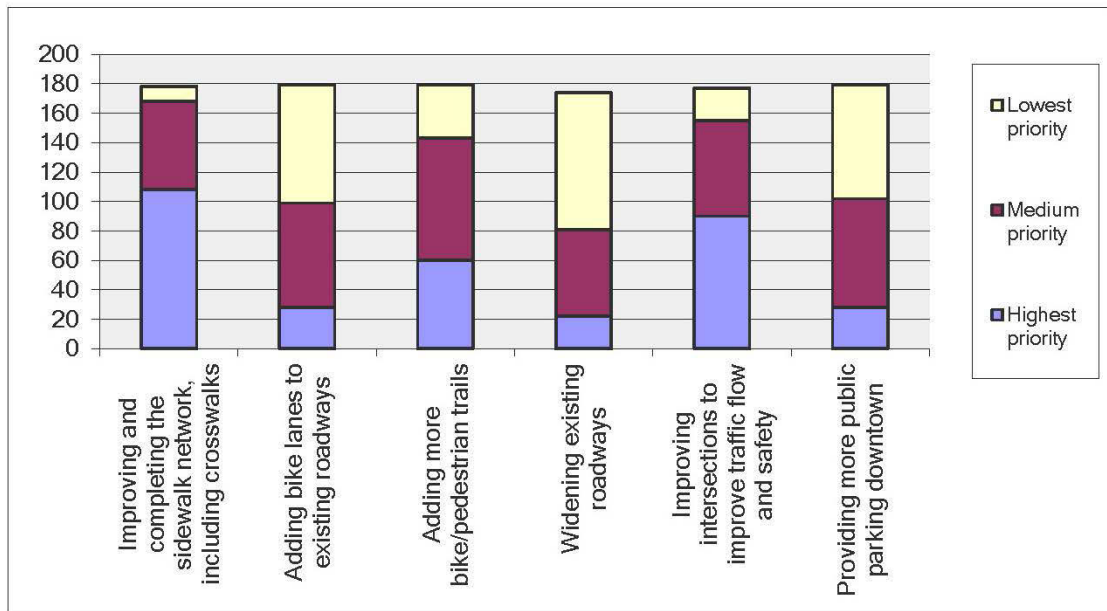
Gracias por tomar la encuesta. Si usted tiene algún comentario adicional, por favor póngase en contacto con Audra Rojek a audra.rojek@jacobs.com. Por favor, devuelva la encuesta al ayuntamiento a 5468 Peachtree Rd, Chamblee, GA 30341, atención a Jim Summerbell, por el 7 de mayo .

*Gracias por tomar la encuesta. Si usted tiene algún comentario adicional, por favor póngase en contacto con Audra Rojek a audra.rojek@jacobs.com.
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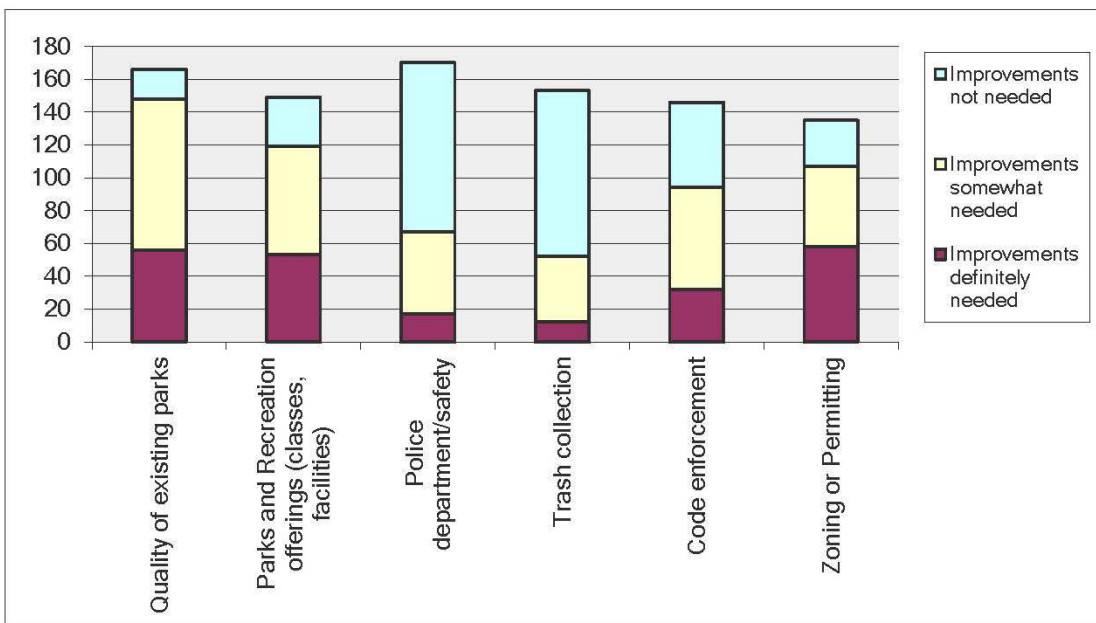
What do you do in the City of Chamblee?



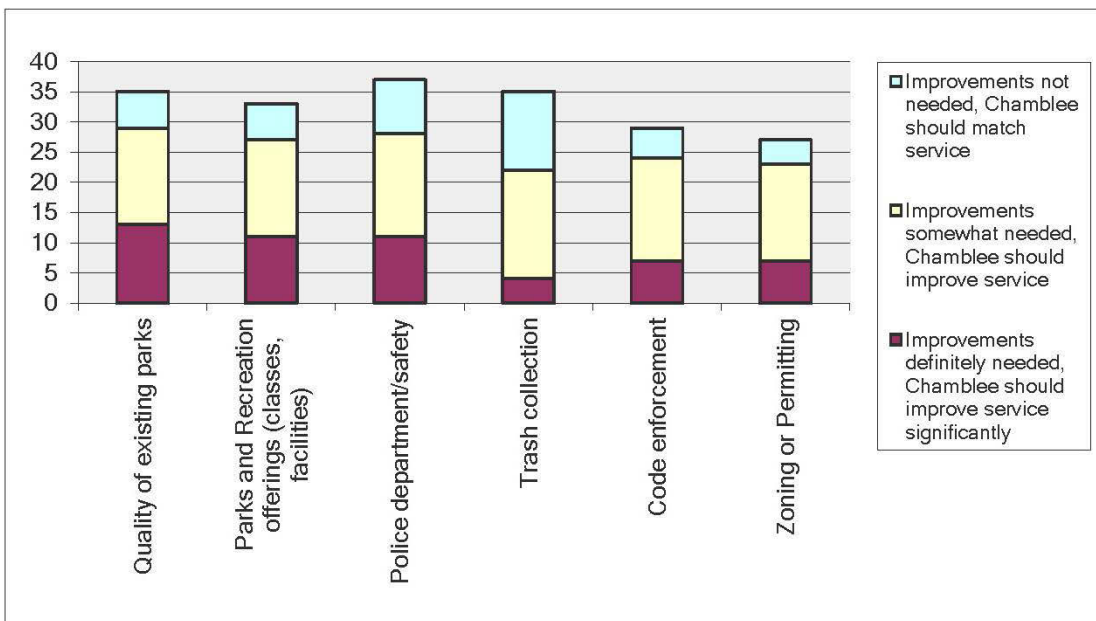
How could Chamblee improve transportation in the City?



Is Chamblee providing the types of services you need in a quality manner?



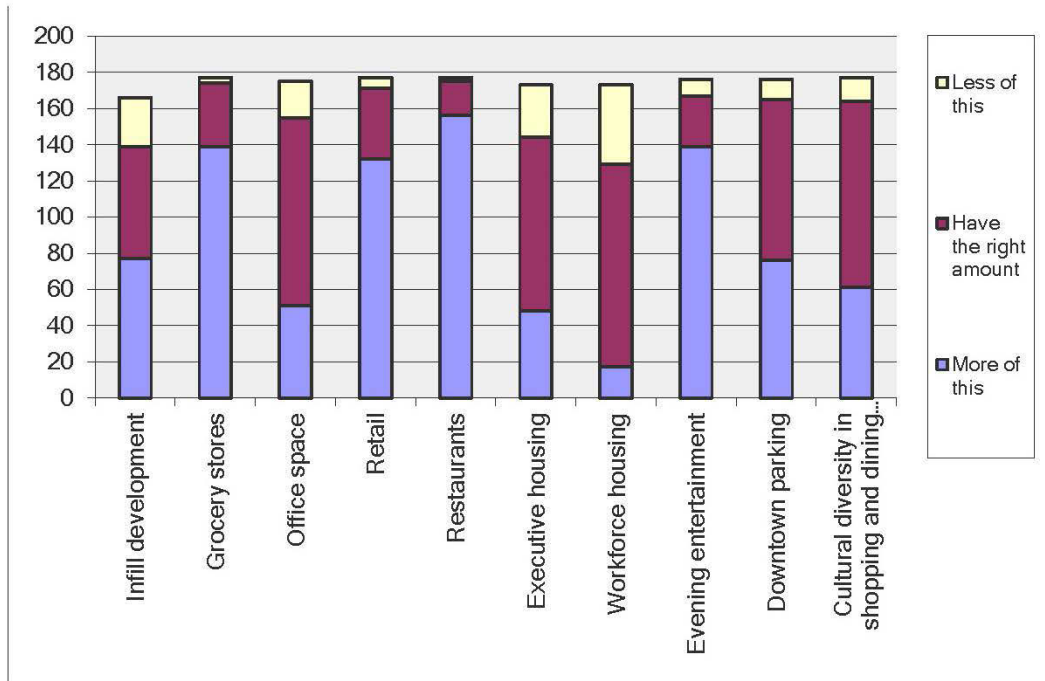
If you live or work in the newly annexed area, please tell us if DeKalb County provided the types of services you needed in a quality manner:



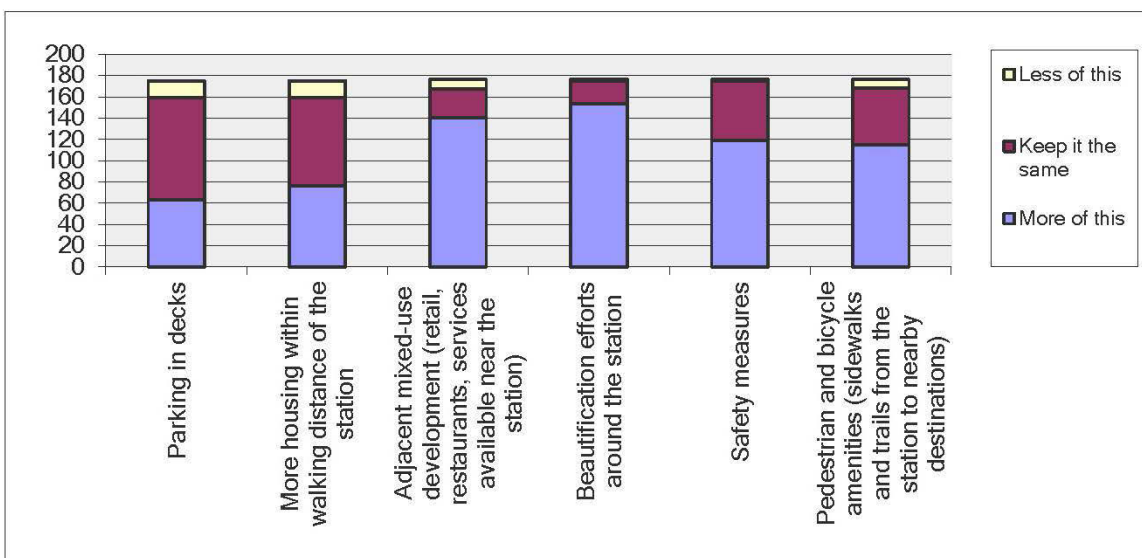
Policy priorities by average ranking

1. Increasing economic development efforts to attract new businesses to Chamblee
2. Development of a Town Green or central park space for community events
3. Expand the city’s sidewalk greenway trail network to promote pedestrian and bicycle mobility
4. Supporting more mixed-use development, like that around the Chamblee MARTA Station
5. Beautify public streets and improve gateways and way-finding signage
6. Increasing public information efforts to attract and inform citizens of what is happening and available in Chamblee
7. Adding more festivals and special events

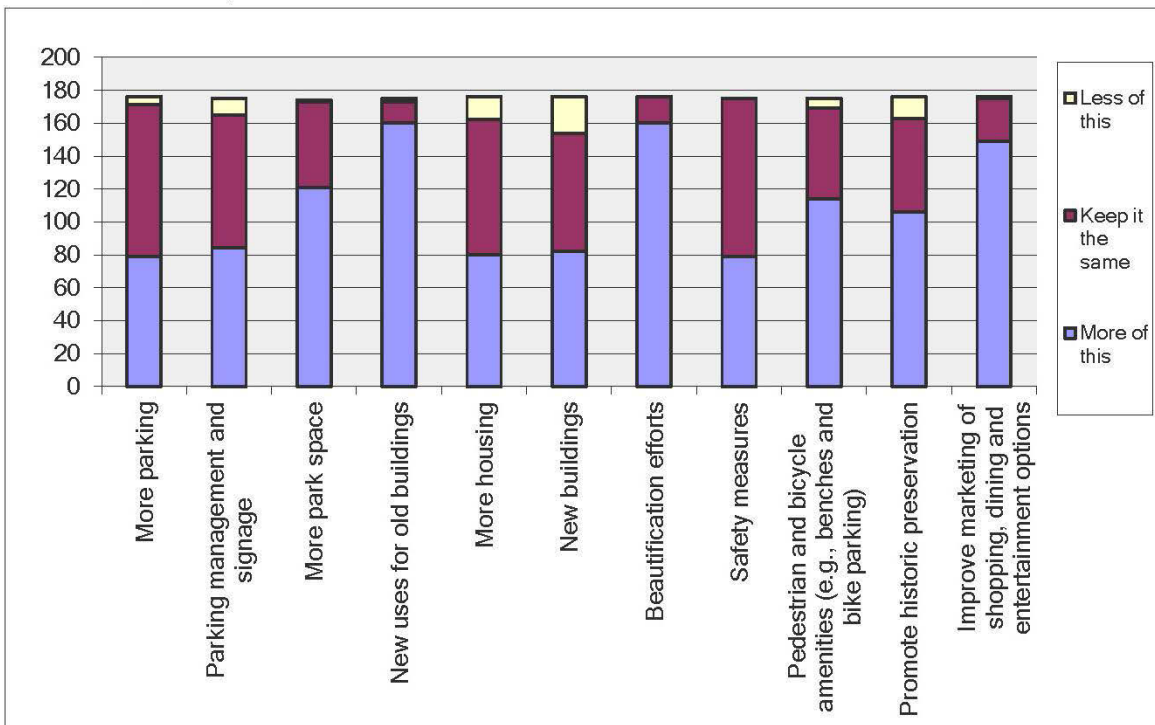
Does Chamblee have enough of what it needs to be vibrant destination?



What should be done to maximize the positive impact of the Chamblee MARTA Station?



What should be done to maximize the positive impact of Downtown Chamblee/Antique Row?





March 18, 2014

FOR IMMEDIATE RELEASE

Help Plan for Chamblee's Future!

City Kicks off Chamblee 2040 Strategic Development Initiative on April 2

On April 2, 2014 from 6:00 to 7:30 pm, community members are invited to the Chamblee Civic Center for a kick-off meeting to initiate the Chamblee Next planning process, a major update to the City's Comprehensive Plan that will consider changes to the City's goals, future development policies, and needs/opportunities since the last update, with a special focus on the 2013 major annexation area near I-85. The annexation led to 63% increase in the City's land area and a major increase in population. The Comprehensive Plan update is Phase I of the City's two-phase Chamblee 2040 Strategic Development Initiative that will help ensure that the Chamblee is well-positioned for the future.

At the April 2 kick-off meeting, the planning team will provide a brief presentation about the update process and ways the public can get involved, followed by a question and answer session. Community members interested in the City's long-term vision and future development should attend.

The public kick-off will be followed by a public workshop on April 24 and an Open House on May 22 as well as a web-based community questionnaire to be initiated in April.

More about the Comprehensive Plan: The Plan will capture the community's long-term vision for the future and sets forth an action plan (Community Work Program) for the next five years. The Plan is an important guide for public and private investment and a requirement of the State of Georgia. The bulk of the planning process will be completed by mid to late June 2014.

More about the two-phase Strategic Development Initiative: The Chamblee Next Comprehensive Plan update is Phase I in the two-phase Chamblee 2040 Strategic Development Initiative. Phase II will include an update of the City's zoning, development and related ordinances to ensure consistency with the Comprehensive Plan. Phase II will begin in tandem with the Comprehensive Plan update and will extend through the end of 2014.

More information: <http://www.chambleega.com/index.aspx?nid=390>

For more information about Chamblee's Strategic Development Initiative, contact Gary Cornell, Development Director, at 770-986-5010 (x223) or gcornell@chambleega.com.



April 9, 2014

FOR IMMEDIATE RELEASE

Help Plan for Chamblee's Future!

City Takes Planning Priorities to the Public with Online Questionnaire and April 24 Workshop.

From April 14 through May 7, the public can access an online questionnaire, an opportunity to express their opinions on the future direction of the community and influence the preparation of the *Chamblee Next* Comprehensive Plan Update. This web-based citizen opinion questionnaire is just one of several opportunities the public has to get involved in the Chamblee 2040 Strategic Development Initiative, a city led planning effort designed to give government officials guidance in making policy and capital investment decisions, as well as improve and streamline the city's land use regulations.

Another opportunity to get involved in this important effort will be a Public Workshop on April 24, from 6:00 to 8:00 pm at the Chamblee Civic Center. The workshop will be a hands-on meeting to collect input on the future vision of the city, including the Future Development Map which guides rezoning decisions. Information gathered at the workshop will also help inform the five-year Community Work Program.

The results of the online questionnaire and the public workshop will be displayed for review and comment at an Open House on May 22 before going to the City Council for adoption.

More about the Comprehensive Plan: *Chamblee Next* reviews and updates the City's goals, future development policies, and work program as described in the City's current Comprehensive Plan, which is available for viewing on the City's website, www.chambleega.com. Special focus will be given to the city's recent on the 2013 major annexation area near I-85. The Plan will capture the community's long-term vision for the future and set forth an action plan (Community Work Program) for the next five years. The Plan is an important guide for public and private investment and a requirement of the State of Georgia. The bulk of the planning process will be completed by mid to late June 2014.

More about the two-phase Strategic Development Initiative: The *Chamblee Next* Comprehensive Plan update is Phase I in the Chamblee 2040 Strategic Development Initiative. Phase II will include an update of the City's zoning ordinance, development regulations and related ordinances to ensure consistency with the Comprehensive Plan. It will begin in tandem with the Comprehensive Plan update and will extend through the end of 2014.

More information: <http://www.chambleega.com/index.aspx?nid=390>

For more information about Chamblee's Strategic Development Initiative, contact Jim Summerbell, Deputy Development Director, at 770-986-5010 or jsummerbell@chambleega.com.



April 22, 2014

FOR IMMEDIATE RELEASE

Help Plan for Chamblee's Future!

City Takes Planning Priorities to the Public with Online Questionnaire and April 24 Workshop.

From April 14 through May 7, the public can access an online questionnaire, an opportunity to express their opinions on the future direction of the community and influence the preparation of the *Chamblee Next* Comprehensive Plan Update. This web-based citizen opinion questionnaire is just one of several opportunities the public has to get involved in the Chamblee 2040 Strategic Development Initiative, a city led planning effort designed to give government officials guidance in making policy and capital investment decisions, as well as improve and streamline the city's land use regulations.

Another opportunity to get involved in this important effort will be a Public Workshop on April 24, from 6:00 to 8:00 pm at the Chamblee Police Department Conference Room. The workshop will be a hands-on meeting to collect input on the future vision of the city, including the Future Development Map which guides rezoning decisions. Information gathered at the workshop will also help inform the five-year Community Work Program.

The results of the online questionnaire and the public workshop will be displayed for review and comment at an Open House on May 22 before going to the City Council for adoption.

More about the Comprehensive Plan: *Chamblee Next* reviews and updates the City's goals, future development policies, and work program as described in the City's current Comprehensive Plan, which is available for viewing on the City's website, www.chambleega.com. Special focus will be given to the city's recent on the 2013 major annexation area near I-85. The Plan will capture the community's long-term vision for the future and set forth an action plan (Community Work Program) for the next five years. The Plan is an important guide for public and private investment and a requirement of the State of Georgia. The bulk of the planning process will be completed by mid to late June 2014.

More about the two-phase Strategic Development Initiative: The *Chamblee Next* Comprehensive Plan update is Phase I in the Chamblee 2040 Strategic Development Initiative. Phase II will include an update of the City's zoning ordinance, development regulations and related ordinances to ensure consistency with the Comprehensive Plan. It will begin in tandem with the Comprehensive Plan update and will extend through the end of 2014.

More information: <http://www.chambleega.com/index.aspx?nid=390>



For more information about Chamblee's Strategic Development Initiative, contact Jim Summerbell, Deputy Development Director, at 770-986-5010 or jsummerbell@chambleega.com.



May 7, 2014

FOR IMMEDIATE RELEASE

Help Plan for Chamblee's Future!

City Presents Chamblee Next Comprehensive Plan Update May 22.

On May 22, from 6:00 to 7:30 pm, community members are invited to the Community Center at Keswick Park for an Open House for the *Chamblee Next* Comprehensive Plan Update. *Chamblee Next* considers changes to the City's goals, future development policies, and needs/opportunities since the last Comprehensive Plan update, with a special focus on the 2013 major annexation area near I-85.

At the May 22 Open House the public will have an opportunity to examine key elements of the plan and have informal one-on-one discussions with City staff and consultants. The Comprehensive Plan Update includes the five-year Community Work Program. Community members interested in the City's long-term vision and future development should attend.

More about the Comprehensive Plan: The Plan will capture the community's long-term vision for the future and sets forth an action plan (Community Work Program) for the next five years. The Plan is an important guide for public and private investment and a requirement of the State of Georgia. The Mayor and City Council will receive the consultant's work products by the end of June and hold public hearings during the summer.

More about the two-phase Strategic Development Initiative: The *Chamblee Next* Comprehensive Plan update is Phase I in the two-phase **Chamblee 2040 Strategic Development Initiative** that will help ensure that the Chamblee is well-positioned for the future. Phase II will include an update of the City's zoning, development and related ordinances to ensure consistency with the Comprehensive Plan. Phase II will begin in tandem with the Comprehensive Plan update and will extend through the end of 2014.

More information: <http://www.chambleega.com/index.aspx?nid=390>

For more information about Chamblee's Strategic Development Initiative, contact Jim Summerbell, Deputy Development Director, at 770-986-5010 or jsummerbell@chambleega.com.

Chamblee Next

Come to the Public Kick-Off Meeting!

April 2, 2014 from 6:00 to 7:30 pm

Chamblee Civic Center

3540 Broad Street, Chamblee, GA 30341

Come learn how you can help position Chamblee for the future.

What is *Chamblee Next*? A New Comprehensive Plan!

Chamblee Next will capture the community's long-term vision for the future. It will set forth an action plan for improving your quality of life and set priorities for long term public and private investment in our City.

What is the *Chamblee 2040 Strategic Development Initiative*?

The *Chamblee 2040 Strategic Development Initiative* has two phases. Phase 1 is *Chamblee Next*. Phase II is a major revision of the City's zoning ordinance and development regulations. Phase II begins in tandem with the Comprehensive Plan update and extends through the end of 2014.

**More opportunities to
participate:**

Public Workshop on April 24, 6-8 pm

For more information, check out our webpage:

<http://www.chambleega.com/index.aspx?nid=390>

or contact Jim Summerbell, Deputy Development Director,
at 770-986-5010 or jsummerbell@chambleega.com.



Chamblee Next

Come to the Public Workshop!

April 24, 2014 from 6:00 to 8:00 pm

New Location:

Chamblee Police Department Classroom

Second Floor

3518 Broad Street, Chamblee, GA 30341

*Come to this **hands-on meeting** to collect input on the future vision of the city, including the Future Development Map and needs/ opportunities to help inform the Community Work Program.*

Please take our Online Survey!

<https://www.surveymonkey.com/s/NYFV5T2>

En español - <https://www.surveymonkey.com/s/XPKCJQT>

What is *Chamblee Next*? A New Comprehensive Plan!

Chamblee Next will capture the community's long-term vision for the future. It will be an action plan for improving your quality of life.



For more information, check out our webpage:
<http://www.chambleega.com/index.aspx?nid=390>
or contact Jim Summerbell, Deputy Development Director,
at 770-986-5010 or jsummerbell@chambleega.com.

Chamblee Next

Come to the Public Open House!

May 22, 2014 from 6:00 to 7:30 pm
Community Center at Keswick Park
3496 Keswick Drive
Chamblee, GA 30341

Come examine key elements of the Comprehensive Plan Update, including the Future Development Map. You will have the opportunity to discuss the plan with property owners and other residents, as well as planning staff.

What is Chamblee Next? A New Comprehensive Plan!

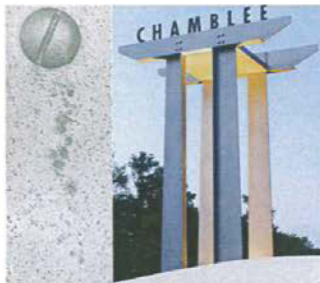
Chamblee Next will capture the community's long-term vision for the future. It will be an action plan for improving your quality of life.

Coming Up: Phase II of Chamblee 2040

The Chamblee Next Comprehensive Plan Update will be followed by an update of the zoning ordinance and development regulations. These regulations are the primary means by which the plan will be implemented. Phase II is scheduled for completion in December 2014.



For more information, check out our webpage:
<http://www.chambleega.com/index.aspx?nid=390>
or contact Jim Summerbell, Deputy Development Director,
at 770-986-5010 or jsummerbell@chambleega.com.



THE SIGNAL

March 2014 | Vol. 15 | No. 2
www.chambleega.com

A Publication of the
City of Chamblee

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3 New Council Members

4 Annexation Info for New Residents

5 Employee Recognition

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7 Calendar

8 Community Notes



A City on
the Right Track

'A New Chamblee' MAYOR DELIVERS 2014 STATE OF THE CITY ADDRESS



Creating a new Chamblee — that was the tone of the fifth-annual state-of-the-city address by Chamblee Mayor R. Eric Clarkson. Clarkson presented the address during the February 20 meeting

of the Chamblee Business Association at the Chamblee Civic Center.

In his address, the mayor reflected on 1954, comparing Chamblee 50 years ago — a time when work was being created and a new Chamblee was being shaped — to today. He spoke of days of full employment, families who had cash to spend on purchases of new cars and homes and low property taxes. He invited the community to join the city in bringing “good jobs back to the City of Chamblee.” This includes creating jobs in downtown Chamblee; attracting IT sector companies and companies in the fields of bio tech and life science. Growing the number of jobs in the city by 1,000 before 2016 is another of the mayor’s goals. “I want to bring back the work part of live, work, play,” says the mayor.

He pointed to Chamblee’s millage rate, which is down to 6.4 from 7.95 in 2011. The final millage for 2014, he says, will be set in May/June this year.

Clarkson, first elected mayor in November 2001, also spoke of

Chamblee’s second substantial annexation in three years; the appointment of Chamblee’s long-term Police Chief R. Marc Johnson to city manager; plans to hire an economic development manager as well as an assistant — who also will serve as communication coordinator — to the city manager. The city plans to hire a new Public Works director and, in March, appoint a new police chief.

Streetscape improvements to Chamblee Dunwoody Road and continuing improvements along Peachtree Road were other topics of discussion, along with the need to reduce Chamblee’s rental housing rate from 65 percent, considering the national average is 40 percent. He also pointed out that he’d like for the city to create an economic development plan — making it a priority focus for the first part of 2014.

Other items highlighted include:

- As a result of the 2014 annexation, Chamblee will add 22 police officers and two communication officers
- In 2013, Chamblee started a Downtown Development Authority
- The city completed a 10-year update to the LCI Study

Continued on page 8



THE SIGNAL

Chamblee 101

Want to learn more about local government and how the city operates? The city's popular Chamblee 101 series returns April 2 and ends with a May 20 recognition. During the May 20 City Council meeting, Chamblee 101 participants will receive a certificate of completion. Classes are set for Wednesday evenings from 7 p.m. to 9 p.m. on these dates:

- April 2 • April 23 • May 14
- April 9 • April 30
- April 16 • May 7

Chamblee 101 includes discussions and interactive activities on topics to include Chamblee's history, form of government, city services, finance and development.

Please register by March 21 by contacting City Clerk Emmie Niethammer at 770-986-5018 or ENiethammer@chambleega.com.

New Hires

The City of Chamblee has added several new employees in recent months. The list includes:

Police officers

Julieann Garcia	Johnny Blain
Oliver Dukes Jr.	Scott Stern
Ralph Jackson Jr.	Wayne Gatlin
Gaetano Antinozzi	Melissa Bolden
Jermaine Felder	Roy Collar
Michael Orlando	

Corey DuPree, Parks and Recreation Coordinator
 Phillip Farr, Public Works
 Jose Mora, Public Works
 Jesse Bloodworth, Public Works
 Kristi Clark, Communication Officer (911 Dispatch/Jailer)
 Jamar Patterson, Communication Officer (911 Dispatch/Jailer)

City of Chamblee
 5468 Peachtree Road
 Chamblee, GA 30341
 (770) 986-5010
 Fax: (770) 986-5014
 www.chambleega.com

Mayor — R. Eric Clarkson

District 1 — John Mesa

District 2 — Leslie C. Robson

District 3 — Thomas S. Hogan II

At-Large — Dan Zanger

At-Large — Brian Mock

City Manager — Marc Johnson

City Clerk — Emmie Niethammer

Chief of Police — Marc Johnson

Finance Director — Travis Sims

Parks & Recreation — Joel Holmes

City Hall
 (770) 986-5010

Public Works/Animal Control
 (770) 986-5019

Development
 (770) 986-5010

Parks & Recreation
 (770) 986-5016

Police Department
 (770) 986-5005

Municipal Court
 (770) 986-5004

Code Enforcement
 (770) 986-5005
 code_enforcement@chambleepd.com

Police Emergency — 911

Corey DuPree: Parks and Recreation Coordinator

As the new recreation coordinator for Chamblee Parks and Recreation, Corey DuPree oversees the youth athletics program, coordinates the spring, summer and winter camps hosted by the department and, among other things, assists in the planning of special events.

DuPree joined Parks and Recreation in January after spending six years as a program coordinator at Mulberry Creek Community Center for Hall County Parks and Leisure Services.

Some of the events he'll assist with planning for Chamblee include the annual Daddy Daughter Dance in February, Chamblee 5k and Rotary Roll, and Fourth of July celebration in April.

The husband and father of two says he most enjoys "the satisfaction on peoples' faces when they are having a good time at an event" that's coordinated by the Parks and Recreation team.

"I really enjoy putting together recreation/leisure activities for people of all ages," adds DuPree, who received a bachelor of science degree in health, physical education and recreation from Langston University in Oklahoma.

A Lilburn resident and native of Cleveland, Ohio, DuPree, with his wife, Renee, has two daughters, Asia, 12, and Corey, two. In his down time, he enjoys "a good round of golf any day of the week."



Reminder:

Occupational Tax License renewals for 2014 are due March 15, 2014. If you didn't receive a renewal form or have questions, please call City Hall at 770-986-5010.

The Signal is the official publication of the City of Chamblee and serves to provide timely information on events, activities and news related to Chamblee. Press releases, announcements and other materials submitted for potential publication are subject to editing.

SIGNAL SPOTLIGHT

Chamblee Welcomes New Council Members, Holds Swearing-in Ceremony

At its January City Council work session, Chamblee swore in its elected members, including two new Councilmen and re-elected Mayor R. Eric Clarkson, who ran unopposed. Voters elected Brian Mock to fill the at-large seat previously held by incumbent Scott Taylor. John Mesa fills the District One seat held by Mark Wedge.

Mock, general manager of Hampton Inn Atlanta Northlake, and Mesa, who is employed with two Chamblee-based companies, Team Octopus Mixed Martial Arts and Atlanta Closet & Storage Solutions, share more about their top priorities in their new roles and more.

BRIAN MOCK, AT-LARGE

What sparked your interest in serving on the Chamblee City Council?

While I've always had an interest in the political process, I really just wanted to give our citizens a choice. In fact, I waited until the last hour of qualifying to see if there would be any contested races, and seeing none I decided to be that choice.

I have a long list of items that I would like to accomplish during my tenure. These include: downtown revitalization; creating a downtown that's a destination of choice; better communication with and responsiveness to our citizens; annexation area services, setting our new citizens up for success; being a business-friendly city, a model city for business development.

Tell us about any previous experiences in public service.

While this is my first time holding elected office, I've always believed in giving back to the community.



Please share more about your professional life and info regarding any boards, committees, etc., on which you serve.

I've been in the hospitality industry for more than 20 years. Hospitality is more than a career; it's a way of life. My hotel consistently ranks in the top 10 of the 200 hotels in metro Atlanta in customer service; it's all about the way you treat people.

A volunteer opportunity that I enjoy the most is serving as a court-appointed special advocate in DeKalb Juvenile Court. There is nothing that compares to changing the lives of at-risk youth caught up in the court system. I also serve as chairman of the DeKalb Convention and Visitors Bureau, chairman of the DeKalb Sports Commission, and on the boards of the DeKalb Police Alliance, Georgia Hotel and Lodging Association, Northlake Community Alliance and Tucker Business Association. I'm a founding member of the Tucker/Northlake CID and Northlake Business Association.

Please share more about your personal life, including family, city of residence, personal interests.

In my free time, I enjoy cultural exchanges with my students from around the globe, which I host yearly. I have a dog and a cat that are both rescues and the best part of coming home each day.

JOHN MESA, DISTRICT ONE

What sparked your interest in serving on the Chamblee City Council?

Several years ago I was asked to come to City Council meetings that involved the old Great Gatsby site on Peachtree



Chamblee City Attorney Joe Fowler swears in re-elected Mayor R. Eric Clarkson (center) and new Council members (from l to r): John Mesa and Brian Mock.

Boulevard. Seeing how the process worked was fascinating. In 2013, when the opportunity presented itself I wanted to step up by running for office.

What are some of your top priorities?

To make the City of Chamblee a place where we can live, work and play for many years to come. I want to help businesses to come and thrive here; to benefit current residents as well as attract new residents which I hope will then attract more businesses to come and so on.

What are goals you've set to accomplish while serving on the Council?

Downtown Chamblee redevelopment, and continuing the Rail Trail Park

Tell us about any previous experiences in public service.

I have worked on and with several recreational leagues that taught me a lot about group dynamics and working with lots of different personalities, but this is my first experience in public service.

Please share more about your professional life and info regarding

Continued on page 8

SIGNAL SPOTLIGHT

Chamblee Annexation: What You Need to Know

With the recent annexation, the City of Chamblee has grown in population to 27,350, adding on roughly 12,000 new residents. The city's square mileage expands from 4.81 to 7.85. Following approval by 61 percent of voters during the November 2013 general election, Chamblee adds the Dresden East Civic Association (DECA) area that stretches south along Clairmont Road to I-85. It now reportedly is DeKalb County's third largest city.

The expansion means changes in some services residents receive from the city and county. Below, you'll find more on what you need to know as it relates to Chamblee's annexation.

POLICE ISSUES IN GENERAL

In the City of Chamblee noise cannot exceed 70 dBA during daytime hours (7 a.m. to 11 p.m.) and for nighttime hours (11 p.m. to 7 a.m.) limits are capped at 60 dBA. For apartment dwellers the levels are even less: 55 dBA daytime and 45 dBA nighttime. The sound is measured at the property line of the location receiving the noise.

Please bring your pets indoors after dark to avoid disturbing your neighbors. Domesticated animals may not make any vocalizations (including barking, baying, howling, crying or making any other noise) for more than 10 minutes without interruption or more than 30 minutes if intermittent.

If a police officer is called to your location for noise violations, the city will issue a warning for the first occurrence, but repeat calls may result in a citation.

Restaurant and club owners: Please take steps to prevent noise from disturbing nearby residents. Between the hours of 12 a.m. and 7 a.m., late-night establishments are prohibited from allowing noises and/or sounds from their places of business that are plainly audible more than 50 feet beyond the building or structure from which the noises and/or sounds emanate.

CODE ENFORCEMENT — PROPERTY MAINTENANCE

The Code Enforcement section of the police department addresses quality of life, property maintenance and zoning issues in the city by canvassing neighborhoods, apartment complexes and businesses to point out code enforcement violations and other problems. Code Enforcement responds promptly to service requests and complaints from citizens and property owners; it also offers Neighborhood Watch, Apartment Watch and Business Watch meetings. When violations are discovered, officers generally issue a warning notice spelling out the corrective action required and providing a reasonable period of time for completion. If corrective action is not taken officers will issue citations to Municipal Court. In most instances, a new citation can be issued for each

day a violation continues. The following are some of the more common violations:

- Tall grass and weeds
- Trash, litter and debris
- Prohibited signs
- Outdoor storage
- Junk vehicles
- Unpermitted construction
- Graffiti
- Parking on grass



OTHER CITY SERVICES

Sanitation service, including garbage, recycle and yard waste, will continue to be handled by DeKalb County for at least one year. Chamblee will begin to vacuum leaves in the fall.

All occupational tax certificates (business licenses) will be issued by Chamblee. You can download the required forms from the city's website, www.chambleega.com.

All building permits and trade permits, such as electrical and plumbing, must be obtained from the Chamblee Development Department.

Animal control services will be provided by Chamblee. More info: 770-986-5019

HOUSE CHECK PROGRAM

If you're planning a vacation that will cause you to be away from home for an extended period of time, you may request the Chamblee Police Department to perform periodic checks of your house while you are away. This service is provided as a courtesy and for the convenience and benefit of Chamblee citizens. You can sign up through the city's website or call the police department.

ALARM SYSTEMS

The City of Chamblee considers excessive false alarms a nuisance and waste of valuable police resources. Chamblee enacted a false alarm ordinance in 1999 that requires all alarm systems, with the exception of fire and auto alarms, to be registered with the police department. The registration is free; however, it is unlawful to operate an unregistered system. A permit application can be obtained from the police department or online. The police department will issue you a decal that must be prominently displayed at the front entrance so that it will be visible from outside. Each alarm system is allowed two false alarms per year without penalty. Additional false alarms result in a civil penalty ranging from \$50 to \$300 as the number increases. You'll find more information on the city's website.

A ROUND CHAMBLEE

Chamblee Charter High Celebrates with Ribbon-Cutting Ceremony

Chamblee Charter High School students rang in the new year with a return from their winter break to their new academic building.

The four-story building, at 3688 Chamblee Dunwoody Road, includes 21st century technology and equipment. Chamblee Charter High held a ribbon-cutting ceremony in its new building on January 22.

Chamblee Mayor R. Eric Clarkson, along with City Council Members Leslie C. Robson, Dan Zanger, Brian Mock and John Mesa were on hand for the ceremony. City Manager Marc Johnson and other city officials also attended.

"This is a great school that's always ranked very high state-wide and nationally for academic and athletic achievements," says Mayor Clarkson. "They were able to do that in an aged facility. Now they have a brand-new, state-of-the-art facility with new classrooms, new science labs, new athletic facilities; it's going to be very exciting to see where they take those



Spotlighting Chamblee Employees

Chamblee employees enjoyed a dinner and a bit of recognition during the city's annual Employee Appreciation Dinner. Chamblee honored employees who've completed five years of service or more to the city. The city also presented departmental awards during the February event at the Chamblee Civic Center.

Employee service awards include:

40 YEARS R. Marc Johnson	10 YEARS Lela H. Hayes John D. Carel	Christopher L. Smith Eddie C. Mosley Rodolfo Ruiz Tamila Bufford
25 YEARS Paul Klerlein	FIVE YEARS Tesfamariam G. Bekle	PART-TIME, FIVE YEARS Le Essie Walker Lori Meyers
20 YEARS B.H. Stone	Joel Holmes Timothy E. Mathis	
15 YEARS Kevin M. Taylor		

academic and athletic programs now that they have a facility to match the excellence that already exists with the academic and athletic programs."

Construction is complete on the academic building, natatorium and gymnasium. The next phase of construction,



set to be complete this summer, will include an auditorium, fine arts classrooms and athletic fields.

(from l to r): State Rep. Mike Jacobs; Chamblee Mayor R. Eric Clarkson; Karen Carter, DCSD board of education member; Lisa Kinnemore, state BOE member; Michael Thurmond, superintendent, DeKalb County School District; John Coleman (behind Thurmond), DCSD BOE member; Dr. Rochelle Lowery, Chamblee Charter High School principal; Marshall Orson, DCSD BOE member; Dr. Martha Reichrath, deputy state superintendent and first CCHS principal; Chamblee City Council members: Brian Mock (behind Reichrath); Dan Zanger, Leslie C. Robson; John Mesa

A ROUND CHAMBLEE

Parks and Recreation

For additional information regarding Parks and Recreation activities, contact Joel Holmes at jholmes@chambleega.com or (770) 986-5016.



SPRING BREAK CAMP

April 7 to 11, 2014

Keswick Park Community Building

Class Pricing:

- \$75 (Chamblee residents) for the week
- \$100 (non-residents) for the week

A daily camp offering activities such as arts and crafts, sports, games, nature walks and much more! Drop-off begins at 7:30 a.m. and children must be picked up by 6 p.m.

BOOT CAMP CLASSES

Try a month for free before you decide to commit!

Location: Keswick Park (meet at Community Building)

Schedule: Tuesdays and Thursdays

at 6:30 p.m.,

Saturdays at 9 a.m.

Classes are led by

Charles Palmer and Franklyn Brown, local certified instructors.



ZUMBA CLASSES

Mondays at 7:30 p.m. through March 31
Keswick Park Community Building

Class Pricing:

- \$12 per class in advance
- \$15 per class for walk-ins

Want to get an aerobic workout in

a fun-filled environment? Zumba is a great cardio exercise that moves to Latin-inspired music. ZumbaAtlanta.com

ZUMBA KIDS!

Wednesdays, 4 p.m. to 5 p.m.

Keswick Park Community Building

Class Pricing:

- \$72 for six weeks of classes
- \$60 each for a group of six or more kids

The Zumba® Kids program is the ultimate dance-fitness party designed exclusively for kids (ages 4 to 11; Zumba Kids Jr. for four to six and Zumba Kids for seven to 11) where they can play it loud and rock with friends to their own rules! This program features age-appropriate music and moves that get kids moving to the beat. It's all about feeling fearless on the dance floor, reinforcing the idea that it's okay to just be yourself and dance like no one's watching!

Zumba Kids is a fun class to dance and let loose. It features various styles of dance from all over the world and different genres, along with some songs kids may recognize from the radio. Zumba Kids teaches dance routines, different styles of dance such as salsa, cumbia, hip hop and even flamenco or belly dancing.

YOGA

Wednesdays through March 12

Time: 6:30 p.m.

Location: Keswick Park Community Building

\$10 per class for walk-ins



This class is appropriate for most (including beginners) and consists of gentle stretching combined with standing poses for strength and a moderate vinyasa (flow) practice for stamina.

AARP SAFE DRIVER CLASS

April 5, 2014

9:30 a.m. to 4 p.m. at Keswick Park Community Building

Cost: \$15 for AARP members and \$20 for non-members

You must sign up in advance for this class. You can register online without making any payments at time of registration. Payments for the course are due day of class.

Chamblee Business Association

The Chamblee Business Association's March meeting is set for March 20, with representatives from Georgians for Local Area School Systems — Erika Harris, co-chair, and Heyward Wescott — on hand.

CBA meetings are open to the public. Meetings take place on the third Thursday of each month at the Chamblee Civic Center at 3540 Broad Street. Doors open at 7:30 a.m. with a continental breakfast, and the program begins at 8 a.m. There is no charge for first-time guests; costs are \$10 for returning guests and \$5 for members.

Also, CBA holds its monthly Business after Hours networking event on the second Tuesday of each month. The March Business after Hours is slated for March 11 from 5:30 p.m. to 7:30 p.m. at Fischer Funeral Care at 3742 Chamblee Dunwoody Road. Attendance is free with drinks and appetizers served. www.chambleebusinessassociation.com

MARCH 2014

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
	30	31				

All meetings will take place at the Chamblee Civic Center, 3540 Broad Street, unless otherwise noted.

*Location for these events: Keswick Park Community Building, 3496 Keswick Drive

2

3
Court, 6 p.m.
Zumba class,* 7:30 p.m.


4
Boot Camp,* 6:30 p.m.
Architectural Advisory Review Board, 7 p.m., City Hall

5
Zumba Kids,* 4:30 p.m.
Yoga,* 6:30 p.m.

6
Court, 6 p.m.
Boot Camp,* 6:30 p.m.
Recreation Advisory Committee
7 p.m., Keswick Park Community Building

7

8
Boot Camp,* 9 a.m.

9

Daylight Saving Time Begins

10

11
Chamblee Business Association, Business after Hours, 5:30 p.m. to 7:30 p.m.
Boot Camp,* 6:30 p.m.

12
Zumba Kids,* 4:30 p.m.
Yoga,* 6:30 p.m.

13

14


15
Compost and Recycle 8 a.m. to noon, 3210 Cumberland Drive
Boot Camp,* 9 a.m.
Opening Ceremony for Youth Baseball

16

17
St. Patrick's Day
Zumba class,* 7:30 p.m.

18
Boot Camp,* 6:30 p.m.
City Council Meeting, 7:30 p.m.

19
Zumba Kids,* 4:30 p.m.
Yoga,* 6:30 p.m.

20

First Day of Spring Chamblee Business Association meeting 7:30 a.m. to 9 a.m.
Boot Camp,* 6:30 p.m.

21
Deadline to register for Chamblee 101 770-986-5018

22
Boot Camp,* 9 a.m.

23

24 Court, 6 p.m.
Zumba class* 7:30 p.m.

25
Downtown Development Authority, 6 p.m. City Hall
Boot Camp,* 6:30 p.m.

26
Zumba Kids,* 4:30 p.m.
Yoga,* 6:30 p.m.

27
Court, 6 p.m.

28

29
Boot Camp,* 9 a.m.

30

31
Court, 6 p.m.

COMMUNITY NOTES

New Chamblee, continued from page 1

- Chamblee was accepted into the Georgia Main Street Start-up Program
- Work began to create opportunity zones in the city
- The next Chamblee 101 is set for April 2 to May 20 — a time for participants to learn about local government and how the city operates

“Wonderful cities like Chamblee do not just happen by chance,” Clarkson says. “They thrive because of the people of the community that come together to make a difference.”

New Council, continued from page 3

any boards, committees, etc., on which you serve.

After working more than 15 years in aquarium sales and service throughout metro Atlanta, I now work closer to home for two Chamblee-based businesses: Team Octopus Mixed Martial Arts and Atlanta Closet & Storage Solutions.

Please share more about your personal life, including family, city of residence, personal interests.

I am married to my wife Susan, and purchased a home and moved to Chamblee in 2002.



City of Chamblee
5468 Peachtree Road
Chamblee, GA 30341

2014 HOLIDAY SANITATION SCHEDULE

Memorial Day — Closed Monday, May 26

Week of May 26 — Monday and Thursday will be Tuesday and Thursday
Tuesday and Friday will be Wednesday and Friday

Independence Day — Closed Friday, July 4

Week of June 30 — Monday and Thursday will be Monday and Wednesday
Tuesday and Friday will be Tuesday and Thursday

Labor Day — Closed Monday, September 1

Week of September 1 — Monday and Thursday will be Tuesday and Thursday
Tuesday and Friday will be Wednesday and Friday

Veteran's Day — Closed Tuesday, November 11

Week of November 10 — Monday and Thursday — No Change
Tuesday and Friday will be Wednesday and Friday

Thanksgiving — Closed Thursday, November 27, and Friday, November 28

Week of November 24 — Monday and Thursday will be Monday only
Tuesday and Friday will be Tuesday only

Christmas — To be determined

New Year's 2015 — To be determined



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A City on the Right Track

Plenty of excitement and emotion during the March 2014 meeting of the Chamblee City Council as the Council appointed a new police chief and made a number of police department promotions.

Chamblee Names Donny Williams as New Chief of Police

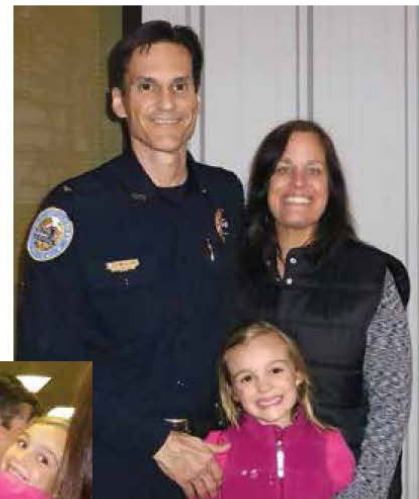
The City of Chamblee has appointed Donny Williams as chief of police. His promotion became effective April 1, 2014.

Williams served as assistant chief from January 2013 to this March when the Chamblee City Council confirmed him as chief at the recommendation of City Manager R. Marc Johnson.

"I am honored to be recommended by Marc Johnson who has served this community for so long as the police chief," says Williams. "I feel privileged to be confirmed by the elected officials to be the next chief of police. I am grateful to lead such a great group of dedicated employees at the Chamblee Police Department. We will continue to provide an ethical and honorable service to our community. I look forward to the future and the challenges it will bring."

Williams began with the department nearly 23 years ago as a patrol officer. Prior to serving as assistant chief, he was the uniform division commander.

He began his law enforcement career in 1989 with the Atlanta Police Department as a patrol officer. He also served in the U.S. Army for two years. A graduate of the University of Georgia with a Bachelor of Arts degree in Criminal Justice, Williams is a Flowery Branch resident. He and his wife, Sue—a former Chamblee detective—have



Chamblee Chief of Police Donny Williams was joined by his wife, Sue, and daughter, Ava, during the badge pinning ceremony at the City Council's March 2014 meeting. Williams served as assistant chief of police before his promotion.

a five-year-old daughter, Ava. Both were on hand at the Council meeting the night of the announcement.

Chamblee Promotes Police Command Staff

Families and friends looked on with joy and pride as some of Chamblee's finest received police department promotions during a badge pinning ceremony at the March 2014 City Council meeting.

The appointment of long-time Chief of Police R. Marc Johnson to city manager created the opportunity for three promotions of new command staff.

Continued on page 4



Chamblee 101

Wrapping up in May, Chamblee 101 attracted its largest class to date, according to City Manager R. Marc Johnson. Twenty-five participants signed up for the 2014 sessions that kicked off at the top of April.

Chamblee 101 serves as an opportunity to learn more about local government and how the city operates.

Chamblee 101 includes discussions and interactive activities on topics to include Chamblee's history, form of government, city services, finance and development.

The popular series winds down with sessions on May 7 and 14. On May 20, the class will receive certificates of completion during the May 20 City Council meeting. Classes are two hours — on Wednesday evenings from 7 p.m. to 9 p.m.



Reginald Anderson Joins Chamblee as Public Works Director



His personal motto drives him daily, and those nine words sounded clearly with Reginald Anderson when he learned of the opening for Public Works director in

Chamblee: "Pursue those things you want or they will disappear." Anderson had maintained a long-term career goal of holding a director-level position. It didn't hurt that he also had a Chamblee connection — having lived in the area at the start of his career. He considers Chamblee to have "the right balance of big-city convenience with small-town charm."

The Snellville resident comes to Chamblee from Covington, where

he has worked as a civil engineer/ deputy city engineer and transportation director.

A graduate of Southern Polytechnic State University with a Bachelor of Science degree in Civil Engineering Technology, Anderson has spent more than 18 years in civil engineering. He started his career as an engineering assistant with Fulton County and has worked for B&E Jackson & Associates, Inc., as a civil designer/project engineer/project hydrologist.

He and his wife, Angie, have three children, Briana, 17, Byran, 15, and Granville, eight. When he's not working, he spends his time attending activities for his children who keep busy in sports such as baseball, basketball, cross country, football, karate, orchestra and track. "I am essentially a sports dad," says Anderson, who grew up in Lyons in southeast Georgia. He also enjoys grilling and cooking, as well as playing and watching sports. "I attempt to play golf," Anderson adds, jokingly.

City of Chamblee
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At-Large — Dan Zanger
At-Large — Brian Mock
City Manager — Marc Johnson
City Clerk — Emmie Niethammer
Chief of Police — Donny Williams
Finance Director — Travis Sims
Parks & Recreation — Joel Holmes
Public Works — Reginald Anderson

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Parks & Recreation
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Code Enforcement
(770) 986-5005
code_enforcement@chambleepd.com

Police Emergency — 911

The Signal is the official publication of the City of Chamblee and serves to provide timely information on events, activities and news related to Chamblee. Press releases, announcements and other materials submitted for potential publication are subject to editing.

SIGNAL SPOTLIGHT

City Collects Input for Chamblee Next Comprehensive Plan Update



Gary Cornell

The goal is to capture the community's long-term vision for Chamblee's future. And that's what residents, property and business owners set out to do with a series of public workshops and through providing feedback through an online questionnaire in preparation of the Chamblee Next Comprehensive Plan Update. The work on Chamblee Next makes way for updates to the city's goals, future development policies and work program as described in Chamblee's current comprehensive plan.

Through May 7, the public can get involved in the Chamblee 2040 Strategic Development Initiative by responding to a Web-based citizen opinion questionnaire. The initiative is a city-led planning effort designed to give government

officials guidance in making policy and capital investment decisions, as well as improve and streamline the city's land use regulations.

A kickoff meeting took place on April 2, 2014, followed by an April 24 public workshop at the Chamblee Civic Center.

On April 2, Chamblee Mayor R. Eric Clarkson spoke to the group with Gary Cornell, Chamblee's



Mayor R. Eric Clarkson

development director, and Jim Summerbell, the city's deputy development director, presenting before taking questions and collecting input from attendees.

A comprehensive plan, Cornell explained, is required by the

Continued on page 8

New Chamblee Chamber of Commerce Forms

Set to serve as a voice on behalf of Chamblee businesses, the Chamblee Chamber of Commerce has gotten off the ground. A public introduction to the new Chamber, which became incorporated on December 23, 2013, came during the organization's April 8 mixer. The Chamber's first official event following the mixer was an April 16 business luncheon co-hosted with the DeKalb Chamber of Commerce.



Having operated for 20 years, the Chamblee Business Association decided to pursue the route of becoming a chamber, resulting in the selection of Art Freeman as Chamber founder and CEO. "We wanted to be more than a networking organization, one that could be an advocate for the businesses, could provide programs to help businesses and, more importantly, to drive economic activity to the Chamblee marketplace," says Van Pappas, who served as chairman of CBA from January 2013 to April 2014. The new Chamber, adds Freeman, serves as a "single voice of a divergent and diverse business community," and "greatly facilitates economic development."

In addition to Freeman as CEO, the Chamber has a deputy executive director, Barbara Barber, and executive committee made up of Van Pappas, Lou Alvarado, Charlene Fang, Art Freeman and Ronnie French. The 501(c)(3) organization is planning for a 13-member board of directors with four officer positions: chairman, vice chairman, treasurer and secretary.

As with CBA, the Chamber will hold a monthly mixer on the second Tuesday of each month from 5:30 p.m. to 7:30 p.m. at an area business and a monthly breakfast meeting on third Thursdays at the Chamblee Civic Center.

For its first year, it's targeting 250 members from "Chamblee only," as the Chamber is in communication with Doraville regarding incorporating that city into the Chamblee Chamber, Freeman explains. Within two years, it hopes to reach 600 to 750 members.

More info: Email barberchamber@gmail.com

SIGNAL SPOTLIGHT

Chamblee PD Certification

Another certification for the Chamblee Police Department as it successfully completed its third recertification in the State of Georgia Law Enforcement Certification Program.

Mark Bender, director of the State Certification Program at the Georgia Association of Chiefs of Police—also a former Chamblee assistant chief of police—presented a plaque to Chamblee for the period of February 1, 2014 to January 31, 2017. Chamblee Police Chief Donny Williams accepted the Certified Law Enforcement Agency Award during the March meeting of the City Council. The Chamblee Police



Chamblee Chief of Police Donny Williams accepts a plaque from Mark Bender, director of the State Certification Program at the Georgia Association of Chiefs of Police.

Department is one of 108 agencies statewide to achieve this status.

Chamblee 5K Run & Rotary Roll

The City of Chamblee is proud to offer its 15th-annual road race for all abilities on Saturday, May 10, 2014. Starting and finishing at DeKalb Peachtree Airport, participants have a choice of a 5K route through Chamblee's downtown and mid-city district or a 1K route around the grounds of PDK. There is ample parking at the airport. All entrants receive a colorful race shirt as well as plenty of food, fluids and music in the finish area sponsored by Epps Aviation. This race is not for racing chairs, but for participants in everyday chairs, either manual or powered! The event gets underway at 8 a.m. The fee to participate is \$20 if you register in advance, and \$25 for registration the week of the event.



Police, continued from page 1

Effective April 1, 2014:

Capt. Michael Beller becomes assistant police chief. A 16-year veteran



Assistant Chief of Police Michael Beller

of the Chamblee Police Department, Beller previously was in charge of the Investigative Division. The father of five was pinned by his wife, Molly.

Lt. Paul Klerlein moves to captain in his current assignment as administrative commander. The father of three has been with the department for 25 years. He was pinned by his wife, Leisa.

Sgt. Ernesto Ford is now captain over the Investigative Division. Having



Capt. Paul Klerlein

served as assistant commander of Investigations, Ford has spent 15 years with the department, and is a father of three. His son, Nicholas, pinned him.

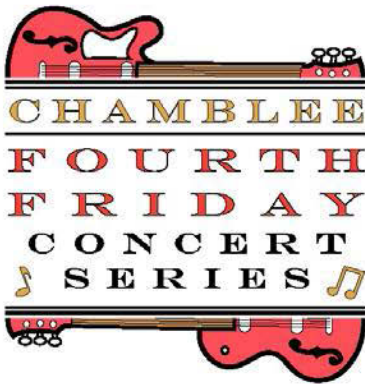


A ROUND CHAMBLEE

Fourth Friday Concert Series

SPONSORED BY JIM ELLIS AUTOMOTIVE GROUP

Chamblee's Fourth Friday Concert series gets underway this month with a kickoff performance by The Return, a Beatles cover band.



The concert will take place Friday, May 23 from 7 p.m. to 10 p.m. in Downtown Chamblee near City Hall, which is located at 5468 Peachtree Road. The concert series, sponsored by Jim Ellis Automotive Group, will offer a relaxing event for the whole family.

Bring out your blankets and lawn chairs, or reserve a VIP table to enjoy an evening of good music. Food and beverages will be available for purchase on-site.

On July 25, A1A will bring its best Jimmy Buffett songs, spanning every era of his career. A1A is the only tribute band personally sanctioned by Jimmy Buffett.

A dance party is in store when Yacht Rock Schooner performs on August 22. The eight-man group specializes in smooth sounds from the late 1970s and early 1980s.



Recreation Advisory Committee

The Recreation Advisory Committee of Chamblee's Parks and Recreation has a new member. Leslie Freymann joins the six-member committee. Other members include Stacey Godwin, Josh Heard, Alberta Lloyd, Lou Alvarado and Verle Van Hoozen.



RAC serves as a voice for Parks and Recreation staff, including by bringing in ideas from the community and disseminating information to the community. Members, who serve two-year terms, also act as first-string volunteers when planning and implementing community events.

Chamblee Chamber of Commerce

The new Chamblee Chamber of Commerce will hold its monthly Business after Hours Mixer from 5 p.m. to 7 p.m. on Tuesday, May 13.

The organization's monthly breakfast meeting is set for Thursday, May 15 from 7:30 a.m. to 9 a.m. at the Chamblee Civic Center.

Please email Barbara Barber, deputy executive director, at barberchamber@gmail.com for more details about each date.

Good Neighbor Day Air Show and Open House

Spend the day in Chamblee exploring metro Atlanta's second largest airport, DeKalb Peachtree Airport, and enjoying a breathtaking air show. The Good Neighbor Day Air Show and Open House will take place from 12 p.m. to 5 p.m. at DeKalb Peachtree Airport on Saturday, May 17, 2014.

In addition to the tour and air show, the day includes helicopter and airplane rides, a fighter pilot experience, kids' activities, musical performances and more.

Admission is free; parking is \$10. More info: www.pdkairshow.com

A ROUND CHAMBLEE

Parks and Recreation

For additional information regarding Parks and Recreation activities, contact Joel Holmes at jholmes@chambleega.com or (770) 986-5016.

BOOT CAMP CLASSES

Try a month for free before you decide to commit!

Call for pricing

Location: Keswick Park (meet at Community Building)

Schedule: **Tuesdays and Thursdays, 6:30 p.m., Saturdays, 9 a.m.**

Classes are led by Charles Palmer and Franklyn Brown, local certified instructors.



ZUMBA CLASSES

Mondays at 7:30 p.m.

April 14 to June 30, 2014

No class on May 26

Keswick Park Community Building

Class Pricing

- \$100 for 11-week session
- \$12 per class in advance
- \$15 per class for walk-ins

Are you ready to party yourself into shape? That's exactly what the Zumba® program is all about. It's an exhilarating, effective, easy-to-follow, Latin-inspired, calorie-burning dance-fitness party that's moving millions of people toward joy and health. Zumba Fitness® is the only dance-fitness program that blends red-hot international music (created by Grammy Award-winning producers) and contagious steps to form a fitness party that is downright addictive.

ZUMBA KIDS!

Wednesdays, 4 p.m. to 5 p.m.

April 30 to May 21, 2014

Keswick Park Community Building



Class Pricing:

- \$40 for four weeks of classes
- \$15 per class for walk-ins

The Zumba® Kids program is the ultimate dance-fitness party designed exclusively for kids (ages 4 to 11; Zumba Kids Jr. for four to six and Zumba Kids for seven to 11) where they can play it loud and rock with friends to their own rules! This program features age-appropriate music and moves that get kids moving to the beat. It's all about feeling fearless on the dance floor, reinforcing the idea that it's okay to just be yourself and dance like no one's watching!

Zumba Kids is a fun class to dance and let loose. It features various styles of dance from all over the world and different genres, along with some songs kids may recognize from the radio. Zumba Kids teaches dance routines, different styles of dance such as salsa, cumbia, hip hop and even flamenco or belly dancing.

YOGA

Wednesdays, April 16 to May 21, 2014

- 6:30 p.m.
- Keswick Park Community Building
- \$10 per class for walk-ins

Beginner's Yoga — An introduction to the fundamentals of yoga, including breath work, standing, seated and balance poses with proper alignment using modifications as needed. The class will work up to doing some sun salutations, which properly warm up the muscles, tendons and ligaments necessary for deeper poses.



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MOMMY AND ME YOGA

Tuesdays, 4 p.m. to 4:45 p.m.

April 15 to May 21

Ages three to five

\$49 for the session; \$12 drop-in

These classes are designed for preschool children and their mommies. Through the use of animated yoga poses, stretches, songs and games, children will have fun while improving concentration, body awareness, strength, self-confidence and calmness. Wear comfortable tops and pants.

CHILDREN'S YOGA

Tuesdays, 5 p.m. to 5:45 p.m.

April 14 to May 21

Ages six to nine

\$49 for the six-week session; \$12 drop-in




Classes are for boys and girls who want to have fun doing yoga poses with the use of stories, songs and games. Yoga will improve a child's muscular strength, body awareness, social skills, concentration, balance, sense of calmness and much more! Children should wear comfortable pants and tops and bring a yoga mat. Yoga mats will be available for sale at \$10. Please e-mail marbogo@aol.com if you'd like to purchase a mat.

Classes are taught by Marlene Bogoslawsky who has her 200-hour certification from Peachtree Yoga in 2010, and completed "The Radiant Child" yoga class in 2011 in Asheville, N.C.

Chamblee Seniors Breakfast Club

The Chamblee Seniors Breakfast Club will hold its first 2014 meeting on Thursday, May 1 at the Chamblee Civic Center at 10:30 a.m. More info: Evelyn Kennedy, 770-451-4891; Becky Craven, 770-457-3834

MAY 2014

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p>4</p>	<p>5</p> <p>Zumba class, * 7:30 p.m.</p>	<p>6</p> <p>Boot Camp, * 6:30 p.m.</p> <p>Architectural Advisory Review Board, 7 p.m., City Hall</p>	<p>7</p> <p>Zumba Kids, * 4:30 p.m.</p> <p>Yoga, * 6:30 p.m.</p> <p>Chamblee 101, 7 p.m. to 9 p.m.</p>	<p>8</p> <p>Boot Camp, * 6:30 p.m.</p>	<p>9</p>	<p>10</p> <p>Chamblee 5K Run & Rotary Roll 8 a.m., DeKalb Peachtree Airport</p> <p>Boot Camp, * 9 a.m.</p>
<p>11</p>	<p>12</p> <p>Zumba class, * 7:30 p.m.</p>	<p>13</p> <p>Chamblee Chamber Business after Hours Mixer, 5:30 p.m. to 7:30 p.m.</p> <p>Boot Camp, * 6:30 p.m.</p>	<p>14</p> <p>Zumba Kids, * 4:30 p.m.</p> <p>Yoga, * 6:30 p.m.</p> <p>Chamblee 101, 7 p.m. to 9 p.m.</p>	<p>15</p> <p>Chamblee Chamber Breakfast Meeting, 7:30 a.m. to 9 a.m.</p> <p>Public Hearing and Work Session, 9 p.m.</p> <p>Boot Camp, * 6:30 p.m.</p>	<p>16</p>	<p>17</p> <p>Compost and Recycle 8 a.m. to noon, 3210 Cumberland Drive</p> <p>Boot Camp, * 9 a.m.</p> <p>Good Neighbor Day Air Show and Open House, 12 p.m. to 5 p.m., DeKalb Peachtree Airport</p>
<p>18</p> 	<p>19</p>  <p>Court, 6 p.m.</p> <p>Zumba class, * 7:30 p.m.</p>	<p>20</p> <p>Boot Camp, * 6:30 p.m.</p> <p>City Council Meeting, 7:30 p.m.; presentation of Chamblee 101 certificates</p>	<p>21</p> <p>Zumba Kids, * 4:30 p.m.</p> <p>Yoga, * 6:30 p.m.</p>	<p>22</p> <p>Court, 6 p.m.</p> <p>Boot Camp, * 6:30 p.m.</p>	<p>23</p> <p>Fourth Friday Concert Series, 7 p.m. Downtown Chamblee</p>	<p>24</p> <p>Boot Camp, * 9 a.m.</p>
<p>25</p>	<p>26</p>  <p>Memorial Day: City Offices Closed</p> <p>Zumba class, * 7:30 p.m.</p>	<p>27</p> <p>Downtown Development Authority, 6 p.m., City Hall</p> <p>Boot Camp, * 6:30 p.m.</p>	<p>28</p> <p>Zumba Kids, * 4:30 p.m.</p> <p>Yoga, * 6:30 p.m.</p>	<p>29</p> <p>Court, 6 p.m.</p> <p>Boot Camp, * 6:30 p.m.</p>	<p>30</p>	<p>31</p> <p>Boot Camp, * 9 a.m.</p>

All meetings will take place at the Chamblee Civic Center, 3540 Broad Street, unless otherwise noted.
 * Location for these events: Keswick Park Community Building, 3496 Keswick Drive

COMMUNITY NOTES

REMINDER ABOUT LEAF PICKUP

Please remember to place your leaves in separate piles for pickup. Make sure that rocks, limbs and logs are not mixed in with the leaves. Any of the above items mixed with leaves will damage the impeller inside the leaf machine and create unsafe conditions for the workers. Leaves are to be placed in loose piles on the ground on the residents'

side of the curb. The leaf machine goes through the entire city once a week. Because of the volume, there is no set day when the leaf machine will be in your area. Public Works rotates the starting point of collection each week to ensure that everyone gets equal pickups.

If you have any questions, please contact the Public Works department at 770-986-5019.

HOLIDAY SANITATION SCHEDULE

Memorial Day—Offices will be closed Monday, May 26.

Week of May 26: Monday and Thursday pickups will take place on Tuesday and Thursday. Tuesday and Friday pickups will take place on Wednesday and Friday.

THE SIGNAL

City of Chamblee
5468 Peachtree Road
Chamblee, GA 30341

Comprehensive Plan, *continued from page 3*

state for a city to receive certain funding. The plan provides an assessment of existing conditions and future needs, he added.

Some of the questions the public had a chance to weigh in on include: What are your favorite places? What makes them unique?

Summerbell highlighted some of the needs and opportunities compiled to date from public input. It includes leveraging the benefits of the Chamblee MARTA station; installing sidewalks or upgrading existing sidewalks; creating bikeway connections to the MARTA station and local employment; creating better gateways, such as to Downtown Chamblee; and improving signage and wayfinding.

The results of the online questionnaire and public workshops will be available for review at a May 22 open house before going to the City Council for adoption. The goal is to



present a new comprehensive plan by the end of 2014. You'll find more on the city's website, www.chambleega.com.

For more information, contact Gary Cornell, Chamblee's development director, at 770-986-5010; ext. 223.

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Comprehensive Plan Update Steering Committee Meeting #1

Date/Time: March 27, 2014, 6pm

Location: Chamblee City Hall

MEETING MINUTES

Attendees:

Eric Clarkson, Chamblee Mayor
Kim Ramsey, DECA
Gary Cornell, Chamblee Development
Donny Williams, Police Chief
Leslie Freymann, Huntley Hills NA
Joel Holmes, Chamblee Parks and Recreation

Matt Oliaro, Oliaro Commercial LLC
Jim Summerbell, Jacobs
Audra Rojek, Jacobs
Paige Perkins, Downtown Dev. Auth. & Arch.
Review Board

Overview

The purpose of the first steering committee meeting was to provide an overview of the Strategic Development Initiative and the committee's role within it, specifically during the Comprehensive Plan Update process. Committee members were asked to draft a vision statement for the plan, create a list of the city's needs and opportunities, and contribute to a draft character area map.

Introduction and Mayor's Welcome

Gary Cornell, Chamblee Development Director, began the meeting, and asked attendees to introduce themselves. He then turned the meeting over to the Mayor of the City of Chamblee, Eric Clarkson. Mayor Clarkson thanked everyone for coming and recapped some key points from his State of the City Address providing some direction to the Chamblee Next Steering Committee.

Mayor Clarkson asked how we get to where we want to be, given the following needs and opportunities facing Chamblee:

- Job creation;
- Underperforming commercial land uses;
- Outmoded development pattern; and
- Rentals make up 60 percent of the market and single-family owned homes make up 40 percent; most cities have 60 percent single-family owned and 40 percent rental.

His goals and strategies for Chamblee include encouraging bio/life-science and clean manufacturing and addressing the built environment. He is concerned with locating the investments that the City must make in order to make itself attractive to investment that would address these goals and issues. The mayor said he would share his State of the City speech online for those who were interested.

What is the Strategic Development Initiative?

Gary Cornell explained purpose and scope of the Strategic Development Initiative (SDI). With the annexation earlier this year, Chamblee is required by the state to update its Comprehensive Plan. This update is being undertaken in concurrence with the revision of the City's land use regulations. The Comprehensive Plan will present the City's vision and goals and guide the revision of the UZO/UDO. The result should be a seamless process by which a project would happen from beginning to end.

Gary said that part of the goal of the update, and the steering committee, was to address those part of the current system that aren't working. What are the changes we put in place ten years ago that haven't worked out like we thought? He also said that the SDI was a chance to address emerging issues, like food trucks, cafes with sidewalk dining, public art, and retirement communities, as well as to anticipate the planned redevelopment at the GM plant in Doraville.

Steering Committee Role and Public Involvement

Audra Rojek explained that each member of the Steering Committee represented the experiences and voices of many other people who work and live in Chamblee. The Steering Committee is extremely valuable, as well, in driving public involvement in the project. She asked members to encourage others to come to public meetings or send comments to the study team.

Chamblee Today Overview

Jim remarked that the Update will include a Community Vision and Future Development Map; the needs and opportunities facing the city, and a Community Work Program for the next five years. A long term project list can also be included. He noted that the new documents will be more streamlined than the current plan, as required by the new state guidelines.

Jim provided an overview of the shifts in demographics that had resulted from the recent annexation. He noted that the percent of households renting had dropped a bit to 65 percent from 67 percent. Comments were made that renters could be an asset to the City, because they could be a sign of increased urbanism. Others commented that they could also be seen as transient, without a stake in the city.

Jim then asked the group to read the previous plan's vision statement and asked if they felt it was still valid. The steering committee felt that, rather than try to adjust the old statement, they would like to craft a new one. They liked the concept of continual improvement and embracing diversity and wanted to emphasize the positive. Each committee member will write a vision statement and they will be discussed at the next meeting.

Needs and Opportunities

Jim steered the conversation toward the needs and opportunities that face the City of Chamblee. Responses included:

- Decatur lost mixed income housing opportunities. Chamblee should value that it has housing at all price points. It lacks very high end homes, though.

- The city is welcoming of many different cultural groups. People feel they fit in here. It isn't trying to be a precious bubble.
- A lot of the rented homes are single-family houses, not apartments.
- We should look at age and income levels across the city.
- 20 years from now, commercial space and retail space will not be in the demand they are now. Big retail especially has been threatened by the internet. Places need to be able to serve the needs of different tenants, maybe through "pop up" uses.
- Office space may be a new area for Chamblee to explore. There are people who aren't looking for typical Class A office space, who want converted warehouse space.
- Alpharetta invested in "being wired" and attracted businesses. The police reconfigured their approach to maintaining safety depending on the communities they are serving and protecting. Millennials and Boomers are seeking the same types of housing but how do they live together?
- Chamblee should be aware of the influence of a reputation for being safe or unsafe.
- New buildings can look great in the planning stages, but they require maintenance to keep their value.
- We need to plan for flexible places. We need to ask, "What's the next use?"
- Traffic can strangle anything. The study needs a rigorous traffic review. Decatur is a wonderful success in a lot of ways, but there is no good way to get there. You can get in and out of Chamblee fast. You are usually going against traffic and we have a fixed transit station. Chamblee Dunwoody Road is getting streetscape improvements as well as improvements that will aid in moving traffic. Johnson Ferry is a nightmare and there is more development going up in there. Chamblee's feeder streets are congested. Sometimes you drive down a road with houses on it, but traffic is so bad you wonder, "How does anybody live on this road?"
- We need to address infill. There is an infill overlay policy that can be adopted by neighborhoods. In some areas, cheap houses on big lots lead to redevelopment. Ashford Park was turned around this way and it has helped their elementary school.
- The share of houses that are renting is not, in itself, a problem, but there are tax ramifications for the City in DeKalb County.
- Chamblee needs to maintain housing options.

Future Development Map

Jim asked about character areas within Chamblee, as reflected in the Future Development Map, spurring the following remarks:

- We need to understand the traffic patterns in the city.
- The many neighborhoods that make up the DECA area were delineated and are available on a separate map.
- One issue Chamblee struggles with is that residents identify with their neighborhoods but not with the city of Chamblee. The situation was the same years ago in Decatur. Decatur leadership kept the focus on the city and not the neighborhoods and built the brand of Decatur. Chamblee also deals with the north-of-Peachtree, south-of-Peachtree divide.

- Chamblee is a unified network of neighborhoods. The annexations should not be referred to be the major neighborhoods they annexed. Use north or south or identify by year of annexation.
- A City Center would draw people in, create one identity.
- Chamblee had the first overlay district in Georgia, the International Village, which allowed it to address issues that applied across zones.
- Businesses along major thoroughfares break up the neighborhoods and work against a unified Chamblee.
- The purpose of a character area is that, once it is identified as being different from other areas around it, strategies can be created to address that area's issues in ways that will work for it.
- Buford Highway and Century Center are character areas, as is the area around the airport.
- The ARC did a study for the Buford Highway corridor that recommended upgrades that would address safety, especially pedestrian safety.
- Buford Highway is an area of transition. It used to be that immigrants would start out in Doraville on the highway and then move slowly down towards Lenox. Now it seems immigrants move north toward Gwinnett and North Fulton. Either way, Buford Highway is an area of transition. Chamblee residents value their proximity to its restaurants and mix of cultures.
- The CDC is a catalyst for change on Buford Highway. There is an opportunity for new development there. The Chamblee Center, proposed before the market collapsed, had more vision. This will be strip development, which feels like a step backward.
- One main border for Chamblee is Clairmont Road. If we want to implement standards for what can be built there, we have to work with Brookhaven. Brookhaven will have Buford Highway to contend with, as well. Chamblee doesn't want to be the city that allows more than Brookhaven does and so "catches their waste." Doraville will need to be met with, too.
- Reusing development is difficult under current zoning. Reusing the buildings we have should not be so difficult. Developers claim they cannot invest in Chamblee because of the cost. But developers are notorious for complaining about costs and they may just be looking for a cheaper deal. Section 504 is contentious, because it costs money. It also brings higher quality development to Chamblee. A developer or two should be contacted for this study and asked about their experiences working in Chamblee. If they don't work here, we should know why. We should ask why there are undeveloped corners on Peachtree in Chamblee but not in other jurisdictions.
- If streetscape costs are too high, the city could create a "streetscape bank" to pay for continuous areas of sidewalks, etc, as properties redevelop. Maybe a parking bank or a tree bank, too. As areas redevelop, we don't want it to look piecemeal, but doing the whole block takes money.
- What does it cost to bury power lines? That should be considered.
- There was some debate on the committee about whether the current land use regulations were too strict and hard on business. Some of the committee members felt that they were and others felt that the development community does not much enough effort to understand and follow the current codes. There are plenty of successful examples in the city of developers and businesses that were willing to work with the system.

Adjourn

Jim thanked all in attendance for their participation on the Steering Committee and encouraged all to attend the Kick-off Public Meeting.

Action Items

- Each committee member will write a vision statement and they will be discussed at the next meeting. – **Steering Committee members**
- **Audra Rojek** will email the attendees copies of the meeting materials and will send Outlook invitations for Steering Committee Meetings 2-4.

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Comprehensive Plan Update Steering Committee Meeting #2

Date/Time: April 17, 2014, 6pm

Location: Chamblee City Hall

MEETING MINUTES

Attendees:

Eric Clarkson, Chamblee Mayor

Kim Ramsey, DECA

Gary Cornell, Chamblee Development

Donny Williams, Police Chief

Leslie Freymann, Huntley Hills NA

Joel Holmes, Chamblee Parks and Recreation

Matt Oliaro, Oliaro Commercial LLC

Jim Summerbell, Jacobs

Audra Rojek, Jacobs

Reginald Anderson, Chamblee Public Works

Paige Perkins, Downtown Dev. Auth. & Arch.

Review Board

Overview

The second steering committee meeting was intended to provide the committee with reports of the progress of the study and its public outreach efforts, and to re-engage the committee with the vision statement, study goals, and character area map endeavors.

Welcome and Introductions

Gary Cornell gave an overview of the agenda for the meeting ahead and asked attendees to reintroduce themselves before handing the meeting over to Jim Summerbell.

Progress Report on the Plan Update and relation to UDO

Jim reported that a public kick-off meeting had been held for the *Chamblee Next* Comprehensive Plan and that another meeting, a public workshop, was on deck for the next week. The project was on schedule as the assessment was wrapping up and nearly all stakeholder and city interviews were complete. The UDO had just had its internal kick-off meeting.

Public Involvement Update and preparations for the Workshop

Audra Rojek reported on public involvement efforts to date, including the online survey, which had already had over 50 responses. She circulated the proposed annotated agenda for the upcoming public workshop, which will seek to identify needs and opportunities, as well as character areas, in the City of Chamblee. She asked for feedback from the committee if they had anything to add to the meeting approach.

Draft Vision Statements and Goals

Audra led a discussion of the three submitted vision statements. After a brief discussion, the committee quickly agreed to use a slightly modified version of the statement submitted by Donny Williams. The Chamblee Next vision statement is:

The City of Chamblee will preserve our historic qualities while growing a thriving business community full of cutting-edge entrepreneurs, innovative industry, and locally owned small businesses. We will promote a healthy, safe environment where residents can work, play and grow in a friendly and diverse community valuing partnerships and cooperation.

Draft Future Development Map Discussion

Jim began discussion of the future development map by describing the two models of thought about such maps. One approach to future development maps has the character areas reflect the future zoning, so that each type of use, residential, commercial, industrial, has its own character area. The other approach has the character areas reflect a theme, use or feeling that represents an area, regardless of the use of individual properties in that area. Jim termed the second type the “Disneyland approach,” in which one goes from Tomorrowland to Frontierland, and knows one is in a new area, even though each “land” has restaurants and shopping within them. For example, there could be a TOD/Historic Core Character Area, in which zoning for different uses would all support the character of that specific area. Rezoning requests would have to consider if the new use would be compatible with the feed of the character area.

Jim then directed the discussion toward specific areas within Chamblee’s city limits, such as the “Motor Mile” on Peachtree Boulevard, Chamblee Plaza, the area abutting Doraville’s GM Village, and Buford Highway. The discussion included the following insights:

- Shallowford Road in the annexed areas has a lot of businesses converted from residences. Many of these uses are grandfathered in. The city currently encourages assembly of these properties where possible, so that two smaller older homes are replaced by a larger business. The neighborhood near Chamblee-Dunwoody fought assemblage in the past. Issues with these types of businesses is that they have substandard signage and create parking problems. Signage issues can be addressed through code enforcement, and parking could be dealt with using an ordinance, one which, for example, would forbid parking on one side of the street. Many issues have been addressed in the code, but enforcing the code is expensive and time-consuming.
- In 2010, Chamblee did not touch any interstates, and now it has access to two: I-85 and I-285.
- Century City is its own area.
- The airport should have its own zoning. It is currently considered “Industrial.”
- Are all neighborhoods different character areas or are they mostly similar?
- Peachtree Boulevard and Buford Highway both move a lot of traffic, but Buford Highway has a lot of foot traffic, especially around multifamily housing, while there aren’t many pedestrians on Peachtree Boulevard, particularly around Motor Mile. Peachtree Boulevard carries 37,000 cars

per day and is not seen as a pedestrian corridor. Buford Highway, too, differs in sections, from the north side, up by the CDC, to the area alongside the airport, and the south side nearer Atlanta. So Peachtree Boulevard doesn't need the same pedestrian amenities, like crossings and sidewalks, that are needed along Buford Highway. The people walking along Buford Highway are doing a lot of walking and need those things, and a lot of them aren't walking by choice, but because they don't have cars. The Motor Mile may have car lot employees who want to get out of the office for lunch, and maybe they would walk to a place nearby if they could, but they have access to a car.

- The number of people walking along Buford Highway and crossing the street there create some safety hazards, wherever people and cars mix in the road. In a lot of areas, they put in pedestrian safety islands, but that encourages people to cross the street mid-block. On Buford Highway it would be more appropriate to discourage mid-block crossings. In Downtown on Marietta Street, Atlanta installed something to discourage crossings that could be a model. The same sort of thing, like an ornamental fence, may be needed between the Wal-Mart and the new development across from it on Chamblee-Tucker.
- Chamblee Plaza hosted food trucks and it was successful due to the number of Motor Mile employees looking for something different for lunch. A lot of them walked over. There is a lot of business that could be captured there.
- How much infill? Depends on the lot size in the neighborhood. Neighborhoods are willing to accept the redevelopment of tear-downs and infill development, but not if it leaves the older homes shaded out by structures that are out of scale with the rest of the neighborhood. There are also concerns of being forced out of one's own neighborhood. But redevelopment is important in replacing housing stock that has come to the end of its lifecycle.
- In some neighborhoods, people looking to do a simple remodel, going out the back or side of their house, for example, find out that their home is already in non-compliance with the City's zoning. That is a problem with assuming all neighborhoods are the same. The current ordinance discourages infill, which fights substantial rebirth of Chamblee and supports investor-rentals. Infill can be addressed to some degree with policy, but much of it is driven by the market and by school districts.
- In Huntley Hills, there are some nearby businesses that seem to serve pedestrians. The Chamblee Plaza area seems to have the most of this and should be developed with that in mind. Other areas are less likely to see a lot of pedestrian activity.
- In the annexed area, the roads don't connect, which means there is less traffic on those roads, which makes people more comfortable walking on them. However, walking on the roads doesn't take them anywhere. The neighborhood by Century Center could use a path or trail that would connect them to that area, especially if it redevelops into mixed use with retail. Or paths could connect to greenspace. As long as there was something to walk towards. From that same neighborhood, it isn't a long walk to Publix, but the pedestrian has to cross over I-85, which is unpleasant and potentially unsafe.
- Character areas that are based solely on what we want to happen may create unrealistic zoning. The zoning that extends all the way down Peachtree Boulevard now may be appropriate only for

the area nearest the MARTA station, not the full extent of that highway in Chamblee. When parcels cannot redevelop because the zoning is too strict, then they devalue the stuff around them. Zoning should ask, “What can we put on this property?” not “What can you not put on this property?” It would be interesting to see what Chamblee looked like ten years ago when the zoning was put in place to see what, if anything, has changed since then.

- Downtown is a walkable area, but people have to drive to it, so parking is an issue because the area lacks the infrastructure, like a parking garage, to support it.
- The Chamblee MARTA Station could anchor a downtown area. There is a strip of property on Chamblee Tucker across from the station that needs redevelopment. The airport is right there, though, and it dictates a lot of what can be built in that area. People won’t walk from there to Chamblee Plaza, but it could be redeveloped to be more walkable. There are many barriers to walkability, including heat, topography, and non-connectivity of existing roads.
- In Alpharetta, they polled the employees and asked where they lived and if the kind of home they wanted was available in the immediate area. Those with long commutes could not find what they wanted – mostly in-town living – in the area. Developers saw a need and built to fill it. Perhaps a similar poll would help Chamblee understand what employees at the CDC and Century Center want so that Chamblee can supply it.

Next Steps

Jim reported that the committee will take up the Future Development Map discussion again at next meeting. By that time, we will have the benefit of the public discussion at the Public Workshop. Then he adjourned the meeting. The next meeting is May 12, 2014, from 6 pm to 7:30 pm in the Chamblee City Hall Conference Room.

Action Items

- PDFs of the Future Development Maps used in the meeting will be distributed to the Steering Committee.

CHAMBLEE NEXT Comprehensive Plan Update

Chamblee 2040 Strategic Development Initiative

Chamblee Next Comprehensive Plan Update Steering Committee Meeting #3

Date/Time: May 12, 2014, 6pm

Location: Chamblee City Hall

MEETING MINUTES

Attendees:

Kim Ramsey, DECA

Gary Cornell, Chamblee Development

Donny Williams, Police Chief

Leslie Freymann, Huntley Hills NA

Matt Oliaro, Oliaro Commercial LLC

Jim Summerbell, Jacobs

Audra Rojek, Jacobs

Reginald Anderson, Chamblee Public Works

Aaron Ruffin, Chamblee Development

Andrea Greco, Jacobs

Overview

The third steering committee meeting was intended to provide committee members with a report on the study's progress and public outreach efforts, get their input on needed transportation improvements in the city, and review with them the draft plan strategy statement.

Welcome and Meeting Purpose

Gary Cornell gave an overview of the agenda for the meeting ahead and reviewed the purpose of the meeting. He reported that the study was moving toward strategies and recommendations for the comprehensive plan update.

Public Involvement Update

Audra Rojek reported on public involvement efforts to date, beginning with the results of the recent Public Workshop. She presented the draft character area maps that were created by the two small groups at the workshops, which included areas of desired redevelopment and future pedestrian connections. She then discussed the community survey results and explained how they confirmed the committee's input and would influence the direction of the comprehensive plan update. Then she noted that the study had spent an afternoon at Plaza Fiesta's Cinco de Mayo celebration to promote the city and this planning effort among Hispanics, which included circulating a Spanish version of the community survey. Finally, she addressed the upcoming Open House, explaining that it would be a chance for the community to review key recommendations from the upcoming plan before it was presented to the City Council.

Transportation Improvements and Recommendations

Jim Summerbell explained that the survey revealed far more interest among respondents in a better sidewalk network than in road widening, which would be reflected in the transportation recommendations of the plan. He said the city was interested in one new connecting road to the GM redevelopment in Doraville, but that otherwise they were looking for pedestrian and bicycle projects

with which they could approach the ARC for funds. Andrea Greco presented the existing sidewalks in the city. She discussed major gaps in sidewalk coverage and asked the committee to help her prioritize the pedestrian needs in the city. Andrea explained that she felt the needs were greatest in areas with many bus stops but no sidewalks.

- Priority areas include Buford Highway, Peachtree Boulevard, Chamblee Dunwoody and Peachtree Road.
- The city has one bike lane, on Longview Drive. Leslie Freyman reported that the lane was placed there as a traffic calming measure. The neighborhood is working with MARTA to reroute the bus route that currently travels along Longview Drive and is gathering signatures to petition for sidewalks on that road. The bike lane is frequently used, but by pedestrians more than cyclists, since the lane doesn't connect to other bike-friendly facilities.
- Jim noted that the previous LCI study had recommended a lot of rails-to-trails projects but that the railroad asks high prices for its right-of-way. Matt Oliaro said that the challenge would be in connecting between the spurs to create a complete trail.
- Gary reported that the City should discuss with St. Pius what would be necessary for the school to be willing to remove the lock on its bridge to Dresden Park. It might be possible if the city would work to clean up and police the park. A longer greenway connection to Dynamo Pool through an easement leading into that area was desired.
- Huntley Hills Elementary needs safe connections, because the sidewalks right now end at the old Chamblee city limit. A sidewalk would be especially valuable between the school and the extended stay hotels (Savannah Suites) in the area.
- Gary suggested speaking with school staff or leadership regarding the school systems pedestrian needs.
- Peachtree Boulevard by Chamblee Plaza needs sidewalks and a connection to the MARTA station.
- In Century Center, Clairmont Road needs sidewalks. Brookhaven is installing sidewalks on their side of Clairmont Road. Collaboration with Brookhaven staff to complete this and like projects was encouraged.
- A trail connection between the Gainsboro neighborhood and Huntley Hills was encouraged.
- The committee encouraged exploration of how the power easement would be used as a pedestrian connection in DECA and beyond. Jim asked Andrea to add the power easement to her maps.

Comprehensive Plan Strategy Statement

Jim Summerbell discussed the Comprehensive Plan Strategy Statement. He reported that it was his inclination to use the second kind of the two future development maps, in which many uses are allowed within a character area, as long as those uses fit within the character of that area. The committee supported this approach. Jim presented highlights from the statement. Leslie requested that the code be written to support urban chickens. Leslie also noted that the recent annexation brought with it many late-night uses that conflict with their residential surroundings. She hoped that these would be addressed by the code revision and by the City Council.

Steering Committee Meeting #3
Meeting Summary

The following comments addressed the Future Land Development Map. Jim will revise the Future Land Development Map accordingly and redistribute it to the committee members:

- The Buford Highway/Shallowford Road Commercial Corridor may be more residential than commercial and the name should reflect that. Policies are needed to address the effect on the quality of life for the larger neighborhood of living behind commercial uses along the frontage of Shallowford Road.
- The airport area will have non-airport uses that are compatible with the airport. In the public workshop, one group came up with the idea of allowing evening and late-night uses in the area since the noise from the two uses would not conflict. The committee thought this idea could be explored further.
- Matt asked for a table of the uses allowed within each character area so that he would be able to understand the zoning within each. Jim agreed to provide one.
- Chamblee Plaza should not be included in the motor mile, but added to the Historic Core. The name of Historic Core, though, should be “City Center” so that it sounds like a downtown destination.
- There is an abandoned alley behind Peachtree Boulevard that might be used to provide parking in back of existing and future properties. Gary asked Aaron Ruffin to look up the ownership of that parcel in the tax records.
- Matt inquired if there could be separate policies for those properties that front motor mile but are within the “City Center.” That area is very auto-centric and uses should reflect that. Matt explained the specific area he was discussing to Gary.
- Broad Street, with realignment, has the potential to anchor City Center.
- The southern part of the Perimeter Commercial area is more residential in nature and should be included in the Neighborhood Living area.

Next Steps

The next and final steering committee meeting is May 29, 2014, from 6 pm to 7:30 pm in the Chamblee City Hall Conference Room.

Action Items

- Andrea will gather GIS data on the power easement.
- Jim will provide a table of the uses allowed within each character area.
- Aaron will look up the ownership of the abandoned alley in the tax records.
- Jim will revise the Future Land Development Map accordingly and redistribute it to the committee members.

3. CONSISTENCY WITH REGIONAL WATER PLAN AND ENVIRONMENTAL PLANNING CRITERIA

APPENDIX C. CONSISTENCY WITH REGIONAL WATER PLAN AND ENVIRONMENTAL PLANNING CRITERIA

The City of Chamblee’s development regulations include a series of provisions that maintain consistency with state environmental planning criteria. These criteria include the Metropolitan North Georgia Water Planning district plans and the Part 5 Environmental Planning Criteria of the Georgia Planning Act that are administered by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources. Following is a detailed description of how this consistency is accomplished.

WATER RESOURCES

DeKalb County and its member municipalities have adopted Part V of the Georgia Planning Act, the environmental planning criteria developed by the Department of Natural Resources (DNR). These standards include requirements governing development in water supply watersheds, groundwater recharge areas, and river corridors (DNR Rules for Environmental Planning Criteria). Chamblee has all of these natural features, except river corridors, and water supply watersheds, so parts of the City’s development will be subject to these requirements.

WATER SUPPLY WATERSHEDS

The Georgia EPD Environmental Planning Criteria define a water supply watershed as land in a drainage basin upstream of a governmentally owned public drinking water supply intake. The Criteria divide water supply watersheds by size (small, or less than 100 square miles, or large, 100 square miles or greater) and type of intake (direct river intake or from a reservoir). The greatest restrictions are in small water supply watersheds and in large water supply watersheds that are above a public water supply reservoir. The City of Chamblee is in the Chattahoochee River Watershed, which is a large water supply watershed that is upstream of direct river intakes and is not tributary to a water supply reservoir. In such watersheds, there are no specific minimum criteria as per Section 391-3-16-.01(6)(b), Criteria for Water Supply Watersheds, Minimum Criteria for Large Water Supply Watersheds of the Georgia EPD Rules for Environmental Planning Criteria. It should be noted that the City is currently working jointly with DeKalb County, Dunwoody, Doraville, and Brookhaven on a watershed protection study of Nancy Creek

STREAM BUFFERS

While buffers are not required in the City of Chamblee under the Part 5 Criteria, Stream Buffer Protection is addressed through adoption of a Stream Buffer Ordinance as required under the Metropolitan North Georgia Water Planning District’s District-wide Watershed Management Plan. The City has adopted a Stream Buffer Protection Ordinance (City of Chamblee Code of Ordinances, Part II, Chapter 34, Article XV, Section 34.1001-10111), which is equivalent to the District Model Ordinance, and requires a 50-foot undisturbed vegetative buffer and an additional 25-foot impervious surface setback (total of 75 feet) along all streams meeting the ordinance definition. In addition, all state waters in the City are subject to the 25-foot Georgia State Sedimentation and Erosion Control Buffer.



GROUNDWATER RECHARGE AREA

A large portion of Chamblee, particularly the Eastern portion, is within a groundwater recharge area. In the Piedmont region of Georgia, most groundwater is stored in overlying soils, particularly those with thicker soils. To protect our groundwater from pollution, DNR has implemented regulations regarding landfills, hazardous waste disposal, chemical storage, agricultural waste, septic tanks and drain fields, wastewater irrigation and spreading, permanent storm infiltration basins, and new wastewater treatment basins.

Communities seeking to promote water supply protection measures could seek low impact development and other techniques for increasing on-site infiltration of stormwater within groundwater recharge areas

CHATTAHOOCHEE RIVER CORRIDOR

Chamblee lies outside the jurisdiction of any protected rivers. The closest is the Chattahoochee River which is protected by the Metropolitan River Protection Act (MRPA), a state law passed in 1973, which instituted a 2000-foot protection corridor along both sides of the Chattahoochee River; however, newer stream buffer setbacks and protections as required by the Metro District have been enacted by the City.

WETLANDS

Chamblee has several different types of wetlands, many of which are riverine wetlands associated with streams. According to DNR rules, local governments must consider wetlands in their planning decisions, mapping and identifying them in land use plans. DNR outlines a number of considerations that must be addressed and the minimum types of wetlands that the city must identify. Under federal policy, development should not alter or degrade wetlands without showing that there will be no adverse impacts or net loss of wetlands. The City of Chamblee's Stream Buffer Ordinance helps protect wetlands and wetland features that are found along streams.

FLOODPLAINS

Chamblee has some land within 100-year floodplains, which means that the probability of a flood reaching the 100-year flood elevation on such land in any given year is 1 in 100, or 1 percent. Most of the 100-year floodplain areas in the City are located along stream corridors, such as North Fork Peachtree Creek, Nancy Creek and Bubbling Creek. City regulations, including a Floodplain Management/Flood Damage Prevention ordinance required under the Metropolitan North Georgia Water Planning District's District-wide Watershed Management Plan, manage the use of floodplains and other flood-prone areas. The goal is to minimize stream modifications, reduce flood hazards and protect beneficial uses such as water quality protection. Under City requirements, development in floodplain areas may not alter flood characteristics or create hazardous velocities of water. Development in the floodplain is also restricted to public parks, agriculture, dams, bridges, parking areas, fences, and signs and sign structures. Floodplains are included on the City's Future Land Use Map.

METROPOLITAN NORTH GEORGIA WATER PLANNING DISTRICT PLANS AND ORDINANCES:

The Metropolitan North Georgia Water Planning District was created by the Georgia General Assembly in 2001 to establish policy, create plans and promote intergovernmental coordination of all water issues in the District from a regional perspective. The District includes 15 counties and over 92 cities within Metro Atlanta, including DeKalb County and the City of Chamblee.

The primary purpose of the District is to develop regional and watershed-specific plans for storm water management, wastewater treatment, and water supply and conservation. Three comprehensive plans were originally adopted in 2003 and updated in 2009. These are the District-wide Watershed Management Plan, the Long-term Wastewater Management Plan and the Water Supply and Water Conservation Management Plan. The Water and Wastewater Plans are generally implemented through the water and wastewater service providers. For the City, that is DeKalb County Public Works. The Watershed Management Plan includes local management measures that are to be undertaken by all jurisdictions in the District. These measures include five Model Ordinances that are to be adopted by all local jurisdictions in the District. The ordinances are for Post-development Stormwater Management, Floodplain Management and Flood Damage Prevention, Stream Buffer Protection, Illicit Discharges and Illegal Connections, and Litter Control. The City has adopted all of the required ordinances.

The goal of the district is to develop comprehensive regional water resources plans that protect water quality and water supply in and downstream of the region, protect recreational values of the waters in and downstream of the region, and minimize potential adverse impacts of development on waters in and downstream of the region. The planning district also facilitates multi-jurisdictional water-related projects and enhances access to funding for water-related projects among local governments in the district area. The district develops regional and watershed-specific plans for stormwater management, wastewater treatment, water supply, water conservation, and the general protection of water quality. The planning district comprises all local governments within a 16-county area, including DeKalb County.



APPENDIX D. HOUSING TECHNICAL ADDENDUM

The Chamblee Comprehensive Plan incorporates the findings and recommendations of *The DeKalb County 2014-2018 Consolidated Plan for HUD Programs, Including the 2014 Annual Action Plan* (Consolidated Plan) prepared by DeKalb County Human & Community Development Department. The Consolidated Plan analyzes the adequacy and suitability of existing housing stock to serve current and future needs for all of DeKalb County, including all its member municipalities. It also identifies how the County will allocate the resources it expects to receive from HUD to address the priority housing and community development needs outlined in the new Consolidated Plan. These resources include Community Development Block Grants (CDBG), Home Investment Partnership Program (HOME), and Emergency Solutions Grants (ESG). Being that the scope of the plan is countywide, Chamblee is rarely referenced specifically in the document, though it is clear that the needs and issues identified in the plan reflect those experienced in the Chamblee community, and programs and actions identified will benefit the community as well.

A key priority of the Consolidated Plan is economic development, as many of the housing issues facing the county, and Chamblee in particular, directly relate to poverty and are most pronounced in terms of housing cost burden. Households that pay more than 30 percent of their income on housing are considered to be cost burdened. The proportion of DeKalb County low- and moderate-income households (both renter and owner) with housing cost burdens were generally slightly higher than the statewide rate and typically no more than a couple of percentage points different than the other core counties in the greater Atlanta metropolitan area. One noted concentration of low and moderate income households is the Buford Highway Corridor, which the plan calls out as one of several priority areas targeted for HUD programs.

In terms of housing facilities, there is no housing authority in Chamblee, but many residences do receive federal housing assistance, and two facilities in particular received federal funding through the administration of the DeKalb County Department of Human & Community Development. These two facilities are the Elaine Clark Center on Peachtree Boulevard, and the North DeKalb Senior Center on Peachtree Road operated by Senior Connections. The Elaine Clark Center provides innovative education and therapeutic play services to children with special needs, and the North DeKalb Senior Center provides a variety of services to seniors such as meals, in-home care, classes, and social events in an effort to maximize independence. The expansion of the Elaine Clark Center is one of the CDBG initiatives called out in the plan.

The Consolidated Plan did point out the need to improve parks and recreation facilities, and overall connectivity and walkability to local libraries, schools and town centers. The goal of this

connectivity effort is to attract young families and younger populations to help build a stronger intergenerational tax base. To support this, the plan called out the potential use of CDBG funds to improve local streetscapes to be more walkable and bikeable through complete street programs and enhanced streetscapes, multi-use paths and roadways has become a more desirable environment to live, work and play. As Chamblee looks to improve its own pedestrian network, it should consider applying for available CDBG funding.

DeKalb County has seen an increase in the need for public services surrounding the increasing senior population and has been proactive in addressing those needs through the development of additional senior centers, and support of the Lifelong Communities Initiative. It also pointed out that DeKalb Habitat for Humanity will work with DeKalb County Human and Community Development with their Brush of Kindness program to connect volunteers to the senior populations to assist with quality rehabilitation services that include proper oversight. The enhanced and improved housing rehab program should be another tool that community should consider using to assist seniors in housing renovation needs in the identified priority areas, such as the Buford Highway Corridor.

The plan also identified the need for more public services surrounding youth within the priority areas, especially during the summer months when school is out. The Youth Summer Voucher Program that currently provides vouchers worth up to \$250 for youth between the ages of 5-15 to participate in educational enrichment and recreational programs is and will continue to be made available to income eligible families, but the plan recommended expanding this effort to target ages 15-21. Crime data and online crime mapping services show a strong need for programs that would allow youth (15-21) to get engaged in community projects that would have a direct positive impact on the communities in which they live.

Following is the Executive Summary from the Consolidated Plan, and some informative maps that help to illustrate how Chamblee compares to the rest of the county. The full plan may be found on the DeKalb County Human & Community Development Department website at <http://www.co.dekalb.ga.us/commdev/consolidatedPlans.html>.

Executive Summary

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

Program Year (PY) 2014 is the first year of the DeKalb County 2014 to 2018 Consolidated Plan. The Plan identifies how the County will allocate the resources it expects to receive from HUD for program year January 1, 2014 through December 31, 2014 to address the priority housing and community development needs outlined in the new Consolidated Plan.

In 2014, Community Development Block Grant (CDBG) Plan initiatives and funding will be focused on completing a number of significant Capital Improvement projects that are being administered jointly with other County departments. During year one of the Consolidated Plan, we will work with key stakeholders to complete Fire Station number 3, the design and construction plan for the Tobie Grant Intergenerational Center, and the expansion of the Elaine Clark Center. The County will enter year four of its 20 year repayment schedule for a HUD Section 108 Loan Guarantee (\$14,000,000) which was approved for the design and construction of three Senior/ Community Centers in distinct areas of the county.

DeKalb County's emphasis on the national and local foreclosure and mortgage crisis will be sustained through 2014 and throughout the 2014 -2018 Consolidated plan. The Human and Community Development Department will continue its participation in foreclosure prevention initiatives designed to alleviate some of the financial hardship that has affected the citizens of DeKalb County.

HOME initiatives will assist a substantial number of First Time Home Buyers; aid in the creation of additional CHDO's to add affordable housing stock to our inventory, and continued implementation of our Multi Family Rehabilitation Program and the restructured Single Family - Owner Occupied Rehabilitation program. Additionally, in a collaborative effort with other County departments, CDBG funds will be utilized to assist homeowners with emergency repairs to waterlines.

In the past, the County provided homelessness services in a collaboration with the City of Atlanta and Fulton County, through the Metropolitan Atlanta Tri-Jurisdictional (Tri-J). Mitigation of homelessness is a priority for the County, so in 2013, DeKalb County formed a separate continuum of care in order to provide the most effective level of service to DeKalb citizens and continue to comply with HUD regulations.

Economic Development remains a key priority within the County for 2014. The economic downturn within the County has impacted every facet of DeKalb. The County will work with the community to develop and implement an economic development strategic plan. We will also continue working with the DeKalb Business Enterprise Corporation (DEBCO) to help increase the affordability and accessibility of loans for small businesses and create jobs available for low and moderate income person.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

The following section summarizes the annual objectives and outcomes for next five years with the assumption of receiving current year funding level over the next five years.

Decent Housing

- Complete a minimum of 18 owner-occupied housing rehab and/or emergency repair cases per year.
- Identify and work with one (1) new CHDO to build capacity and create affordable units.
- Increase the availability of affordable, permanent, rental housing units for low-to moderate income, elderly, and special needs populations.
- Assist at least 40 residents to become first-time homebuyers.
- Continue raising community awareness about foreclosures and work to develop ways to decrease the problem in the County.
- Collaborate with neighborhood associations and other stakeholders to decrease blight, reduce the number of vacant houses, and improve the condition of the existing housing stock.
- Work with senior homeowners in the County who are in danger of losing their homes.
- Increase the supply of homeless beds in the DeKalb CoC by 100 per year.

Suitable Living Environment

- CDBG funding will also be used to help renovate and expand other facilities as follows: Fire Station 3, The City of Lithonia Streetscapes and Plaza Improvements, and Improvements to Shoal Creek Park.
- Complete the demolition and clearance of a minimum of seven (7) dilapidated houses presenting health and safety hazards.
- Improve sustainability to a minimum of 2,430 persons by providing funding to agencies that provide financial literacy, pre and post purchase housing counseling, tenant/landlord counseling, and foreclosure/predatory lending services.

Economic Opportunity

- Increase opportunities for job training, job creation and micro-enterprise entrepreneurial training.

- Increase the affordability/accessibility of loans for small businesses with the goal of creating seven (7) new jobs, business expansion/improvements, purchasing equipment and neighborhood revitalization projects.
- Provide training for 30 entrepreneurs and assist five (5) micro businesses through development and job creation per year.

3. Evaluation of past performance

As required by HUD, every year DeKalb County prepares a detailed Annual Action Plan for its HUD funded programs and the Consolidated Annual Performance and Evaluation Report (CAPER). The Plan and Report are submitted to HUD and posted on the County's website after it is reviewed and approved by HUD. The Program year 2012 CAPER, covering the County's performance during Year 5 (1/1/2012-12/31/2012) of the County's 6-year Consolidated Plan, was submitted to HUD on March 30, 2013 and is posted on the DeKalb County Government Website at:

www.co.dekalb.ga.us/commdev/pdf/2012CAPER.pdf

The Program Year 2013 CAPER will cover the County's performance during Year 6 (1/1/2013 - 12/31/2013) of the current Consolidated Plan and the draft document will be issued for public comment in late February of 2014 and submitted to HUD by March 31, 2014.

To date, the County has made significant progress towards achieving the 6 year goals outlined as in the 2008-2013 Consolidated Plan.

The attached chart provides a summary of the County's goals and accomplishments across 14 major initiatives through Year 5 of the 2008-2013 Consolidated Plan.

4. Summary of citizen participation process and consultation process

DeKalb County carefully follows the process that is outlined in the County's Amended Plan for Citizen Participation and Consultation. Within the DeKalb County Consolidated Plan Submission for Community Planning and Development Programs, CDBG, ESG and HOPWA process, the Citizen Participation Plan is designed to ensure citizen involvement.

DeKalb County complies with the U.S. Department of Housing and Urban Development (HUD) citizen participation requirements listed in the federal regulations 24CFR91.105. The following summarizes our citizen's participation plan process for the development of the proposed 2014-2018 Consolidated Plan, including 2014 Annual Action Plan.

On September 28, 2012 a Collaborative Forum on Homelessness was held to identify critical needs for homeless population in DeKalb County, create long term objectives, and set priorities. DeKalb County hosted an Affordable Housing Forum on November 30, 2012. The purpose of this meeting was to



identify critical affordable housing needs for low to moderate income persons in DeKalb County, create long term objectives, and set priorities.

On April 23, 2013, an agenda item for the draft long term objectives were available for review and comment. The Board of Commissioners approved the Agenda item on May 13, 2013. We presented the Long Term Objectives to all parties who attended the 2014 technical assistance workshop on May 15 related to our 2014 application process.

On May 23, 2013 a public hearing was held to solicit public input for the 2014 - 2018 Consolidated Plan including the 2014 Annual Action Plan. During this meeting, citizens were asked to complete a form ranking the priority needs for the Consolidated Plan. Citizens were also asked to provide comments on the program performance and list suggestions for future performance.

The Community Development Advisory Council (CDAC) will met at least four times during the planning process. The CDAC meetings provide a forum for discussion, input, and recommendations of community development activities. In order to complete the planning process, the County consults with surrounding jurisdictions and other agencies to solicit comments or suggestions in the development and submission of our Consolidated Plan, include the Annual Action Plan.

5. Summary of public comments

HUD Consolidated Plan Citizen Participation Meeting - Public Comment, Maloof Auditorium, May 23, 2013

Housing Needs

- Affordability of the apartment complexes in the Chamblee area; working on construction of new apartment complexes between Johnson Ferry and Ashford Dunwoody and they are unaffordable.
- Issue with foreclosures. There is a great need for foreclosure prevention, legal and financial counseling services around housing.
- Would like to thank DeKalb County for CDBG. We Have concerns with rent increasing and families facing eviction, so something needs to be done to assist with affordable housing to allow family stability.
- We have a huge problem in Belvedere Park with abandoned houses, burned down houses that have sat for over five years. How do we expedite the legal process to get these homes rehabbed or torn down.
- Chris states that the land bank authority will be a great tool to help with some of these.
- Abandoned buildings, churches, and homes are a major problem making our neighborhoods unsafe.

Homelessness

- Questions concerning housing for homeless. Does DeKalb County have housing available to assist with the homeless? There is a need for shelters.
- There are not enough locations within DeKalb to assist families facing homelessness. It all goes back to affordable housing.

Infrastructure Improvements

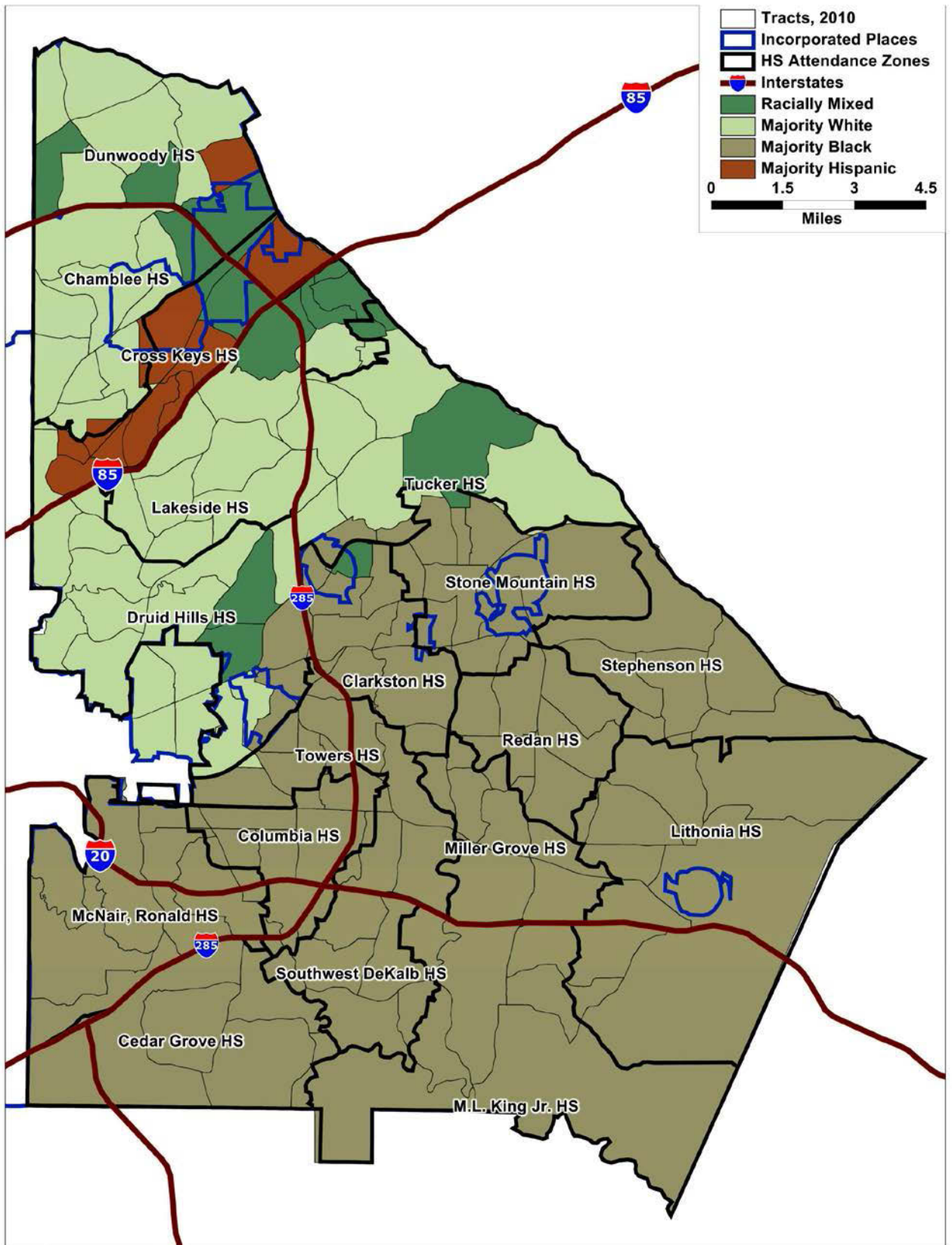
- Sidewalks and parks are very important to have in our communities.
- Lack of sidewalks in neighborhoods/ and the lack of bike lanes.

6. Summary of comments or views not accepted and the reasons for not accepting them

DeKalb County accepts all Citizen Comments. Any request/comment received as part of the 2014-2018 Consolidated Plan, including the 2014 Annual Action Plan process that is not specifically addressed by the DeKalb County Human and Community Development Department will be forwarded to the appropriate County Department.

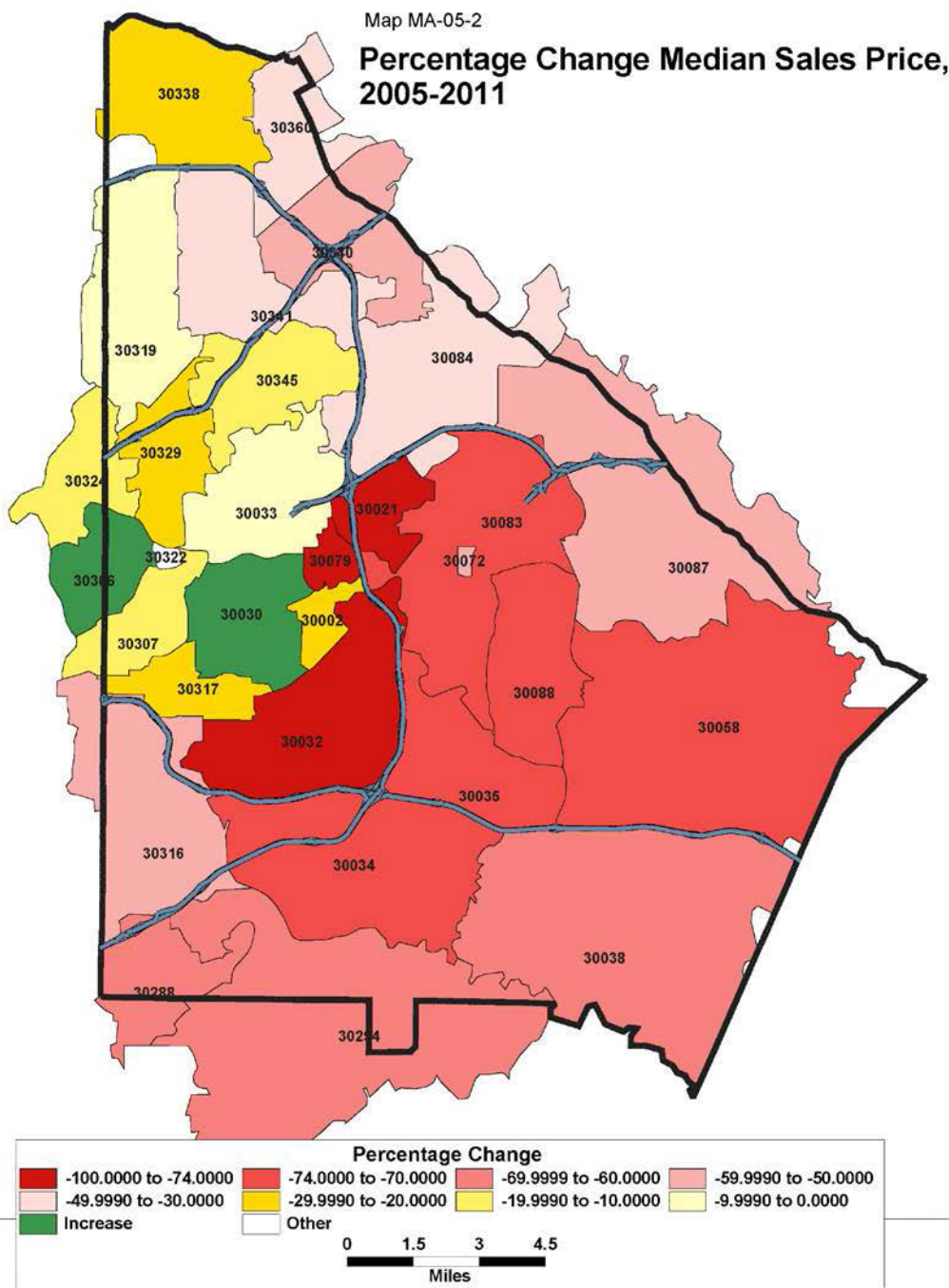
7. Summary

The DeKalb County 2014-2018 Consolidated Plan, including 2014 Annual Action Plan is the first AAP for the 2014-2018 Consolidated Plan. The County has taken a comprehensive approach to engage the public in the development of its priorities and strategies related to activities that principally serve the needs of the low-to-moderate income persons/families within DeKalb County. All activities and projects which are undertaken will meet National Objective and eligibility requirements.

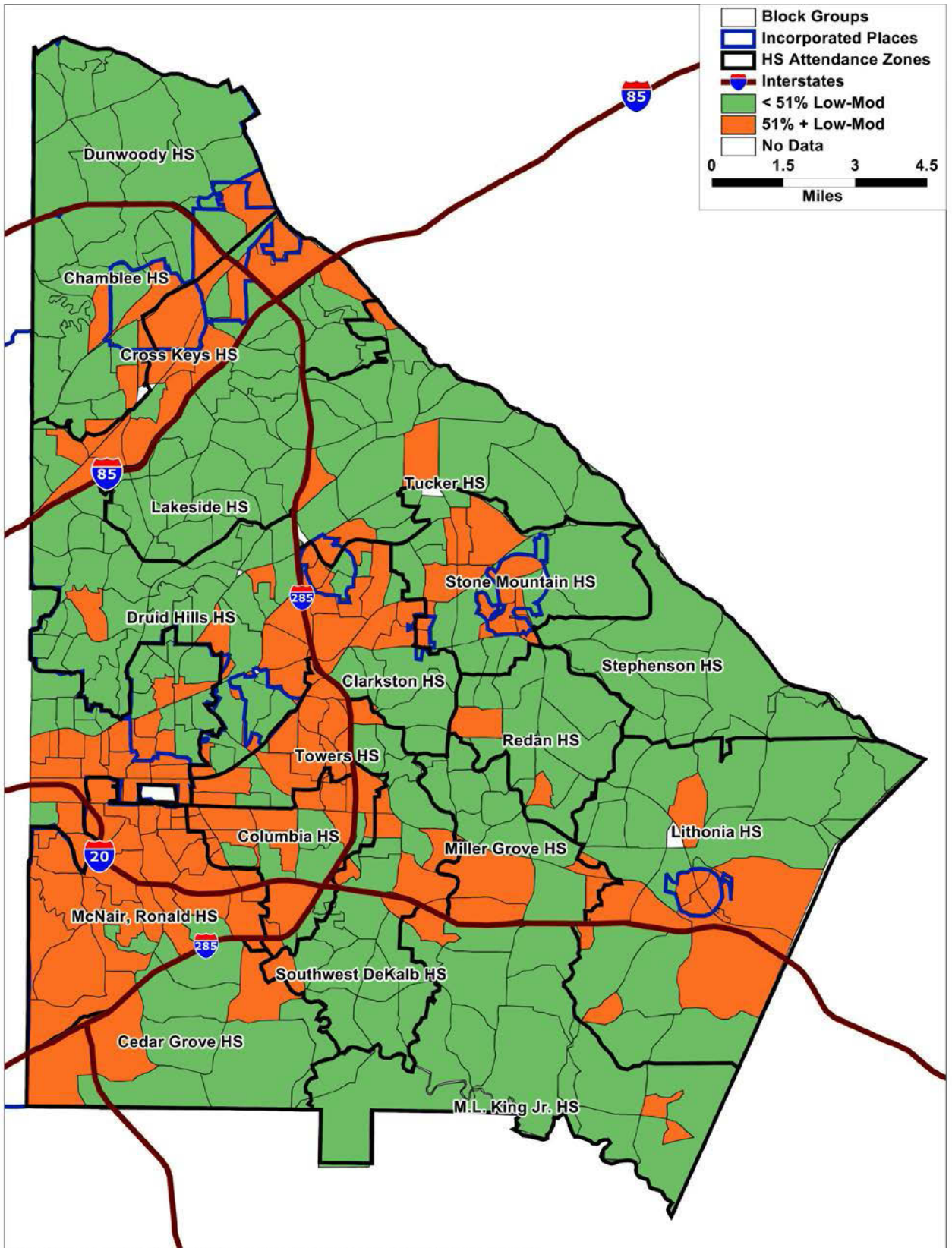


Data Source: 2010 Census

Map NA-05-1 Race and Ethnicity, 2010



Map MA-05-2 Percentage Change Median Sales Price, 2005-2011



Data Source: HUD FY 2012 Low and Moderate Income Summary Data

MAP NA-05-5



APPENDIX E. TRANSPORTATION TECHNICAL ADDENDUM

Roadway Network

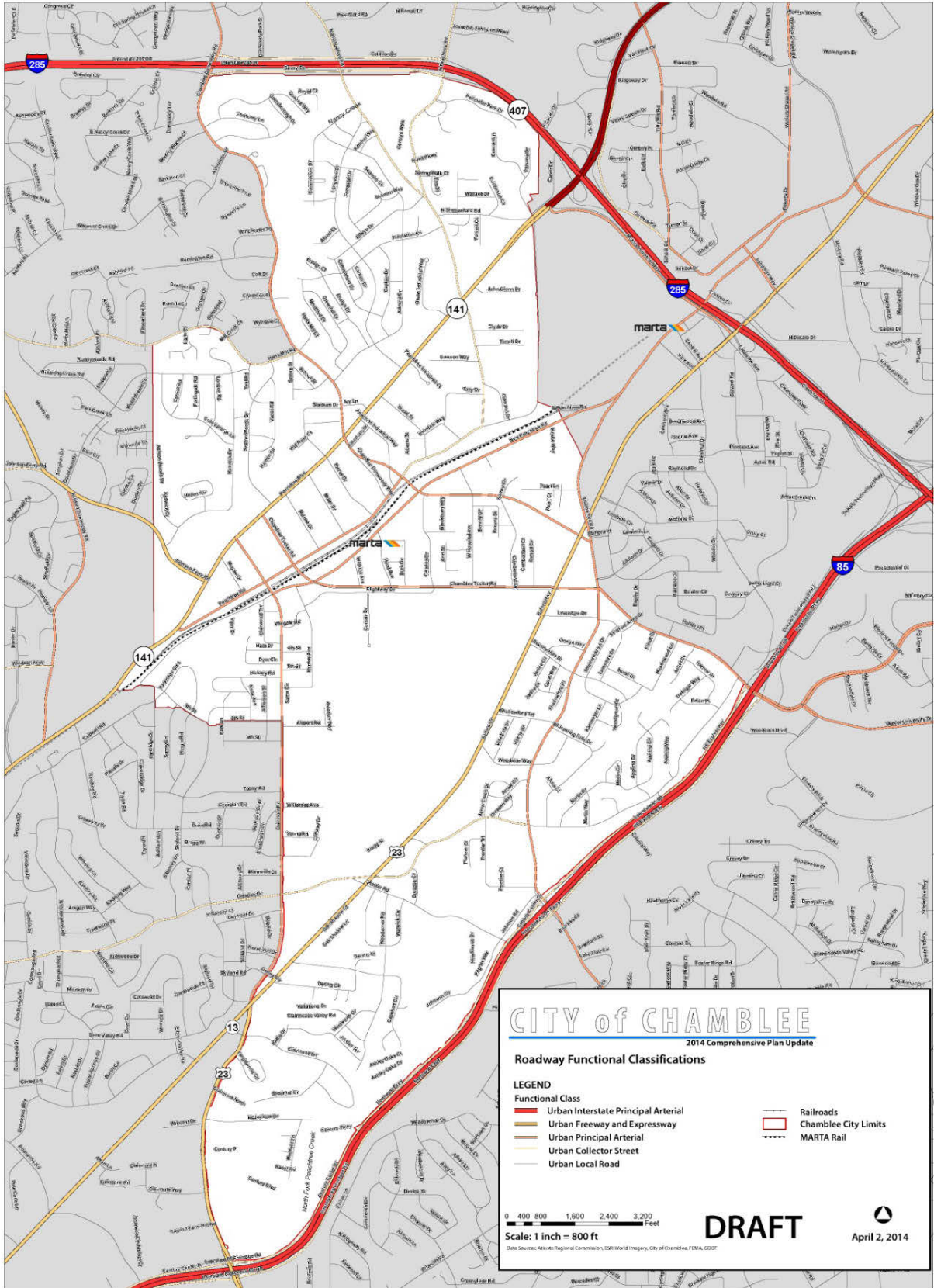
Roads, Highways and Bridges

The City of Chamblee has an extensive network of roadways that serve as the foundation of its transportation system. It has direct access to two of the major interstates in the metro area in I-285 and I-85 each of which form the northern and eastern borders of the city limits. The roadway network is comprised of primary arterials, major collectors, and local streets. Some of the major or more prominent roadways are also state routes such as Buford Highway (SR 13) and Peachtree Industrial Boulevard (SR 141), while the local routes include Chamblee Tucker Road, Clairmont Road, Shallowford Road, New Peachtree Road, and Dresden Drive. Overall, the city's existing roadway network appears to be dominated by two-lane undivided facilities with a limited number of four-lane facilities.

The major roadway facilities such as Buford Highway, Peachtree Industrial Boulevard, and Shallowford Road provide the city of Chamblee with accessibility in and out of the city and to other municipalities and locations in unincorporated DeKalb County. Although they provide connections to a regional network of arterial roadways (including Interstates I-285 and I-85) that allow residents of the city to access several of the metro region's employment and activity centers, the majority of the major roadways have minor congestion issues with very limited right-of-way for expansion. Investments in other alternatives may have a significant impact on the existing roadway network in the city. **Figure E-1** shows the roadway network for the city of Chamblee, based on data from the Georgia Department of Transportation.

A roadway network in an urban area like the City of Chamblee is categorized by its level of mobility (movement of traffic) and how well it facilitates access to local land uses. Roadways have to serve both high densities of traffic and other functions/modes while at the same time integrating traffic into various residential spaces. It is important for any urban area to balance the needs of multiple users via different modes on its roadway network. In order to fully understand the dynamics of a roadway network, it is important to be familiar with key components such as how the roadways are classified, their functionality, and how they are ranked in relation to other roadways. These important components or characteristics will provide useful information to fully assess how well a roadway network is currently functioning and how it may function in the future. Using GDOT data, Table E-1 presents the roadway characteristics: roadway name, functional classification, number of lanes, level of service (LOS), and Average Annual Daily Traffic (AADT) for the roadway network in the City of Chamblee.

Figure E-1: Functional Classification Ma



Chamblee is adjacent to two major interstate facilities, at its northern and southeastern borders. The major roadway facilities such as Buford Highway, Peachtree Boulevard, and Clairmont Road, all classified as Urban Freeways or Expressways, provide the city of Chamblee accessibility in and out of the city to other municipalities and locations in unincorporated DeKalb County and Gwinnett County. These three roadways are designed for fairly high-speed travel along a straight alignment, which makes them a rare asset for through trips in the Atlanta metropolitan area. Furthermore, these Urban Freeways and Expressways, in addition to all of Chamblee's Urban Principal Arterials and Urban Collector Streets, operate at LOS E or better during PM peak hours. Buford Highway, which has six lanes plus a center turn lane, operates at LOS A/B, which indicates that it has been designed to carry far more traffic than it actually does. PM peak hour Levels of Service (LOS) for Chamblee roadways from 2010 and projected for 2040 are available in **Figure E-2** and **Figure E-3**.

Travel on Chamblee roadways during PM peak hours under existing conditions slows down as traffic approaches the interstate interchanges. All three of the interchanges with I-85 that serve Chamblee – Chamblee Tucker Road, Shallowford Road and Clairmont Road – operate at LOS F during PM peak. In the north, Chamblee roadways do not access I-285 directly; instead, they connect to Savoy Road and Cotillion Drive, which run parallel to I-285 between Chamblee Dunwoody Road and North Peachtree Road to the south and north of the freeway, respectively. Savoy Road operates at LOS F during PM peak, but travel north-south on Chamblee Dunwoody Road, North Shallowford Road, and North Peachtree Road operates slightly better at LOS D to E.

By 2040, those segments of all roadways that provide access to and from Chamblee into other areas of the metro region, as well as all Chamblee area Interstates, are projected to operate at LOS F. Roadways serving Chamblee's internal traffic are projected to operate at LOS C to E.

Connectivity

A major issue for travel within Chamblee is connectivity. Two prominent obstacles to through travel in the city are the PDK airport and the CSX and MARTA rail lines. The airport must be circumnavigated via Chamblee Tucker road, Clairmont Road, and Buford Highway. A set of CSX railroad tracks runs parallel to the MARTA rail line through Chamblee. These railroad tracks create an obstacle to east-west transportation in the city. Just three roadways cross the rail tracks in Chamblee in a continuous manner (other smaller, at-grade crossings may be available):

- Chamblee Dunwoody Road (via roadway in underpass);
- Chamblee Tucker Road (via roadway in underpass); and

- Clairmont Road (via roadway on bridge).

An additional bridge over the CSX rail line has been proposed to facilitate and connect to redevelopment at the GM site in Doraville. This additional crossing would be invaluable to Chamblee’s ability to capitalize on this new investment and should be supported by the City.

Table E-1: Roadway Characteristics of Major Chamblee Area Roadways

Roadway Name	Functional Class	Number of Lanes	LOS PM Peak	AADT
I-285	Urban Interstate Principal Arterial	12	E/F	208,330
I-85	Urban Interstate Principal Arterial	12	D/E	200,120
Peachtree Boulevard/SR 141	Urban Freeway and Expressway	4 with continuous median	C/D	34,840
Buford Highway/DR 13/US23	Urban Freeway and Expressway	6 with continuous median	A/B	30,110
Clairmont Road (South of Buford Hwy)	Urban Freeway and Expressway	4 with continuous median	D/E	27,050
Clairmont Road (North of Buford Hwy)	Urban Principal Arterial	4 with continuous median	D/E	16,280
Chamblee Dunwoody Road	Urban Principal Arterial	2	D/E	8,150
Chamblee Tucker Road	Urban Principal Arterial	4 with and w/o continuous median	C/D	18,720
Shallowford Road	Urban Principal Arterial	4	B/C	11,710
New Peachtree Road	Urban Principal Arterial	2	A/B	7,650
North Shallowford Road	Urban Collector Street	2	C/D	10,780
Dresden Road	Urban Collector Street	2	C/D	6,120
North Peachtree Road	Urban Collector Street	2	A/B	11,530
Century Center Drive/I-85 Frontage Road	Urban Collector Street	2 (one-way)	C/D	8,150
Source: GDOT				

Figure E-2: PM Peak Level of Service on Chamblee Area Roads in 2010

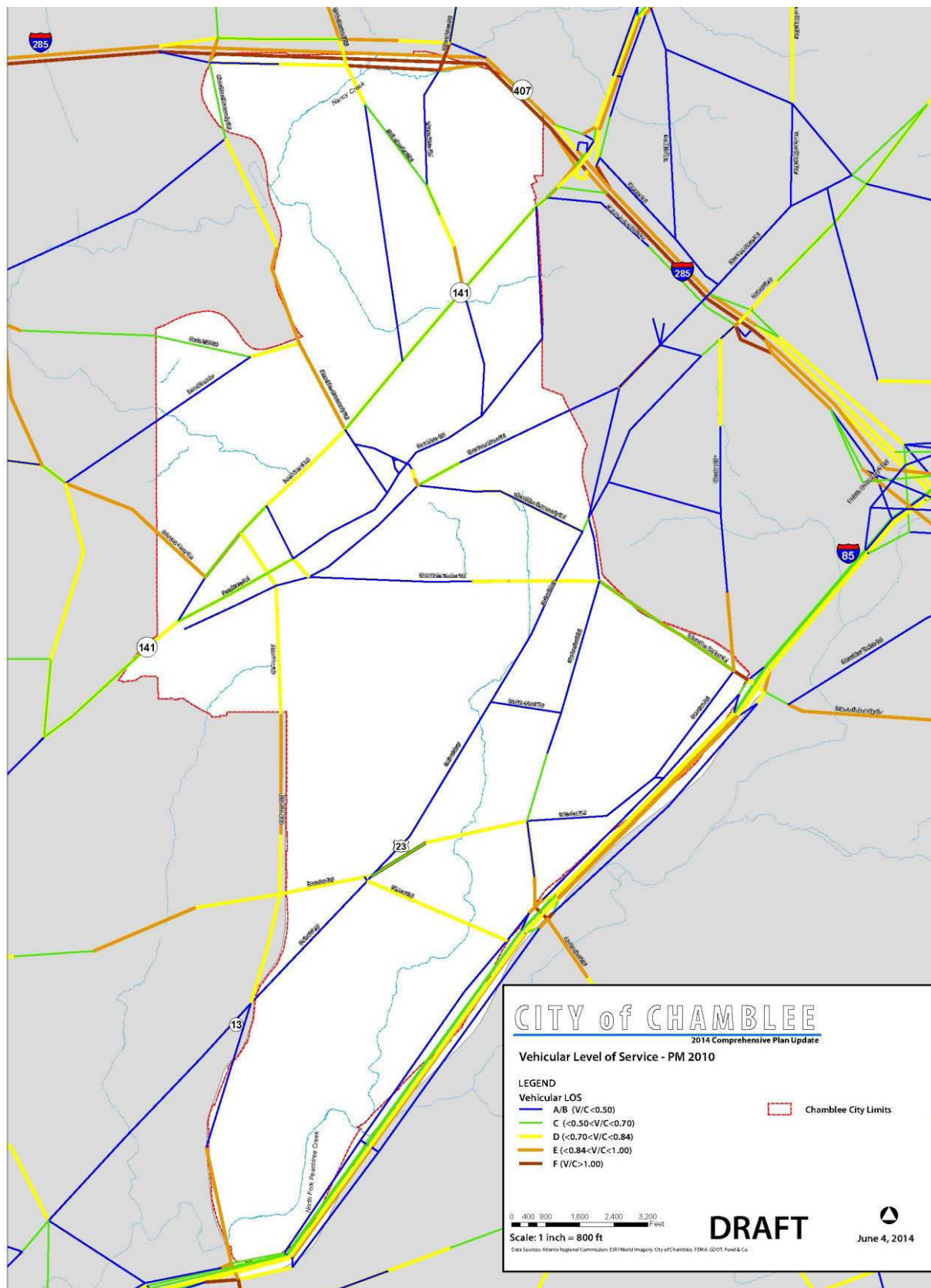
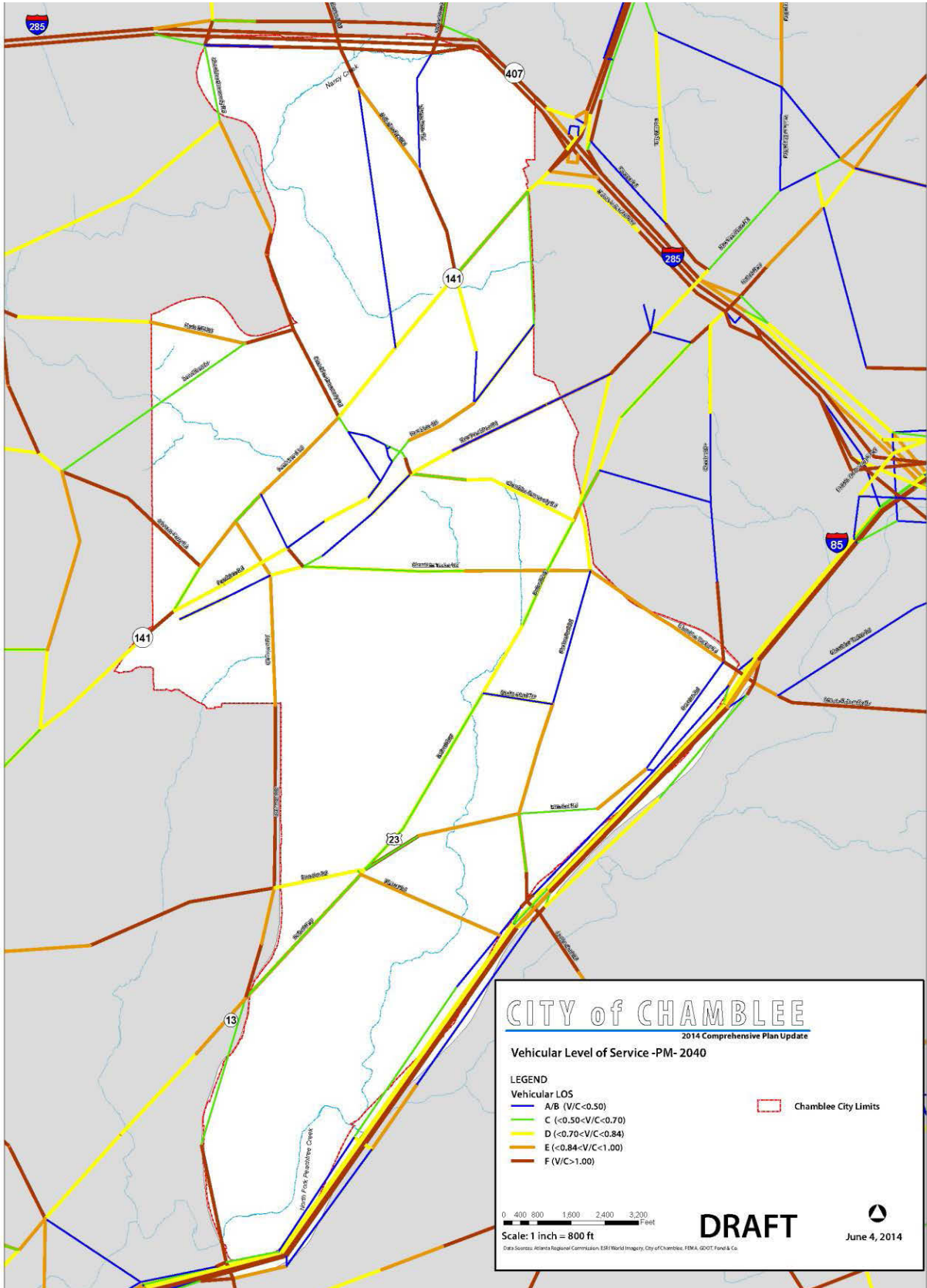


Figure E-3: PM Peak Level of Service on Chamblee Area Roads in 2040



Previously Recommended Projects

No plan exists in a vacuum. Each new plan or study seeks to validate the needs and recommendations of previous planning efforts, even as it measures changes in the landscape since those efforts were undertaken. In addition to the previous 2012 Comprehensive Plan, two pieces of prior planning contribute heavily to this Plan: the 2014 DeKalb County Comprehensive Transportation Plan (DeKalb CTP) and the 2014 10-Year Update for the Chamblee Town Center Livable Centers Initiative (Chamblee LCI). As this Comprehensive Plan Update was being undertaken, the DeKalb CTP had prepared a draft of its final plan, including transportation recommendations. These recommendations, in turn, incorporated the findings and recommendations from the Chamblee LCI Study, which had been completed earlier in the year. This section presents the recommendations from these two studies which will form the backbone of the recommendations from this Plan as well. There are no projects programmed within Chamblee at this time.

Significant Issues with Roadway Network

As reflected in the recommended projects discussed in the previous section, Chamblee's roadways are unlikely to experience additional widening to serve additional traffic at this time. Instead, operations improvements at intersections have been recommended to aid the existing infrastructure in performing to the best of its ability. Multi-modal recommendations, including sidewalks and streetscapes, bicycle lanes and sharrows, seek to improve the transportation experience for those who are not travelling by private automobile. Chamblee has strong transit assets, including well-travelled bus routes and a MARTA rail station, which may add to pedestrian activity in the City. Transit, pedestrian and bicycle conditions, which will be discussed in the following sections, appear to be those areas in which additional projects could offer Chamblee the best return on its transportation investment at this time. Investments in other alternatives may also have significant impacts on the existing roadway network in the city

Table E-2: Project Recommendations from the 10 Year Update of the Chamblee Town Center Livable Centers Initiative

ID	Project Name	Description
B1	Chamblee Rail Trail Multi-use Greenway (Phase 2)	Extend existing Rail Trail from under Clairmont Road bridge to Chamblee Dunwoody Way and to Peachtree Rd. Includes intersection improvements at Peachtree Blvd @ Sexton Woods Dr to include relocated northbound crosswalk along Peachtree Blvd at Sexton Woods Dr to southbound approach with raised concrete median. Also includes midblock crossing improvements at entrance into trail at Peachtree Rd, Malone Dr, Miller Dr, and Pierce Dr
B2	Bicycle improvements along Peachtree Rd (Pierce Drive to Ingersoll Rand Dr) and along American Industrial Way (Chamblee Dunwoody Rd to Peachtree Rd.)	Install shared lane markings "Sharrows" along Peachtree Rd from Pierce Drive to Ingersoll Rand Dr and along American Industrial Way from Chamblee Dunwoody Rd to Peachtree Rd.
B3	Chamblee Rail Trail Multi-use Greenway (Phase 3)	Extend existing Rail Trail from Phase I at Chamblee Dunwoody Way to Downtown Chamblee extending to Peachtree Rd. To occur as redevelopment allows.
B4	Bicycle improvements along Peachtree Rd (west of Clairmont Rd)	Install shared lane markings "Sharrows" along Peachtree Rd from Peachtree Blvd to Clairmont Rd.
B5	Bicycle improvements along New Peachtree Rd and Chamblee Tucker Rd	Install shared lane markings "Sharrows" along New Peachtree Rd from 8th St to Kristie Way and along Chamblee Tucker Rd from Peachtree Rd to New Peachtree Rd.
C1	Corridor improvements along Chamblee Dunwoody Rd (New Peachtree Rd to Chamblee High School)	Operational improvements along Chamblee Dunwoody Rd from New Peachtree Rd to Chamblee High School - Includes widening sidewalks along Chamblee Dunwoody Rd from New Peachtree Rd to American Industrial Way by removing one northbound lane and adding shared lane markings "Sharrows." Stays within existing curb-to-curb limits. Also includes a new cross-section from American Industrial Way to Chamblee High School to consist of one lane in each direction with dedicated left-turn lanes at intersections and bike lanes. Includes intersection improvements at American Industrial Way consisting of ADA ramps, additional crosswalks to each approach of the intersection and enhancing the aesthetics to create a gateway feature.
C2	Corridor improvements along Chamblee Tucker Rd (Peachtree Blvd to Walmart driveway) and midblock crossing at Walmart pedestrian entrance	Install a raised median along Chamblee Tucker Rd from Peachtree Blvd to Walmart Driveway with Rectangular Rapidly Flashing Beacon (RRFB) midblock crossing at the pedestrian entrance into the Walmart. Reduce lanes from 12' to 11' outside lanes with 10' inside lanes, maintaining curb-to-curb width.
C3	Corridor improvements along Peachtree Rd (Clairmont Rd to Pierce Dr)	Operational improvements along Peachtree Rd from Clairmont Rd to Pierce Drive - New cross-section to consist of one lane in each direction with dedicated left-turn lanes at intersections and raised center islands where appropriate. Stays within existing curb-to-curb limits. Bike lanes where width allows, shared lane markings "Sharrows" where width does not permit. Includes reconfiguration of intersection of Peachtree Rd at Chamblee Tucker Rd to provide exclusive northbound and southbound left-turn lanes along Peachtree Rd with left-turn signal phasing.
Source: 10 Year Update for the Chamblee LCI		

ID	Project Name	Description
C4	Corridor improvements along Peachtree Rd	Remove southbound right-turn lane along Peachtree Rd between American Industrial Way and bridge over Chamblee Dunwoody Rd. Reallocate width to sidewalks on both sides of the road. Install ADA ramps and add crosswalks to each approach of the intersection of American Industrial Way at Peachtree Rd. Construct raised concrete island at the crosswalk between Vintage Pizza and the Frosty Caboose along Peachtree Rd.
C5	Corridor improvements along New Peachtree Rd (Clairmont Rd to Hood Ave)	Install a raised median along New Peachtree Rd from Clairmont Rd to Hood Ave - Requires reduction of lanes from 12' to 10' inside and 11' outside lanes. Remove one northbound lane from Chamblee Tucker Rd to Hood Ave (requires northbound outside lane to drop as a right-turn only).
C6	Corridor improvements along Peachtree Blvd	Create pedestrian refuge by adding raised center medians at various locations throughout the corridor where space allows.
G1	Chamblee Dunwoody Rd Gateway Improvements	Enhance aesthetics of Chamblee Dunwoody Rd under the MARTA/Norfolk Southern bridges. Install overhead "Chamblee" Gateway Signage on the northbound and southbound approaches on Chamblee Dunwoody Rd at the MARTA/Norfolk Southern bridge, provide additional lighting and visibility.
G2	Gateway improvements along Peachtree Blvd	Construct gateway enhancements along the east side of Peachtree Blvd at either Broad St, American Industrial Way, or Chamblee Dunwoody Rd, depending on development patterns of the downtown area.
G3	Gateway improvements at Chamblee Tucker Rd and MARTA bridge	Create extended sidewalk/plaza along the east side of Chamblee Tucker Rd under the MARTA and Norfolk Southern Bridge. Install overhead "Chamblee" Gateway Signage on the northbound and southbound approaches on Chamblee Tucker Rd at the MARTA/Norfolk Southern bridges.
P1	Pedestrian improvements along Chamblee Dunwoody Rd	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Chamblee Dunwoody Rd (east side) from American Industrial Way to Peachtree Blvd.
P10	Streetscape improvements along Peachtree Blvd (south side)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Blvd (south side) from Chamblee Dunwoody Rd to Longview Dr.
P11	Streetscape improvements along Peachtree Blvd (north side)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Blvd (north side) from Clairmont Rd to Longview Dr.
P12	Streetscape improvements along Watkins Ave	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Watkins Ave (both sides) from Chamblee Tucker Rd to New Peachtree Rd (includes International Village streetscape detail).
P2	Pedestrian improvements along Chamblee Tucker Rd	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Chamblee Tucker Rd (west side) from MARTA bridge to New Peachtree Rd.
P3	Pedestrian crosswalk improvements at Peachtree Rd @ Pierce Dr	Install a crosswalk with a raised pedestrian refuge island and ADA ramps across Peachtree Rd on the north side of its intersection with Pierce Dr. Providing enhanced pedestrian access from the City parking lot to downtown Chamblee businesses.

Source: 10 Year Update for the Chamblee LCI



ID	Project Name	Description
P4	Pedestrian improvements along Malone Dr	Install on-street parking, sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Malone Dr (both sides) from rail spur to Peachtree Blvd.
P5	Pedestrian improvements along Broad St	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Broad St (west side) from Peachtree Rd to Peachtree Blvd.
P6	Streetscape improvements along Peachtree Rd (Clairmont Rd to Chamblee Tucker Rd)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Rd (both sides) from Clairmont Rd to Chamblee Tucker Rd.
P7	Streetscape improvements along Peachtree Rd (Broad St to Ingersoll Rand Dr)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Rd (north side) from Broad St to Ingersoll Rand Dr.
P8	Streetscape improvements along Burk Terrace	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Burk Terrace (both sides) from Hood Ave to Burke Dr to connect MARTA station to International Village.
P9	Streetscape improvements along American Industrial Way	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on American Industrial Way (both sides) from Chamblee Dunwoody Rd to Peachtree Blvd.
Source: 10 Year Update for the Chamblee LCI		

Table E-3: Projects Recommended by the DeKalb County Comprehensive Transportation Plan

ID	Project Name	Description	Source
0007	New Peachtree Rd	Detailed corridor study is needed; provide improved bicycle and pedestrian access including a combination of bike lanes, fill in sidewalk gaps, or multi-use side path. Realign the intersection of New Peachtree Rd at Shallowford Rd NE.	Chamblee Active Living Plan; 2007 DeKalb CTP; Doraville LCI; GM Plant Redevelopment LCI; Chamblee LCI
0010	Peachtree Rd / North Peachtree Rd	Improve access for bikes along this corridor. Potential improvements could include sharrows, a side path, or bike lanes as determined by right of way constraints.	Chamblee Active Living Plan
0493	Perimeter Trail	Expansion of the PATH Foundation trail system (Perimeter Trail). Multiuse path was assumed for the entire 1.1-mile project, but a detailed corridor study is needed to determine recommended improvements.	DeKalb CTP 2007, PATH Foundation 2012
0660	Clairmont Rd @ I-85	Operations; Signal System Improvements, Areawide.	DeKalb CTP 2007
0858	Dresden Dr	Install sidewalks/ improve pedestrian crossings. Sidewalks needing minimal, moderate, and severe grading assumed for approx. 0.3, 0.3 and 1.2 miles respectively. Caldwell Rd to Conasauga Ave already has sidewalk but is considered for improved crossings.	DeKalb CTP 2007
Source: DeKalb County Comprehensive Transportation Plan 2014			

ID	Project Name	Description	Source
0978	Peachtree Blvd	Install sidewalks and improve pedestrian crossings along this corridor. Improve streetscaping in key sections. Project assumes approximately 1.7 miles of minimal grading and 2.3 miles of severe grading.	DeKalb CTP 2007; Chamblee LCI
1172	Chamblee Dunwoody Rd	Roadway improvements including streetscapes, bicycle facilities, and operational improvements; Re-stripe for bike lanes from New Peachtree to Cumberland.	2014 Transportation Plan; Sprinkle; Chamblee LCI
1310	Malone Dr and Watkins Ave	Improve streetscapes on Malone Dr. from Peachtree Blvd to Peachtree Rd and on Watkins Ave from New Peachtree Rd to Chamblee Tucker Rd.	Chamblee LCI
1362	New Connection	New alignment from Buford Hwy to Peachtree Blvd.	Doraville GM Plant Redevelopment
2037	Buford Hwy	Install additional pedestrian crossings.	Public Comments
2230	Clairmont Rd	Improve access for bikes along this corridor. Sidepath was assumed for this 2.2-mile corridor, but a detailed corridor study is needed to determine recommended improvements.	Public Comments
5084	Buford Hwy	Project to include transit and pedestrian improvements and access management along the corridor. Improvements may include bus-only or transit priority facilities for Bus Rapid Transit and pedestrian sidewalk and crossing improvements in key locations.	2014 Transportation Plan
5093	Clairmont Rd / Clairmont Ave	Corridor improvements to include a median (center turn lane or landscaped) as well as bike and pedestrian accommodations and operational recommendations at key intersections.	DeKalb CTP 2007, 2014 Transportation Plan
6013	Broad St	Pedestrian improvements to include sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines 2008) on west side of road.	Chamblee LCI
6014	Chamblee Rail Trail Multi-Use Greenway Phase 2	Rail Trail from Clairmont Rd bridge to Chamblee Dunwoody Way and Peachtree Rd. Includes intersection improvements/ midblock crossings at Peachtree Blvd @ Sexton Woods Dr, and across Peachtree Rd, Malone Dr, Miller Dr, and Pierce Dr.	Chamblee LCI
6018	Peachtree Rd	Operational improvements along Peachtree Rd composed of several smaller projects from the Chamblee LCI. These projects include turn lane improvements, a possible road diet, and bicycle and pedestrian improvements throughout.	Chamblee LCI, 2014 Transportation Plan
6019	Chamblee Rail Trail Multi-Use Greenway Phase 3	Rail Trail from Chamblee Dunwoody Way to Peachtree Rd. Includes bike and pedestrian crossing improvements at American Industrial Way, Broad St, and Peachtree Rd.	Chamblee LCI
6029	Chamblee Tucker Rd	Operational, bicycle, and pedestrian improvements as described by several projects in the Chamblee LCI. Includes streetscape improvements in key locations.	Chamblee LCI

Source: DeKalb County Comprehensive Transportation Plan 2014



Alternative Modes

Public Transportation/Transit

Public Transportation in Chamblee is provided by MARTA, which provides the city with both rail and bus service. According to MARTA data, an average of 3,759 riders boarded the MARTA rail system at Chamblee Station on weekdays from July 2013 to January 2014. In addition, four of MARTA's eight area bus routes have more than 1250 boardings per day within Chamblee: routes 19, 33, 47 and 126 (**Table E4**). The majority of boardings for these routes occur at Chamblee Station, where the routes all share a terminus. As can be seen in **Figure E-4**, 700 to 900 people board buses at this station each day.

Table E-4: Bus Service in Chamblee

Route No.	Route Name	Brief Route Description	Major Activity Areas Served	Daily Boardings in Chamblee
19	Clairmont Road	Chamblee Station to Decatur Station via Clairmont Road	North DeKalb Health Center, Plaza Fiesta, Briarcliff Shopping Center, VA Hospital	1468
25	Peachtree Industrial Blvd/Johnson Ferry Road	Doraville Station to Lenox Station via Peachtree Road with service to Northside Hospital area	Cherokee Plaza, Phipps Plaza, Lenox Square	89
33	Briarcliff Road/Lenox	Chamblee Station to Lenox Station via Chamblee Tucker, I-85 Access Road, Shallowford Road, Briarcliff Road, and Lenox Road	Lakeside High School, Lenox Square Mall	1311
39	Buford Highway	Doraville Station to Lindbergh Station	Plaza Fiesta	913
47	I-85 Access Rd/ Briarwood Rd	Chamblee Station to Brookhaven Station via Shallowford Road and I-85 Access Roads	St Pius High School, Century Center, Cherokee Plaza	1466
103	Peeler Road/N Shallowford Rd	Scott Candler Water Park to Chamblee Station via North Shallowford Road and Peachtree Boulevard.	Scott Candler Water Park	961

Source: MARTA, July 2013 to January 2014 data

Route No.	Route Name	Brief Route Description	Major Activity Areas Served	Daily Boardings in Chamblee
126	Northlake/Chamblee	Chamblee Station to Northlake Mall via Chamblee Tucker Road and Henderson Mill Road	Northlake Mall, IRS Office, Mercer University	1279
132	Tilly Mill Road	Chamblee Station to Orchard Park Shopping Center via N. Peachtree Road and Tilly Mill Road	Orchard Park Shopping Center, Georgia Perimeter College, Peachtree Middle School, Chestnut Elementary	956
Source: MARTA, July 2013 to January 2014 data				

Figure E-4 also illustrates that route 39, despite its slightly lower ridership inside the City of Chamblee, attracts large numbers of boardings at bus stops up and down Buford Highway. Some of these extremely popular bus stops are located in areas where sidewalks are not present, such as the area south of Plaster Road. In addition, many bus stops on Buford Highway are not located at intersections or conveniently proximate to crosswalks, despite Buford Highway’s being a six lane road. Without sidewalks for waiting and for accessing the bus station, high transit ridership in these areas represents a serious safety issue and presents the opportunity for pedestrian-automobile conflicts. These conflicts are further exacerbated by the lack of crosswalks in the area. At the time of this writing, construction is ongoing on pedestrian refuges on Buford Highway south of Chamblee, suggesting the need for additional refuges and crosswalks along the extent of this corridor as it passes through Chamblee.

Pedestrian and Bike Facilities

As alluded to earlier in the discussion of transit, sidewalks are not available along both sides of even major roadways in the City of Chamblee. A sidewalk inventory conducted for this Plan recorded those areas where sidewalks have been constructed on one or both sides of Chamblee roadways. The results, as listed in Table 5, reveal that Chamblee has 80.5 miles of roadway. Optimal sidewalk coverage, then, defined as sidewalk on both sides of a roadway, would amount to approximately 161 miles of sidewalk. Our inventory finds that Chamblee has 48.3 miles of sidewalk, or 30 percent of optimal sidewalk coverage. Most major roads may have some sidewalks, but they may be discontinuous, a scenario which, at worst, can force pedestrians into the roadway or, at best into muddy, trampled paths. Sidewalk coverage is illustrated in **Figure E-5**. Public involvement feedback from public and steering committee meetings and



the community survey reveals a need and desire among the population to invest in additional sidewalks in their neighborhoods: near schools, parks, bus stops, and as connections to activity centers. Figure E-5, highlights those areas within walking distance of schools, parks, and bus stops in blue and labels them as priority areas for future sidewalk infrastructure investment.

Table E-5: Chamblee Sidewalk Inventory

Item	Miles in Chamblee
Roadway	80.5
Optimal Sidewalk (Based on sidewalks on both sides of all roads)	161.1
Existing Sidewalk	48.3
Missing Sidewalk	112.7
Sidewalk Coverage (Compared to total need)	33%
Source: Jacobs, 2014	

Chamblee has one bike lane, on Longview Drive. Longview Drive attracts drivers seeking an alternative route from North Shallowford Road to Peachtree Industrial. In opposition to this cut-through traffic, the neighborhood requested some traffic calming measures. This bicycle lane was constructed to make the roadway feel narrower to drivers and slow traffic on this residential roadway. However, it does not connect to other bike lanes to facilitate a longer trip by bicycle, so it is rarely used. As sidewalks are not present on this street, the lane attracts more pedestrians than bicyclists.

In fact, the community survey respondents indicated a strong preference for sidewalk building over all other forms of transportation improvements in Chamblee, including intersection safety improvements, which were the second highest priority among respondents. Bicycle lanes were the second lowest priority in the survey, just above roadway widening.

Figure E-4: Transit

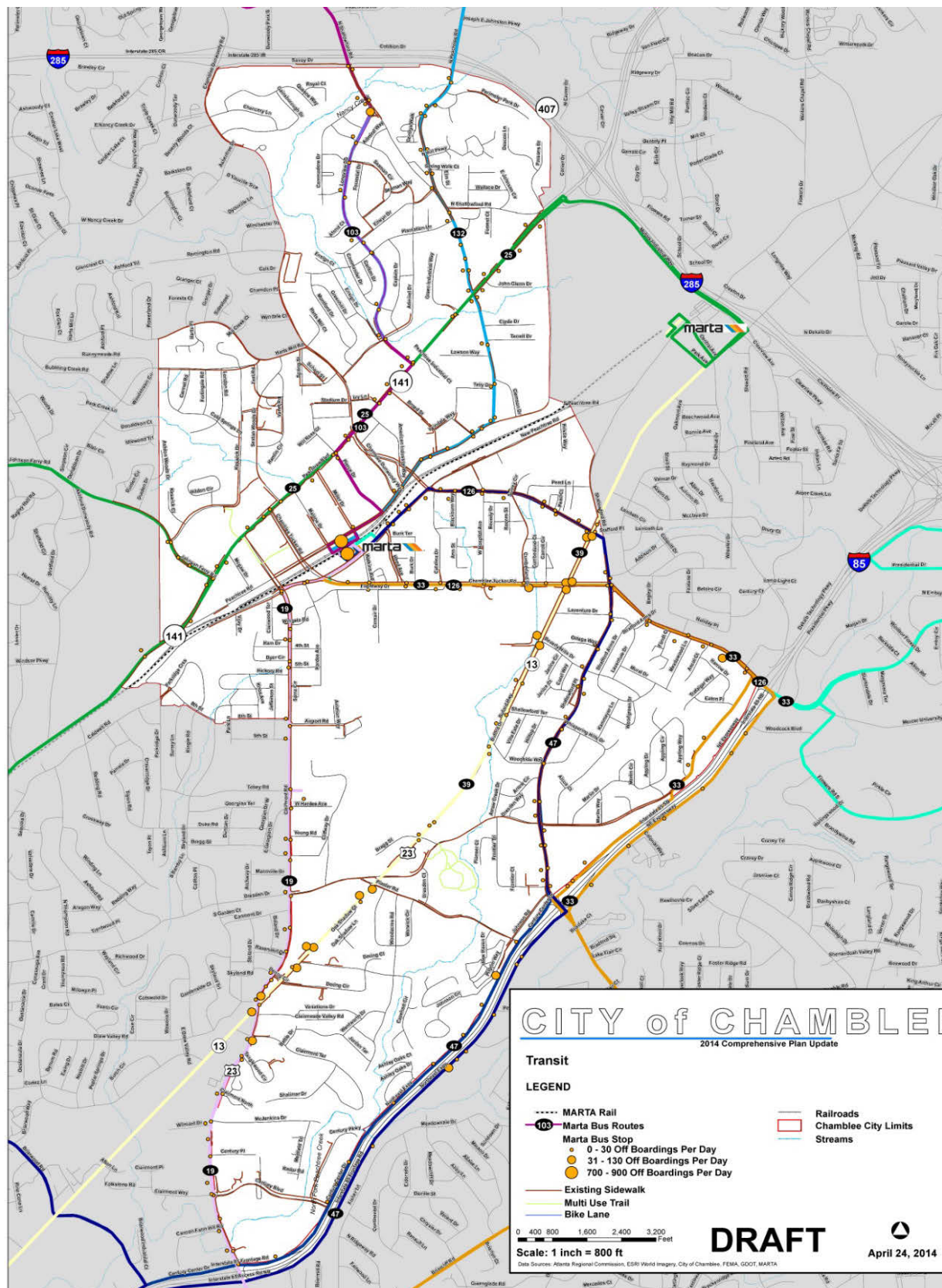
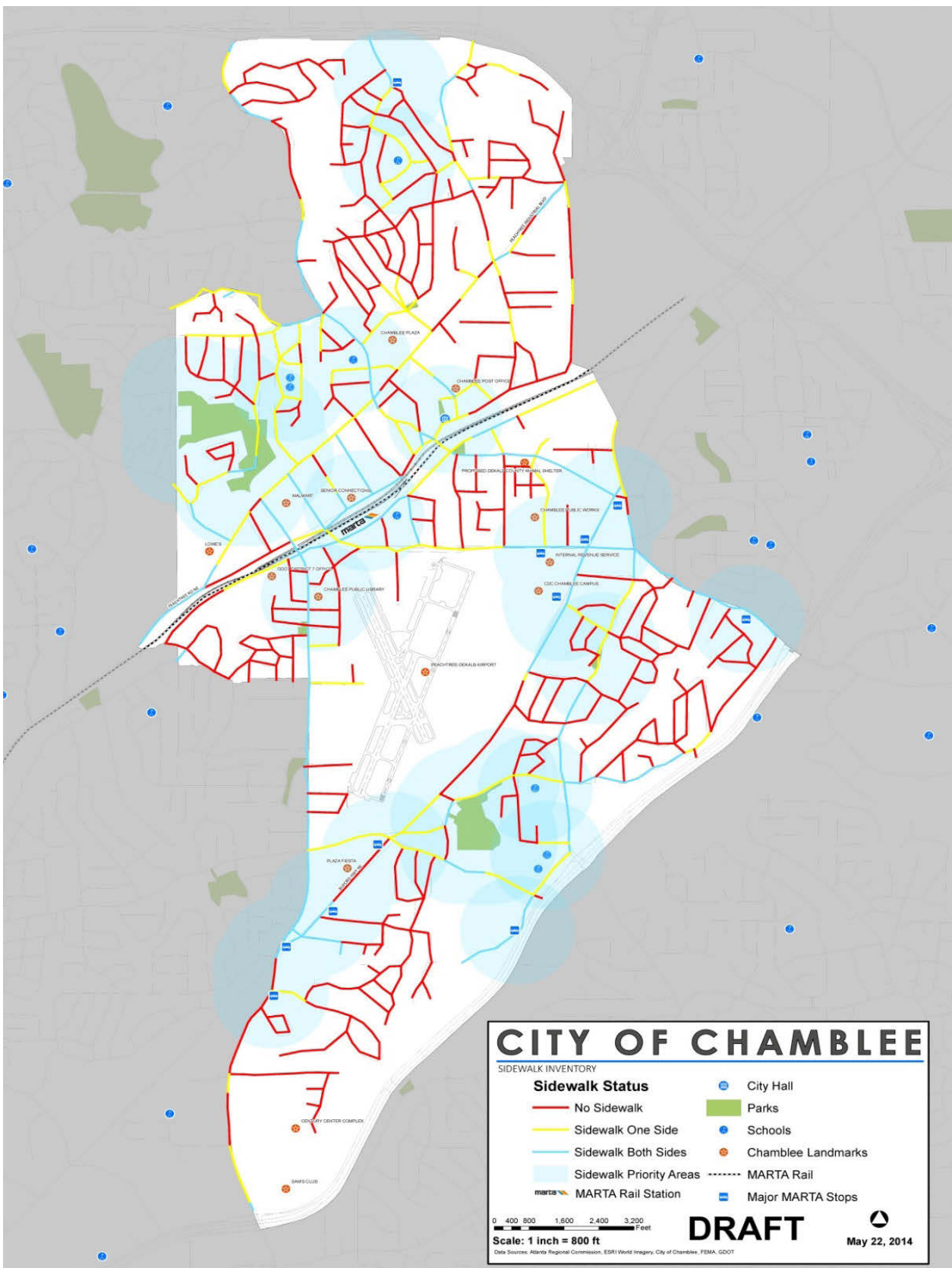


Figure E-5: Sidewalk Inventory



Parking

Parking is adequate across most of Chamblee's residential areas and most of its commercial areas as well. This section discusses those areas where parking is either in overabundance or in short supply.

There is a large parking lot at Plaza Fiesta, but it is appropriate for this popular destination. As the property and the proposed Buford/Clairmont character area transition to accommodate modes other than the automobile, particularly pedestrians, there may be parking reconfiguration to make accessing Plaza Fiesta more attractive for those on foot.

In the proposed Buford Highway/Shallowford Road character area, redevelopment will continue to rely on shared parking among property owners. Consolidating some smaller parking lots may create the opportunity for additional land development in the commercial area between Buford Highway and Shallowford Road.

Community input stresses the need for an easy-to-find parking deck proximate to city services in the City Center activity area.

In the proposed Peachtree Boulevard Corridor activity area there appears to be a surplus of parking at the Chamblee MARTA Station. As the City continues to support Transit-Oriented Development around the station, some of the available surface parking at this location will likely be redeveloped into other uses. If the redevelopment pressure is sufficient, the construction of a parking deck at this location would be appropriate.

The amount of surface parking available in the proposed Century Center character area at this time appears adequate. However, the redevelopment of Century Center at a greater density would likely require the construction of a parking deck to replace lost surface parking.

Freight

Railroads

The set of CSX railroad tracks discussed earlier under in this section host freight service along with Amtrak's passenger service to Atlanta. These rail lines can be accessed via spur lines to the north of the truck lines at:

- The inactive GM plant just north of the Chamblee city limits
- Light industrial businesses off Peachtree Road

Trucks and Truck Routes

Chamblee takes I-85, a statewide freight corridor, as its southern border. Peachtree Industrial/SR 55, which runs northeast by southwest through Chamblee, is designated as a north-south truck corridor by the ARC in its Atlanta Strategic Truck Route Master Plan (ASTRoMaP).

Community input indicated that excessive truck traffic was not a problem in the City of Chamblee. Freight statistics collected by GDOT support this attitude. According to GDOT weekday traffic counts, trucks made up 3.7 percent of the 17,250 vehicles on Chamblee Tucker Road near Buford Highway in central Chamblee and 3.3 percent of the 11,540 vehicles on Chamblee Dunwoody Road at Colt Drive in northern Chamblee. Truck traffic on I-85 is slightly higher, as one would expect, but not imposing. GDOT reports trucks account for 4.1 percent of the weekday traffic on I-85 at North Druid Hills Road, one exit south of Clairmont Road, Chamblee's southernmost I-85 interchange.

Airports

DeKalb Peachtree Airport (PDK), a general aviation reliever airport, lies on more than 700 acres of land at the center of the city of Chamblee. It hosts charter air companies, flight schools, and private aircraft, but there are no scheduled airline services currently operating out of the airport, nor does it serve shipping companies. In terms of take-offs and landings, PDK is the second busiest airport in the state of Georgia. The airport is further described in this report under the proposed Airport activity center.

Opportunities for Transportation and Land Use Connections

Some land uses and development patterns lend themselves to walkability. Areas with small blocks usually encourage human scaled development, with several storefronts along each block, giving pedestrians things to look at as they walk to their destination. These areas usually have narrow streets which, to pedestrians, feel safer to cross. Streetscape projects in these areas should be prioritized because they will likely draw the most pedestrian activity and thus have the most immediate impact on businesses and community facilities located in these areas, as well as on residents of nearby neighborhoods. Along major highway corridors, particularly the Clairmont and Buford areas, simple and effective sidewalk projects may be more attractive. Density and road type in these corridors may not support a full streetscape implementation at this time, but sidewalk improvements in these areas may prove extremely useful due to the high volume of pedestrians and transit riders who frequent these roadways and, at times, cause pedestrian-automobile conflicts and create safety concerns

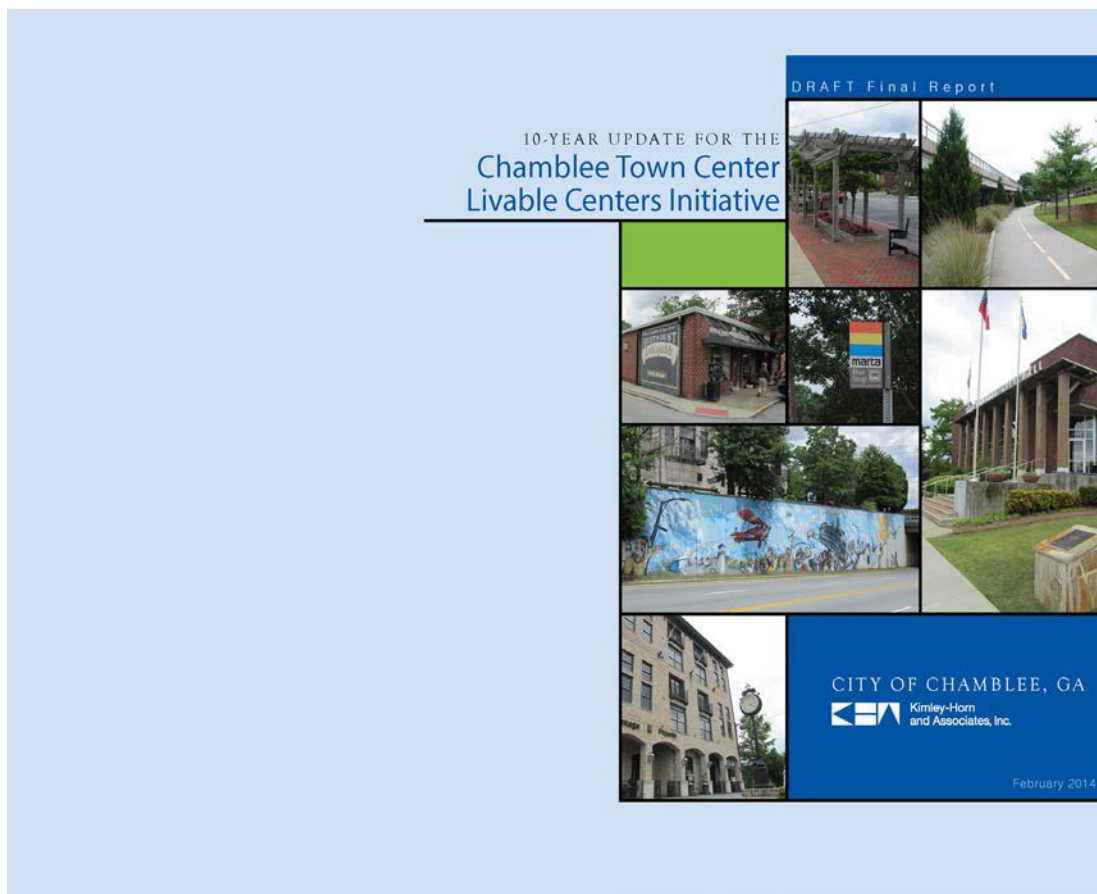
Additionally, areas near the Chamblee MARTA station may be particularly attractive for reinvestment because of their proximity to bus and rail transit options. However, these investments would require attractive and safe pedestrian access to this station. Therefore, pedestrian and beautification improvements in this area should be a priority among strategies to attract additional investment to Chamblee’s Transit-Oriented Design-based Mid City character area.



APPENDIX F. CHAMBLEE TOWN CENTER LIVABLE CENTERS INITIATIVE, 10 YEAR UPDATE

In February 2014, the Chamblee Mayor and City Council adopted the final report of Chamblee Town Center Livable Centers Initiative (LCI), 10 Year Update as an amendment to the Comprehensive Plan. Since the City adopted its first Town Center LCI in 2001, the downtown area across from the Chamblee Marta Station has undergone an amazing transformation into one of the most successful Transit Oriented Developments in the metropolitan Atlanta Area. The original plan and its many updates (2007, 2012, and 2014) have served as policy guides for development in the downtown area, and so the latest version of the plan is included here as reference.

The following is a abridged version of the LCI final report. It does not include the Appendix of the document, which can be found along with the rest of the report on-line on the City’s website at www.chambleega.com. The formatting of the document has also been modified to fit that of the Comprehensive Plan Appendix. In particular blank pages have been omitted, and the original page numbering at the bottom of each page has been masked to avoid confusion. The following table of contents for Appendix F shows the new page numbers. References to page numbers within the text of the report itself have not be altered.



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INTRODUCTION

In 2001, The City of Chamblee completed one of the Atlanta region's first Livable Centers Initiative (LCI) Plans with funding assistance from the Atlanta Regional Commission (ARC). The original study area was comprised of the area immediately surrounding the Chamblee MARTA rail station. The original LCI was completed at a time of rapid growth and economic development in the Atlanta metropolitan region, and Chamblee sought to position itself to take advantage of this growth. The goal of the original LCI was to capitalize on the region's growth and create a dense, mixed-use, walkable environment to spur investment in Chamblee, near the Chamblee MARTA train station.

The original boundaries of the Chamblee LCI study area totaled 180 acres, with 120 acres northwest of the MARTA rail line and the remaining 60 acres to the southeast. The boundaries were defined by 6 major roads, Peachtree Boulevard (SR 141) to the northwest, Pierce Drive to the southeast, across the tracks to Burk Terrace and Burk Drive, to Chamblee Tucker Road along the southern border, along with a section of New Peachtree Road, and Clairmont Road as the western most boundaries.

In 2007 and 2012, the City of Chamblee completed Five-Year Plan Updates to the original 2001 LCI plan. The updates provide an extensive review of Chamblee's LCI history and past implementations.

This Chamblee Town Center LCI 10-year Update not only provides the City with an opportunity to reevaluate and build upon 12 years of planning near the MARTA Station, but also expands Chamblee's LCI study boundaries. This update expands Chamblee's LCI boundaries by 180 acres to roughly 300 acres, adding 120 acres northeast of the original boundary line to include the historic Downtown Chamblee area.

The expanded Chamblee LCI study area encompasses the land adjacent to the Chamblee MARTA rail station, between Peachtree Boulevard (SR 141) to the west, Chamblee Tucker Boulevard and Burk Drive to the east, and the MARTA rail line north to Ingersoll Rand Drive.

It is located in the center of the City of Chamblee and is approximately 15 miles from Downtown Atlanta.

The Chamblee Town Center LCI 10-Year update details a vision for the future of the study area as determined through a six-month planning process including input from community leaders, residents and property owners during a series of public workshops. These workshops allowed residents, local business owners, and stakeholders to work with the Planning Team and City staff to craft their vision for the future of the area and to prioritize public investments that have the greatest potential to improve quality of life over the next 5 years.

The Chamblee Town Center Master Plan includes a five-year action plan that focuses on the community's vision for Downtown:

- Enhancing Chamblee's sense of place
- Increasing walkability
- Improving the Chamblee MARTA rail station area
- Providing a higher quality of life
- Adding more places to work, shop, and have fun

The plan includes projects and initiatives aimed at spurring high-quality development, increasing connectivity, and providing transportation options that build upon past planning efforts based on an updated assessment of market conditions, land use/development, transportation facilities, and analysis of area challenges and opportunities.

The goals of the Chamblee Town Center Master Plan are to:

- Clarify the vision and future market potential of the Chamblee Downtown and MARTA rail station area
- Provide additional detail and direction to the City of Chamblee comprehensive plans
- Offer recommendations to improve local zoning regulations and encourage appropriate future development/redevelopment
- Prioritize public improvement projects, identify funding sources and move key projects toward implementation by providing a five-year action plan

The report is divided into four sections; inventory and assessment, concept plan, recommendations and implementation. The inventory and assessment section focuses on existing land use, transportation, and market conditions within the study area. The concept plan section, focuses on the land use framework, design standards, sub area concepts, and other elements which help detail the vision for the area. The recommendations section outlines land use, development framework and priority transportation projects, policies and strategies, and the implementation section outlines City of Chamblee priority projects and strategies needed to guide the community through successful implementation of the plan's key projects and elements.

PART 1 : INVENTORY AND ASSESSMENT

CHAMBLEE LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE





10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

INVENTORY AND ASSESSMENT

The Inventory and Assessment records and assesses current conditions within the study area as of the Fall of 2013. The existing conditions assessment is based on information provided by the City of Chamblee, additional data gathered by the Planning Team and public input from a series of stakeholder interviews and a public kick-off meeting. The following section provides an overview of past goals and initiatives, land uses, zoning, and transportation infrastructure. The inventory and assessment also includes an updated market assessment, which is particularly important to this effort as market conditions have changed dramatically from the growth the Atlanta area experienced in the early 2000s to the Great Recession of 2008-2012. The market assessment plays an important role in assessing the potential for and policies necessary to support future development within the Chamblee Town Center.



10-YEAR UPDATE FOR THE
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PREVIOUS LCI UPDATES

Chamblee's original LCI was completed in 2001. Two five-year updates have been performed since, 2007 and 2012. Below is a listing of the accomplishments of each plan.

2001 ORIGINAL LCI:

The following elements resulted from the efforts of the original LCI.

- Led to several key developments and improvements surrounding the Chamblee MARTA rail station
- Adoption of the Mid-City Overlay Zoning District (2001) and performance based zoning regulations (2006)
- City received \$2.2 million in LCI funding for pedestrian improvements
- Adoption of the Bicycle and Pedestrian Plan
- Acquisition of abandoned rail line that is now Perimeter Trail
- 2006 update to Comprehensive Plan

2007 LCI FIVE-YEAR PLAN UPDATES:

The following elements resulted from the efforts of the 2007 Five-Year LCI Update.

- Chamblee Tucker Road Pedestrian Corridor
- Hood Avenue Pedestrian Corridor
- Peachtree Boulevard Pedestrian Facility
- Chamblee Area MARTA Station Improvements
- Peachtree Road Pedestrian Facility

Efforts from the 2012 LCI FIVE-YEAR PLAN UPDATE are still in progress. These primarily consist of furthering Chamblee's Rail Trail system and additional streetscape improvements. Please see Report of Accomplishments regarding the status of the 2012 5-Year Update projects and initiatives on page 10.



10-YEAR UPDATE FOR THE
**Chamblee Town Center
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REPORT OF ACCOMPLISHMENTS

Transportation Initiatives

Project	Description	PE Year	Construction Year	STATUS				February 2014 10-Year Update Notes
				Complete	Underway	Not Started	Not Relevant	
Multi-use Greenway Corridor	Bicycle and Pedestrian installations	2013	2013-2017			x		This corridor is called out in this LCI 10-year update plan as Project B1 in the Bicycle Projects (refer to pages 62 and 63).
Watkins Ave Sidewalks	Installation of sidewalks, lighting, landscaping and street furnishings on Watkins Ave. from Chamblee-Tucker Rd. to New Peachtree Rd.	2014	2013-2017			x		This project is called out in this LCI 10-year update plan as Project P12 in the Pedestrian Projects (refer to pages 58 - 60).

Housing Projects/Initiatives **There were none listed in the November 16, 2012, Updated 5-Year Action Plan: 2013-2017 Chamblee LCI**

Other Local Initiatives

Project	Description	Study / Implementation Year	STATUS				February 2014 10-Year Update Notes
			Complete	Underway	Not Started	Not Relevant	
Parking Study	Parking Study to include Feasibility fee-in-lieu of parking	2013			x		This LCI 10-year update plan includes a list of parking recommendations to help guide a future parking study (refer to page 68).
Trail Strategic Plan		2013-2017			x		This project is called out in this LCI 10-year update plan as Project B1 and B3 in the Bicycle Projects (refer to pages 62 and 63).



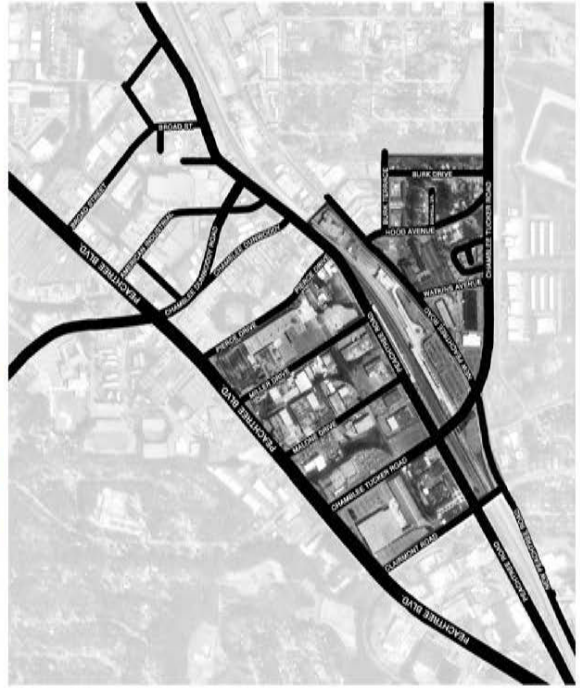
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STUDY AREA CONTEXT

The study area is centered around the Chamblee MARTA rail station, which opened in 1984. This rail station has long been considered a commuter rail station, with surface parking lots on all sides. The abundance of surface parking, while convenient for nearby residents who travel there by car, has created low density development around the station and serves as a barrier between the northwest and southeast sides of the city. In 2013, the LCI study area increased from its original limits in the 2001 LCI to include key civic areas such as City Hall, the Community Center, the Chamblee Police Station, and Broad Street's "Antique Row District." Figure 1.1 shows this expansion.

Downtown Chamblee is conveniently located near regional freeways, such as I-285 and I-85, and only minutes away from activity and employment centers such as downtown Atlanta, Buckhead, and the Perimeter area. The Town Center also has convenient access to MARTA and has remained fairly affordable for an "inside the Perimeter" address. For those reasons, the LCI has experienced increased housing demand. While some commercial development has occurred within the study area, such as the Chamblee Village shopping center, office and other commercial development has been limited due to competition with these and other nearby markets.

2008 STUDY AREA



2013 STUDY AREA

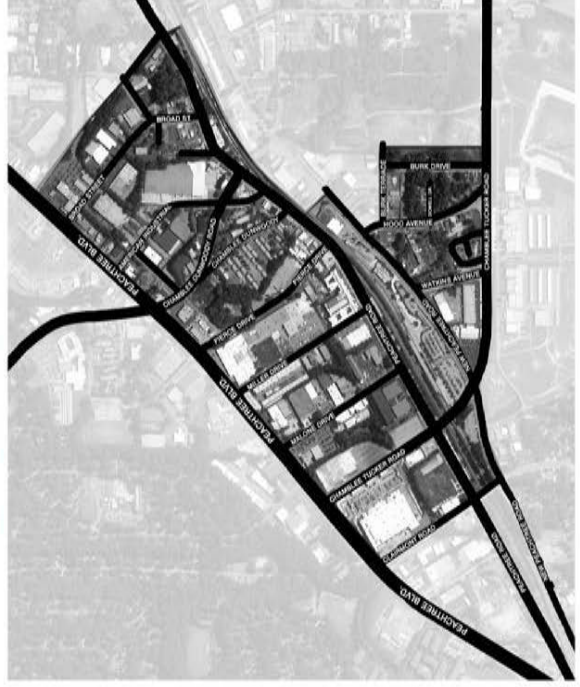


FIGURE 1.1



10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

EXISTING CONDITIONS

The Chamblee Town Center study area is located northeast of Atlanta just inside I-285, between Georgia 400 and I-85. Peachtree Boulevard (SR 141) and Buford Highway (SR 23) serve as Chamblee's primary arterials, framing Chamblee's primary business district.

There are approximately 300 acres in the LCI area, which is comprised of a mixture of land uses. During the late nineteenth century, an intersection of two railroads was constructed in Chamblee. Serving as a regional transportation port at an early age, Chamblee was incorporated in 1907.

Chamblee served as the site of U.S. military operations during WWI and WWII, housing over 40,000 servicemen in WWI and later as a Navy Flight Training Center towards the end of WWII. Between 1947 and 2008, there was a huge influx of industrialization in Chamblee's geography. With the General Motors plant in neighboring Doraville, Chamblee experienced growth in blue-collar industry and residents.

Over time, manufacturing plants began locating along Peachtree Industrial Boulevard (now Peachtree Boulevard) and the railroad. This development persisted throughout the late 1940s and eventually dissipated by the late 1980s. In place of the industrialized development a series of auto-dealerships and other commercial strip centers emerged on Peachtree Boulevard.

Within the LCI study area there are two distinct areas of development - the original LCI study area and the newly added Downtown area, with the dividing line being Pierce Drive. Some of the key developments within the original LCI study area include the Chamblee MARTA rail station, the Interactive College of Technology, the First Baptist Church of Chamblee, the Atlanta Chinatown Mall, Senior Connections Senior Center, and Chamblee Village.

The newly added Town Center area includes a mixture of low-density commercial and industrial development along Pierce Drive, Chamblee Dunwoody Way, and Peachtree Boulevard, Chamblee City Hall, Old

Chamblee Bistro, Vintage Pizza, the Frosty Caboose, and a well-known Chamblee landmark, the Antique District along Broad Street. Figure 1.2 shows the study area.



10-YEAR UPDATE FOR THE
Chamblee Town Center
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FIGURE 1.2



10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

EXISTING LANDUSE

A review of the existing land uses within the study area allowed the planning team to analyze development in the area as it exists currently. The following land use information was gathered by the planning team through a visual survey in September of 2013.

As mentioned previously, the LCI area is a mixture of various land uses that includes two uniquely identifiable areas - The Chamblee Antique Row and Civic District called the “Downtown Subarea” and the Chamblee MARTA rail station called the “Transit Oriented Development (TOD) Subarea.” These areas serve as a way to examine the LCI area on a larger scale.

As illustrated in Figure 1.3, the LCI area is primarily residential and commercial with 46% residential and 36% commercial. Seven percent of the remaining land use holds the Chamblee MARTA rail station, utilities, and the Interactive College of Technology. The final 11% consists of either vacant buildings or undeveloped land.



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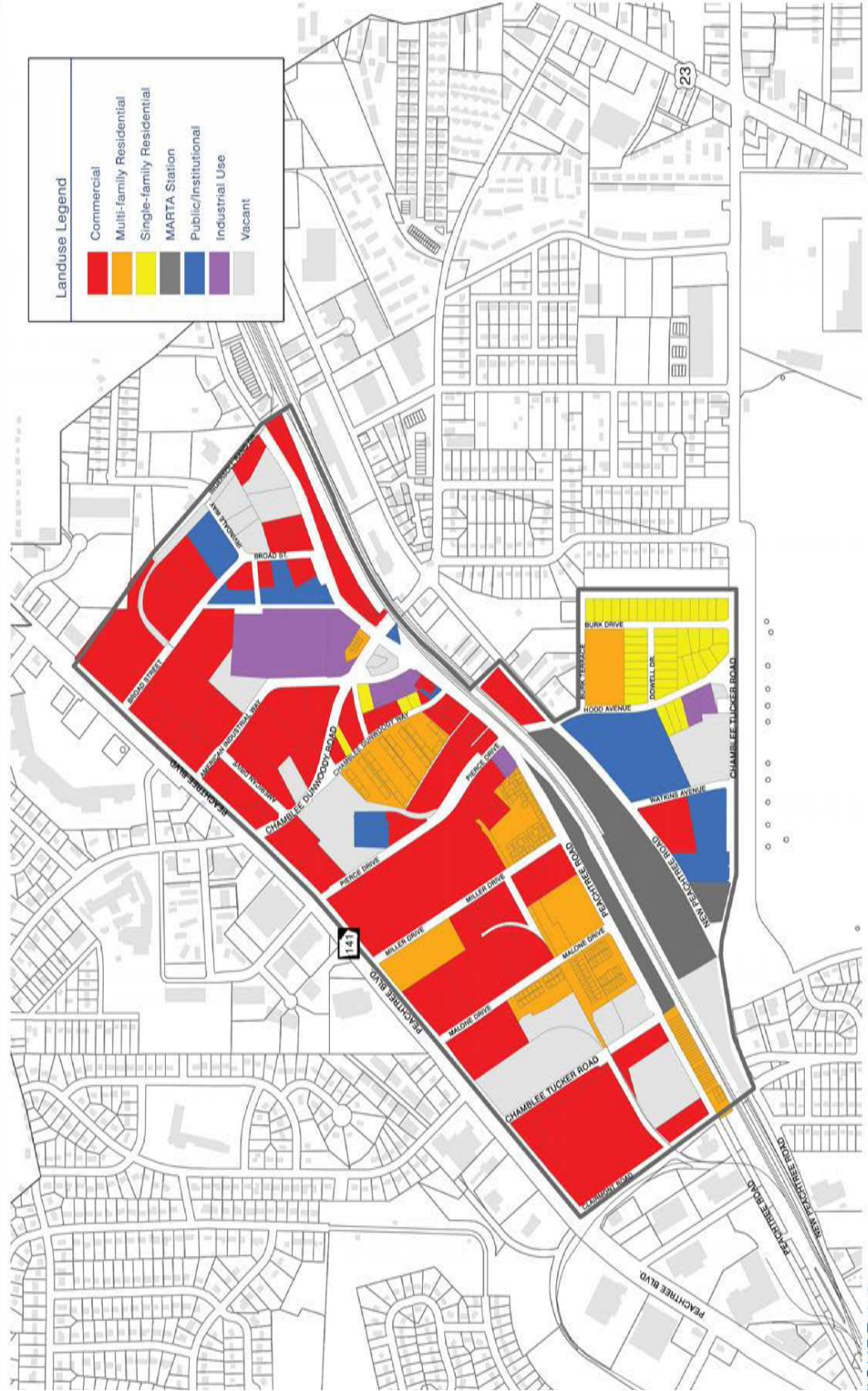


FIGURE 1.3



10-YEAR UPDATE FOR THE
**Chamblee Town Center
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EXISTING ZONING

The City of Chamblee is comprised of nine different zoning categories. The zoning categories include:

- Corridor Commercial
- Corridor Residential
- Light Industrial
- Neighborhood Commercial 1
- Neighborhood Commercial 2
- Neighborhood Residential 1
- Neighborhood Residential 2
- Village Commercial
- Village Residential

Traditional zoning segregates land uses from one another and places them into categories such as single-family, multi-family, office, and commercial. Contemporary zoning allows for more flexibility through a mixture of land uses. Of the City of Chamblee's current zoning classifications, the Village Commercial and Village Residential classifications provide such mixing of uses and flexibility.

The Chamblee LCI study area represents three of the nine zoning categories - Village Commercial, Light Industrial, and Corridor Commercial, however, Village Commercial makes up 95% of the LCI study area. Figure 1.4 shows the location of the zoning designations within the study area.

The Village Commercial zoning designation was added in 2006, and includes more stringent requirements than traditional zoning. These requirements include detailed design elements, required commercial areas, restrictions on residential dwelling unit size, etc. This zoning designation's intent is to aid in high-quality development that will lead to a more walkable, vibrant district.





10-YEAR UPDATE FOR THE Chamblee Town Center Livable Centers Initiative

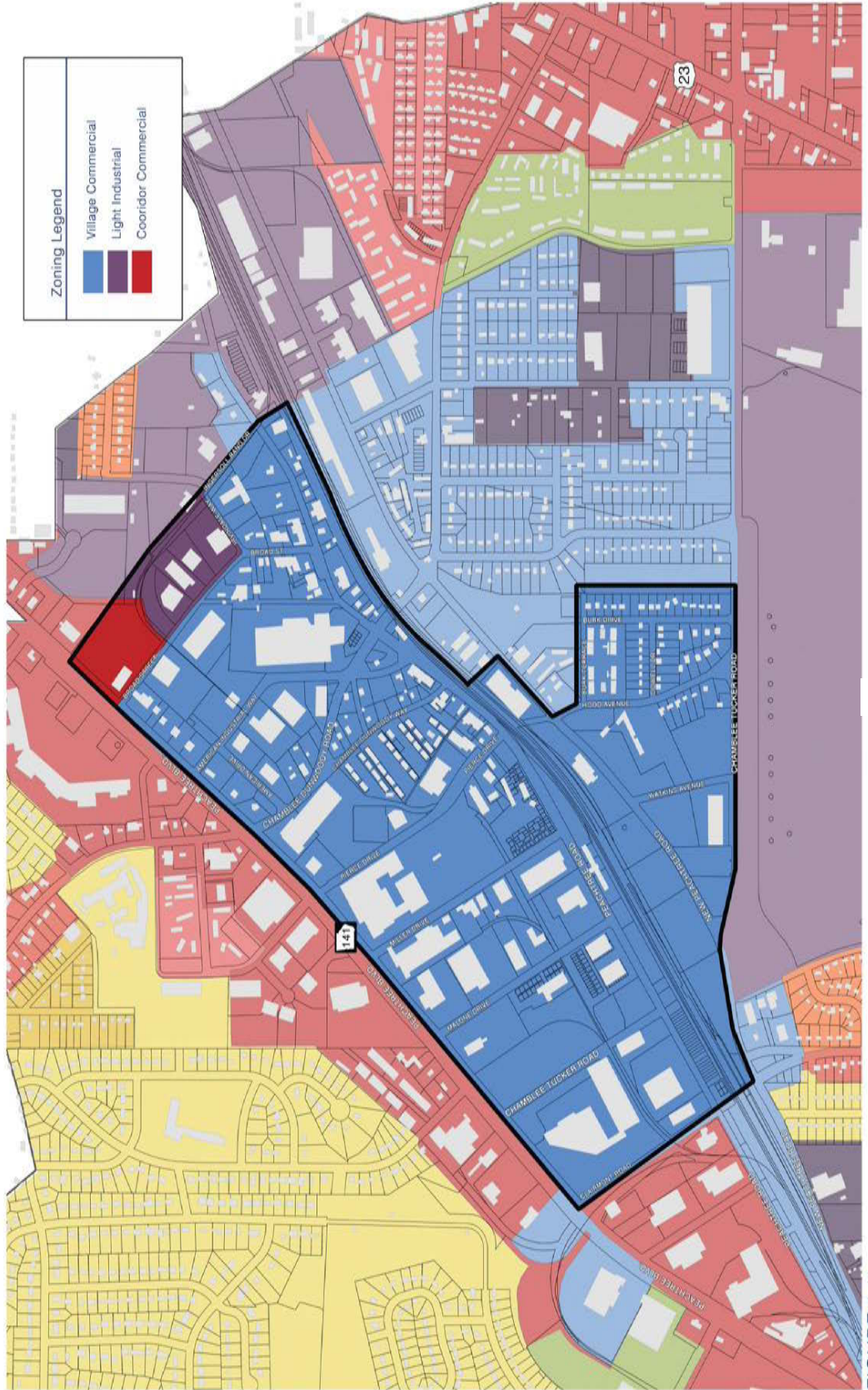


FIGURE 1.4



10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

EXISTING TRANSPORTATION INFRASTRUCTURE ROADWAY NETWORK

The study area includes one urban principal arterial, Peachtree Boulevard (SR 141), five minor arterials (Peachtree Road, Clairmont Road, Chamblee Tucker Road, New Peachtree Road, and Chamblee Dunwoody Road), one collector (Peachtree Road northeast of Chamblee Dunwoody Road), and a number of local roads not including driveways.

Based on Annual Average Daily Traffic (AADT) counts from the Georgia Department of Transportation (GDOT), Peachtree Boulevard carries over 35,000 vehicles per day, the highest traffic volume in the study area. Clairmont Road has the next highest traffic volumes in the area with approximately 13,000 vehicles per day. These two roadways do not have many useful sections of sidewalk and are primarily vehicle-oriented with high speeds, high vehicular volumes, and limited crossing opportunities. Figure 1.5 illustrates the existing roadway network.

EXISTING SIDEWALKS

The roadways immediately surrounding the MARTA transit station (Peachtree Road, Chamblee Tucker Road, and New Peachtree Road) primarily have sidewalks on both sides of the roadway with complete connections (100% both sides). The poorest conditions for pedestrians (meaning that significant gaps exist) are along Malone Drive, Pierce Drive, American Drive, and American Industrial Way northeast of Chamblee Dunwoody Road. The sections of roadway where sidewalks exist on only one side are Peachtree Road from Clairmont Road to Chamblee Tucker Road, parts of Malone Drive, Chamblee Dunwoody Way, Chamblee Dunwoody Road, Broad Street, and Peachtree Road from Chamblee Dunwoody Road to Ingersoll Rand Drive. Most sidewalks do not meet current streetscape guidelines except those recently constructed. Pedestrian crossings are sufficient throughout much of the study area, except when crossing Peachtree Boulevard, which is vehicle-oriented with high speeds and high vehicular volumes. These attributes make crossing the roadway difficult and dangerous for pedestrians. Figure 1.5 illustrates the existing sidewalk network.





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Kimley-Horn
 and Associates, Inc.

FIGURE 1.5



10-YEAR UPDATE FOR THE

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EXISTING TRANSIT

MARTA operates a heavy rail line and six bus routes within the study area. The bus routes include Routes 19, 25, 33, 47, 126, and 132. Route 25 runs along Peachtree Boulevard and Johnson Ferry Road. Routes 19, 33, 47, and 126 terminate at the south side of the Chamblee MARTA Station. Route 132 terminates at the north side of the Chamblee MARTA Station. The study area is serviced by a significant amount of reliable transit and has the potential to focus more Transit Oriented Development (TOD) in the area. Currently, The Chamblee MARTA rail station does not allow pedestrians to cross through the station without paying the fare. This creates an issue for transit users connecting between different bus routes and for pedestrians seeking a quicker route to downtown Chamblee. A map illustrating the existing transit routes is provided in the Appendix.

DEKALB CTP 2007

A Comprehensive Transportation Plan (CTP) was prepared for DeKalb County in 2007. While the full plan was never fully adopted by the County, it did provide a number of projects for the County to proceed on implementing projects. The following are the projects that existed within the study area:

- Two intersection projects were proposed to enhance the safety at the intersections
- New bus route configurations were proposed for Chamblee Tucker Road and Peachtree Boulevard
- Bicycle facility additions along Peachtree Road and New Peachtree Road
- Sidewalk additions along Clairmont Road and Chamblee Dunwoody Road
- Widening Peachtree Boulevard from 4 to 6 lanes

A new Comprehensive Transportation Plan is currently being developed for DeKalb County and set to be complete in March 2014. A map illustrating the DeKalb CTP 2007 is provided in the Appendix.





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REGIONAL TRANSPORTATION PLAN - PLAN 2040

The Atlanta Regional Commission (ARC) adopted the Regional Transportation Plan component of PLAN 2040 in 2009, as required by USDOT. The plan's five objectives focus on: serving people, building community, enhancing mobility, preserving the environment, and growing the economy.

There are two projects from that plan that are located within the LCI boundary. Both of these projects are long-term/aspirations. The first project is the widening of Peachtree Boulevard from four to six lanes. This project would allow for a better flow of traffic, but also make it challenging to make Peachtree Boulevard a more walkable and safe environment for pedestrians. The second project is the proposed commuter rail transit line that would connect inner-city Atlanta with Athens and the cities along the route. This project would use existing right-of-way and better connect the northeast suburbs of Atlanta to transit. The commuter rail is expected to help reduce congestion on Interstate 85. A map illustrating the Regional Transportation Plan 2040 is provided in the Appendix.

CHAMBLEE COMMUNITY ACTIVE LIVING PLAN (ALP)

The DeKalb County Board of Health completed the Chamblee Community ALP in 2011 to address the infrastructure needs to keep residents active. In the plan, there were recommendations made for improvements to sidewalks, crosswalks, bicycle facilities, and to reduce speeds on local roadways for better pedestrian and bicycle safety. The biggest project proposed within the LCI area is to add bicycle facilities and enhance sidewalks along Peachtree Road. This project would better connect the area around the MARTA rail station with the more traditional side of the LCI near the antique shops and City Hall. It also provides more pedestrian activity, which will provide a mechanism for denser, more transit-oriented development. The proposed recommendations for Peachtree Road also are in the Regional Bicycle and Pedestrian Plan. Similar recommendations also were made for New Peachtree Road, on the south end of the MARTA Station area.

As stated above, Peachtree Boulevard is challenging for pedestrians to cross. The crosswalk improvements proposed in the ALP are necessary. Providing improved and safer crosswalks for pedestrians will make the commercial areas along Peachtree Boulevard more pedestrian-friendly and accessible to Chamblee residents. A map illustrating the Chamblee Community ALP is provided in the Appendix.





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MARKET ANALYSIS POPULATION

In 2012 the LCI study area contained 1,831 residents. The largest age cohort in both 2000 and 2012 was 25-34 year-olds (Figure 1.6). All cohorts over age 25 reported growth between 2000 and 2012, led by the 45 and 54 age group. The largest loss was 138 persons in the 15-24 age cohort, representing a 35% decline. This cohort fell from second, to third-largest over the 12-year period, representing a decline in high-school and college students.

HOUSEHOLDS/INCOME

In 2012, there were 756 households in the LCI study area. From 2000 to 2012, the LCI added households in all income cohorts, but two-thirds of the growth was concentrated between \$50,000 and \$149,999. Households earning \$50,000-\$74,999 became the largest cohort by 2012, replacing the \$35,000-\$49,999 cohort. The LCI has become more affluent over the last 12 years, with 21% of households earning over \$100,000 in 2012, up from 10% in 2000. (Figure 1.7)

FIGURE 1.6: LCI POPULATION BY AGE 2000-2012

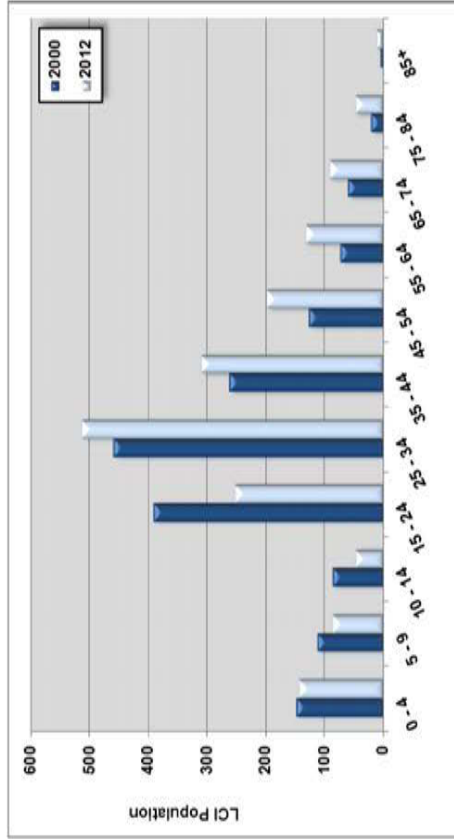
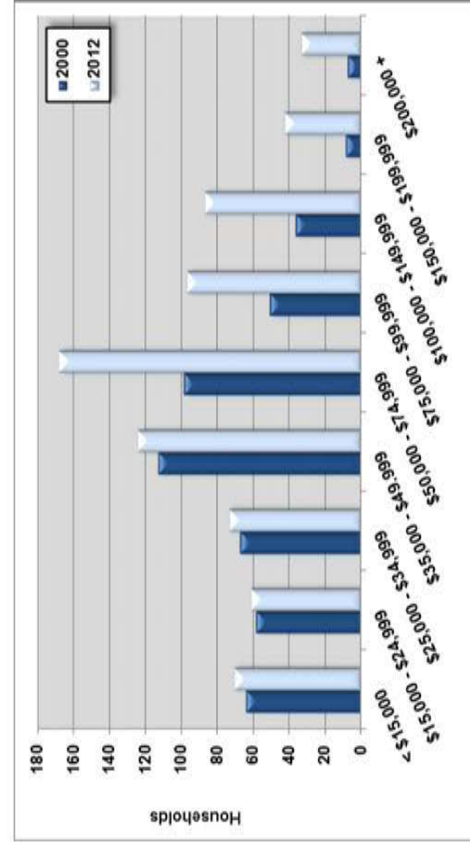


FIGURE 1.7: LCI HOUSEHOLD BY INCOME COHORT 2000-2012





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REAL ESTATE TRENDS

Nationally, the share of single-person households increased from 25.8% in 2000 to 26.7% in 2010, while the percentage of two-person households declined. During the same time period, the LCI's one-person household share increased more significantly from 16.6% to 40.3%. Two-person households increased substantially as well, with households of 3-5 persons or more.

The LCI had an owner-occupied share of 35% in 2012, down from 38% in 2000. However, the renter-occupied share also decreased from 56% to 44%, attributable to a dramatic rise in vacancy from 6.4% to 20.9%. This level of vacancy is well above a 7%-8% standard equilibrium for housing markets is not sustainable over the long-term.

EMPLOYMENT

While trend data was not available for the LCI, Transportation Analysis Zone (TAZ) data from ARC was used to determine a 2010 snapshot of employment. Some TAZ's were located entirely in the LCI, while others partially in the LCI were estimated on an area weighted basis. The majority of 2,136 LCI jobs are in retail trade (25.5%), Information (21.3%), and Construction (12.0%). (Figure 1.8)

FIGURE 1.8: LCI EMPLOYMENT 2010

Industry	Jobs	% of Total
Agriculture and Mining	0	0.0%
Construction	256	12.0%
Manufacturing	58	2.7%
Wholesale Trade	123	5.8%
Retail Trade	544	25.5%
Transportation, Warehousing & Utilities	77	3.6%
Information	455	21.3%
F.I.R.E.	59	2.8%
Professional Services	186	8.7%
Educational Services	39	1.8%
Healthcare and Social Assistance	86	4.0%
Other Services	179	8.4%
Public Administration	73	3.4%
Total	2,136	100.0%

Source: ESRI, Georgia DOL, Kimley-Horn and Associates

Submarket vacancy peaked at 11.2% in 2009, following two years of completions outpacing demand. The Submarket subsequently rebounded with strong net absorption in 2010, combined with limited deliveries in 2011 and 2012. The vacancy rate fell to 6% by year's-end 2012. These trends mirrored the nation over the same period.

For the last five years, the average monthly rent in the North DeKalb Submarket has been around \$80 per month higher than the larger Atlanta Metro area. As of year-end 2012, the Submarket average rent of \$959 was 5.1% higher than \$912 in 2009. The Atlanta Metro was slower to recover, with the average rent of \$873 in 2012 up only 3.3% from \$845 in 2009.

There was only one year of inventory growth between 2008 and 2012, attributable to the conversion of single-tenant buildings to multi-tenant space. Net absorption was negative in all years except for 2009. The vacancy rate increased from 9.6% in 2008-2009 to 14.6% in 2012, indicating the impact of job losses during and after the 2007-2009 recession.

Monthly rents in the Northeast Atlanta/I-85 Submarket have been trending around \$3.50 per month less than that of the larger Atlanta Metro Area, reflecting the concentration of older product constructed in the 1960's and 1970's. Rents in both the Submarket and the larger metro area are virtually unchanged from 2008.



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Retail center completions have been on the decline since 2008, with no space added between 2010 and 2012. Net absorption was negative in four of the five years, with the only positive measure of 23,000 square feet in 2011. Since increasing sharply to 15.9% in 2009, the vacancy rate has posted no improvement. This reflects the impact of job losses and static wages on consumer spending during and after the 2007-2009 recession, as well as retrenchment and consolidation in national retail chains.

The average retail rent for the Submarket was \$18.69 in both 2009 and 2012, reflecting generally flat supply and demand trends. During the same period, the Atlanta Metro Area posted a decline in average retail rent from \$17.49 to \$17.19. As a result, the Submarket premium increased from \$1.20 (6.4%) to \$1.50 (8%).

MARKET SWOT ANALYSIS

The information on the following page represents a strategic, forward-looking evaluation of the LCI's strengths, weaknesses, opportunities, and threats (SWOT), grounded in facts and informed thinking about the future. It combines quantitative real estate, economic, and demographic analysis with qualitative research, including stakeholder interviews with community leaders, area businesses, and local civic organizations.





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Strengths

- MARTA transit station provides comparatively quick access to regional employment centers
- MARTA-owned parcels adjacent to transit station are well-positioned for redevelopment and location inside I-285
- Equidistant to Buckhead and Perimeter Center employment and regional retail
- Comparative housing affordability for areas inside I-285 and west of I-85
- Strong local school performance
- Growing higher-income household base, with 21% earning over \$100k in 2012, more than double the 10% share in 2000
- Large and growing 25-34 age cohort
- Strong citizen participation in planning efforts and support for growth in LCI

Weaknesses

- Limited visibility from Peachtree Boulevard
- MARTA and Norfolk Southern railroad lines bisect LCI, creating a two-sided market
- Two "competing" nodes of historic downtown and MARTA station along Peachtree Road
- High share of existing commercial buildings and housing stock are suffering from physical and economic obsolescence
- Excessive housing vacancy rate of 21% in 2012
- Lack of major private-sector employers
- Absence of newer hotels owned or operated by major national chains

Opportunities

- Several large vacant or underutilized parcels available for redevelopment, including those owned by MARTA
- Rapidly increasing share of one- and two-person households creates demand for smaller housing units
- Growth of Generation Y and Baby Boom age cohorts and national shift toward rental housing create demand for higher-quality apartments
- New housing will increase demand for retail, professional services, and restaurants
- Professional office space will accommodate growth for employers seeking close proximity to MARTA station and a mixed-use environment near I-285
- Office employment growth will support hotels

Threats

- General Motors Plant redevelopment in adjacent Doraville could "steal" market share from Chamblee LCI
- City zoning codes requiring retail uses to occupy the entire first floor of multi-family buildings and steel/concrete construction are not supported by current land/development economics shaping Chamblee LCI
- Resistance to rental housing could cause Chamblee LCI to get bypassed in current development cycle

PART 2 : CONCEPT PLAN

CHAMBLEE LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE





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CONCEPT PLAN

Based on the market analysis, analysis of existing conditions, and a series of public workshops, the Planning Team drafted a series of conceptual diagrams to present four alternative land development scenarios for Chamblee's Town Center. These development scenarios were based on a framework plan that identified two key development modes, the Chamblee Transit Oriented Development (TOD) subarea and Downtown subarea. Within each development area alternative concepts were developed to build upon existing surrounding development and take advantage of subarea opportunities.

This section is broken into three main sections - existing issues and opportunities, a framework plan for the LCI Area, and illustration of the 4 subarea concepts - each building upon one another to formulate a cohesive approach and vision to future development.

The issues and opportunities section uses the inventory and assessment to inform and identify parcels of land within the LCI that are susceptible or likely to change.

The framework plan takes these potential development parcels and provides a general development strategy to identify and clarify desired future development patterns. The framework plan also identifies potential connections through the identification of corridor, multi-modal, and intersection improvements linking potential development nodes together in a more walkable manner.

The subarea concepts take the framework plan one step further by providing potential concept plans to key development opportunity areas. The TOD subarea is almost fully developed. The subarea concept for this node builds upon the existing development and looks to create a more centralized space, oriented to regional MARTA traffic, while the Downtown Subarea has three concepts, each identifying potential development opportunities within the Downtown subarea.

This section illustrates Chamblee's future development potential and lays the foundation for the infrastructure improvements that can improve downtown connectivity and link future development.



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ISSUES AND OPPORTUNITIES

A series of eleven stakeholder interviews and two public meetings were held at the Chamblee Civic Center and City Hall to create an understanding of existing opinions of the Chamblee LCI study area, including - strengths, weaknesses, opportunities, and threats. Participants in stakeholder interviews and public meetings included the Mayor and members of City Council, MARTA representatives, local property owners, business owners, the Downtown Development Authority, Chamblee Business Association, representatives of local neighborhoods and downtown residents, as well as officials from Senior Connections, Center for Pan Asian Community Services, CDC, US General Services Administration and DeKalb Peachtree Airport.

This analysis along with the inventory and assessment in the previous section and a series of public workshops were used to inform the planning effort and create the updated LCI Concept Plan. This updated concept plan is intended to provide a framework for redevelopment and growth within the study area, informed by the market assessment contained within in this report.

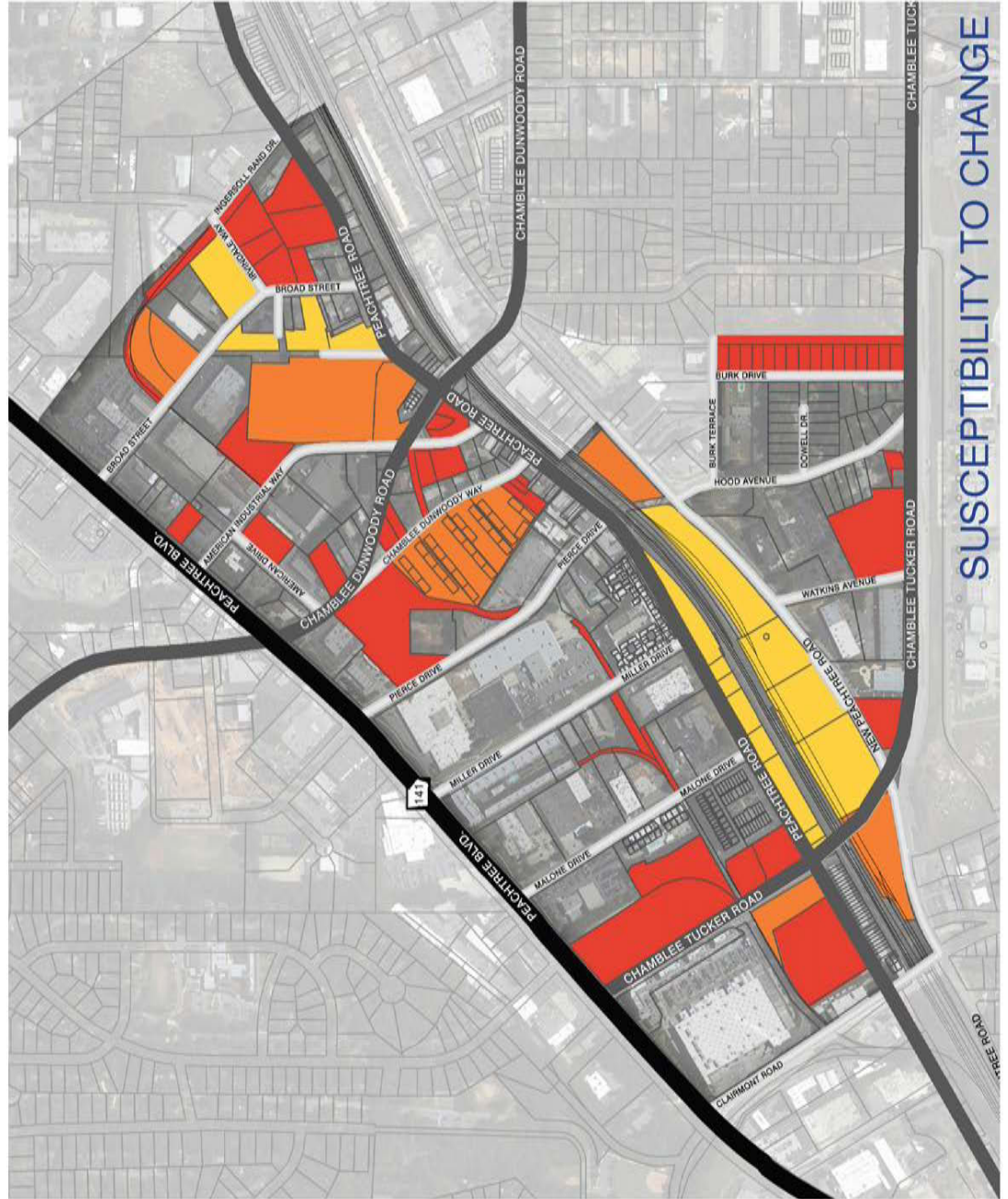
As a first step, the planning team reviewed information from the Inventory and Assessment Phase to identify parcels within the study area that were most likely to change in the near future. Identified parcels were assigned one of three categories - low susceptibility to change, medium susceptibility to change, and high susceptibility to change.

Generally, properties designated low susceptibility were parcels that were recently developed or were active residential properties. The remaining categories of medium and high Susceptibility were more subjective due to varying degrees of influential factors. Some of these factors included but were not limited to land uses that have short life-cycles, the age or quality of the development, and properties exhibiting vacancy. Properties that were designated medium susceptibility to change were generally older retail structures that will reach the end of their typical life cycle within the next few years. Highly susceptible properties are generally vacant and, undeveloped, or might soon see or require reinvestment due to available land or significant underutilization.

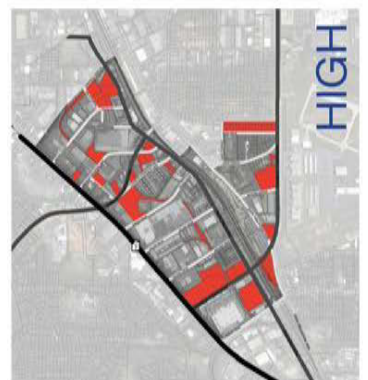
The susceptibility to change map shown in Figure 2.1 points out the notion as discussed in other portions of this report that two development nodes are emerging, the TOD subarea and the Downtown subarea. It also points out that much of the land within the study area is subject to redevelopment. Finally, while the map shows many properties are prime for redevelopment, those along the most traveled corridor, Peachtree Boulevard, are not as likely to redevelop in the short-term, either because they consist of new uses, or are smaller parcels which will be challenging to redevelop without additional assemblage under the existing zoning regulations.



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SUSCEPTIBILITY TO CHANGE





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FRAMEWORK PLAN

Through public workshops and consideration of the properties most susceptible to change, the planning team worked with City representatives and the public to develop a Framework Plan to guide future policy and development. The Framework Plan identifies two subareas within the LCI study boundaries and outlines recommended development and redevelopment strategies and attributes based on a combination of market opportunities, physical constraints, community vision, and civic need.

The two subareas strengthen existing development by building upon the area's existing character.

The TOD subarea, is adjacent to the Chamblee MARTA rail station in the southwestern portion of the LCI study area, along and near the intersection of Chamblee Tucker Road and Peachtree Road. This area not only contains several recent commercial and residential developments, but also several vacant and underutilized properties, both privately- and MARTA-owned. This area has an established street grid network in which to support additional development.

The second subarea is the Downtown subarea, located in the northeast portion of the LCI study area including the existing historic downtown and City Hall along Peachtree Road and Broad Street. This subarea varies in character from the TOD subarea in several ways. It is located approximately ½ mile from the Chamblee MARTA rail station, making it less accessible by transit. Vacant and underutilized properties are scattered throughout this subarea, and the environment is distinctly more small-town commercial and institutional rather than multi-family and larger-scale retail.

These subareas (shown in Figure 2.2) along with the identification of major pedestrian and vehicular improvements and the updated market study, inform the Concept Plan and the following subarea concepts.





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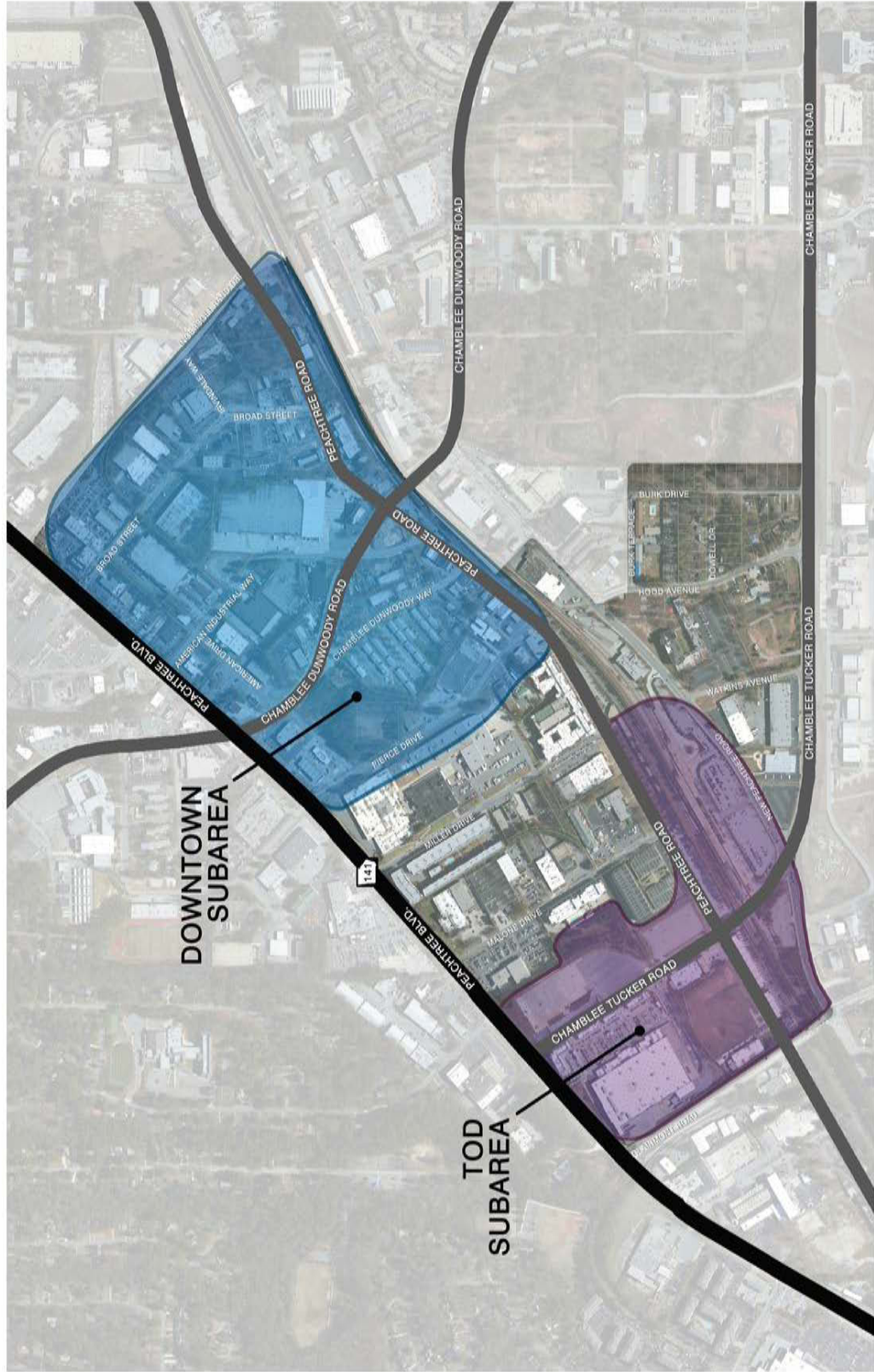


FIGURE 2.2 - FRAMEWORK PLAN



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SUBAREA CONCEPTS

After identifying the TOD Subarea and the Downtown Subareas, the Planning Team worked to create four subarea concepts. Development Node A provides a concept site layout plan for the TOD subarea, while Development Nodes B, C, and D provide three different concept options for the Downtown subarea. Figure 2.3 shows the location of each of the development nodes.

Each of the following Development Node Concepts illustrate scenarios that are consistent with the community vision and can be implemented over the next 10-20 years. They are meant to illustrate and reinforce the ideas behind a strong street grid, integration of community green space, and high-quality development.





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FIGURE 2.3 - DEVELOPMENT NODES



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FIGURE 2.4 - DEVELOPMENT NODE A

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DEVELOPMENT NODE A

Development Node A focuses on the continued redevelopment and build-out of the original LCI TOD area, placing compatible mixed-use development adjacent to the existing Chamblee Village development. Future development in this area is most likely to be multi-family residential and/or mixed-use to take advantage of vacant parcels proximity to MARTA and Downtown Chamblee. Many of the available parcels are MARTA-owned and will require transit supportive densities to lease or purchase the sites.

The Concept Plan emphasizes urban design principles that foster a more walkable community and pedestrian connections at key intersections across Chamblee Tucker Road. Parking structures are appropriate in this subarea to support residential and commercial densities in transit supported places.

A key feature of this land use concept is the development of a public space along the Chamblee Rail Trail conversion project that is proposed through the area from the MARTA station to downtown. The trail links to existing phases of the Chamblee Rail Trail project that parallel Clairmont Road (Perimeter Trail). MARTA owns an approximate 2.5 acre parcel that is used for a detention pond adjacent to its vacant parking lot and the Chamblee Rail Trail. The City may wish to partner with MARTA to design and construct a City Park above or adjacent to a regional underground detention pond at this location. Once constructed, the City could sell or lease detention capacity to adjacent developments to provide a regional environmental feature and public park space.

Development on the southern side of Peachtree Road and MARTA looks to mirror the existing linear residential development south of Peachtree Road west of Chamblee-Tucker, placing residential development in the existing MARTA parking lots and bus docking station. Development on and adjacent to the Chamblee MARTA station should be of significant intensity to create a destination and/or support additional ridership. MARTA station area developments also should provide strong, safe pedestrian connections between development and the MARTA train station. Figure 2.4 provides an illustration of the potential land use concept for Development Node A.

It should be noted that several parcels shown in this concept are owned by MARTA. While market forces indicate this area is experiencing pressures for redevelopment, potential developers will need to work with both MARTA and the City to establish development concepts that meet both MARTA's policies for parcels adjacent to MARTA stations and the City's zoning and LCI Goals.



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FIGURE 2.5 - DEVELOPMENT NODE B

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DEVELOPMENT NODE B

Development Nodes B, C, and D conceptualize the Downtown subarea in three different areas. One key feature that can be found in each concept is that proposed future development incorporates a central public green space, providing a community space for civic gatherings and community events. While each of the three downtown concept plans can be developed over time, the market analysis clearly indicates that the City should not pursue all three areas immediately. Rather, the City of Chamblee should select one of the development scenarios to pursue and incentivize and allow the other development concepts to serve as a guide for future public sector investments.

Development Node B, shown in Figure 2.5, is the first of three concepts for the Downtown subarea. Because it is the southwestern most concept, it also is the closest to the MARTA station - only 2,000 feet from the MARTA entrance. This makes this concept ideal for continued connection to Chamblee's regional access point. This concept takes the underdeveloped areas located between Chamblee Dunwoody Road, Peachtree Road, and American Industrial Way and further matures the street grid to accommodate a significant green space at the corner of Peachtree Road and Chamblee Dunwoody Way. This green space then serves as the organizing element for the surrounding development by framing all future development with an internal walkable civic and green space. It is important to note that this concept also has the most impact to existing infrastructure with the realignment of three roadways and requires the complete redevelopment of an existing multi-family residential development.

Concept B focuses redevelopment along the Chamblee Dunwoody Road corridor, which has been identified by City Council as a priority corridor. It also seeks to reinforce the street edge along Peachtree Road and opens up opportunities for additional parking to serve existing businesses along Peachtree Road which currently experience parking shortages. This site is however, separated from City Hall and will likely require a substantial amount of utility and infrastructure work.



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FIGURE 2.6 - DEVELOPMENT NODE C

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DEVELOPMENT NODE C

Development Node C, shown in Figure 2.6, uses the land that currently serves a large industrial facility along American Industrial Way. Due to its medium susceptibility to change and the vast size of the property, this site has significant potential to anchor future surrounding development.

Through the reclamation of this site, this concept looks to reorient development around a large central green space. The location of this green space will provide an alternate orientation of Chamblee's most prized civic structures - Chamblee City Hall, the Police Station, and Civic Center - as they border the east side of the potential green space. This reorientation would provide a strong connection from Broad Street to American Industrial Way with increased visibility of the historic Antique District and the revitalization of some of Chamblee's largest industrial buildings. Though this concept is further from the Chamblee MARTA station, about 2,500 feet at its closest point, it does allow Chamblee to formalize its downtown by activating existing city assets, while still being within a reasonable walking distance to MARTA.



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FIGURE 2.7 - DEVELOPMENT NODE D

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DEVELOPMENT NODE D

Development Node D, shown in Figure 2.7, uses the highly developable parcels of land that are along Broad Street between Peachtree Road and the Antique District. It recognizes the amenity this existing downtown street is and looks to reinforce Broad Street with new development, while preserving its character. Parking is provided within the development, leaving store frontages close to the street. The anchor green space for this concept is centered at the intersection of Broad Street and Irwindale Way. The open area becomes a place for the pedestrian and slows vehicular traffic along Broad Street. While the development concept shows Broad Street through the green space, the open space can be positioned to one side or the other of Broad Street as additional land is secured from the City's property, the Chamblee Bistro, or future private redevelopment on the east side of Broad Street. Several of the parcels represented in this concept have recently become available and are prime for redevelopment.

This concept accomplishes many of the goals of the City by activating existing City assets like City Hall and embracing Broad Street, which is identified in zoning regulations as a store front street. This concept is the furthest from MARTA, over 4,000 feet, which may not be perceived as within walking distance to MARTA by some.

PART 3 : RECOMMENDATIONS

CHAMBLEE LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE

A CITY
ON THE **RIGHT**
TRACK

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RECOMMENDATIONS

The planning team worked with City of Chamblee staff, local businesses, local stakeholders, and Chamblee residents to develop a list of recommendations to guide future policy, development, and transportation initiatives within the Chamblee LCI study area. These recommendations are broken into two primary categories, Development Recommendations and Transportation Recommendations. Each set of recommendations has a subset of topics and categories as follows:

Development Recommendations:

- Comprehensive Plan Update and Land Use Policy
- Urban Design Priorities
- Historic Resources
- Market/Economic Development
- Lifelong Community Strategy
- Zoning Considerations

Transportation Recommendations:

- Pedestrian
- Bicycle
- Corridor
- Gateway
- Parking
- Transit

Development recommendations are designed to allow for targeted growth in the downtown Chamblee area, reevaluate existing policies for their relevance in today's economic climate, provide strategic procedures for implementing the City's vision, and enhance the area's quality of life.

Transportation projects are an important focus of a successful LCI Plan. The Transportation Recommendations section provides a detailed list of specific transportation projects. Some of these projects were identified in previous planning efforts including the 2007 DeKalb County CTP, the Atlanta Regional Commission PLAN 2040, the Chamblee Community ALP, and the most recent 2012 Chamblee LCI Plan while others were identified through this LCI planning process by prioritized in public input sessions.

Key improvements are designed to improve safety, build connectivity, enhance multi-modal opportunities in the area and reduce congestion in key locations.

Each section includes a detailed description of specific recommendations and outlines how to best prioritize the City's LCI implementation investments over the next 5 - 10 years.



DEVELOPMENT RECOMMENDATIONS

The following recommendations include the full complement of land use and development initiatives that the City of Chamblee may consider to encourage and catalyze appropriate downtown development in keeping with the City's LCI vision. Several recommendations relate to city policy (Comprehensive Plan Updates and Land Use and Zoning policy) while others provide guidance.

The Development Recommendations are broken into the following categories:

- Comprehensive Plan Update and Land Use Policy
- Urban Design Priorities
- Historic Resources
- Market/Economic Development
- Lifelong Community Strategy
- Zoning Considerations



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COMPREHENSIVE PLAN UPDATE AND LAND USE POLICY

As part of the adoption of this LCI Plan, the City should incorporate the plan as an amendment to its Comprehensive Plan. The City's most recent Comprehensive Plan was developed in 2006 and substantially amended in 2011. The 2011 Future Development Map identifies the Mid City District, which is synonymous with the TOD Subarea contain in this LCI (the area bounded by Clairmont Road, Peachtree Road, Pierce Drive, and Peachtree Boulevard). The Historic City Core identified in the 2011 Comprehensive Plan Amendment is largely located along Peachtree Road between Pierce Drive and North Peachtree Road. The Comprehensive Plan contrasts with the City's current zoning regulations where the Village Center zoning district covers the entirety of the LCI Study Area.

The LCI Plan recommends maintaining the Mid City District as illustrated in 2011 and expanding the Historic City Core to include all areas between Peachtree Road and Peachtree Boulevard from Pierce Drive to east of Broad Street.

Expansion of the Village Center zoning district was a recognition that some development types (multi-story, mixed-use, walkable) are both appropriate and desired in both the Mid City District and the Historic City Core. While that may be true, the two districts should be distinguishable and emphasize different priorities. The TOD area lends itself to larger developments with greater density (current height limit is 75 feet), larger retailers, and more contemporary architecture. While the Historic City Core should generally consider slightly less density/building heights (no more than 4-5 stories), a greater degree of open space, and a higher sensitivity to more traditional architectural features that blend with the area's history and character.

The City may also consider a third subarea along Peachtree Boulevard. Due to the higher volumes of traffic, larger setbacks and green space, similar to that already implemented between Malone and Pierce Drives, an additional subarea may be appropriate along Peachtree Boulevard. Additionally, greater density may be necessary and appropriate along the east side of Peachtree Boulevard to provide a greater residential and office base, form gateways and connections between Peachtree Boulevard and Chamblee's Town Center, and have a stronger presence (larger appearance) along the major arterial roadway. A recent code modification recognized this need raising the potential height limit on Peachtree Boulevard to 90 feet.

As described in the market analysis, office and retail demand will likely remain modest over the next 25 years. For that reason, the land use recommendations below are intended to provide general affirmation and direction to create a critical mass of development that forms a more economically sustainable town center.

Chamblee Town Center Livable Centers Initiative



Continue to encourage mixed-use development in key locations. Residential market demand is expected to remain strong over the next 5-10 years within the Chamblee Town Center. While mixed use development in the town center may be primarily residential on upper floors, downtown mixed use development should include retail, restaurant, and office uses as well. Special interest should be given to attracting office uses, which will increase pedestrian activity during the day and into the early evening and support additional retail over time. While ground floor commercial is an important element of walkable downtown areas, it is unlikely that the current and future residential base can support street-front commercial on all Downtown Streets. The Planning Team would encourage the city to consider requiring streetfront commercial on the highest priority pedestrian streets such as Peachtree Road, Broad Street, Chamblee Dunwoody Road, and Chamblee Tucker Road, to name a few, as well as reducing or eliminating the storefront retail requirement on less primary streets.

Support a variety of housing types.

There is a growing demand for senior services within the LCI study area. Additional senior housing should be pursued to support these senior services without the need to transport seniors from out of the area. Workforce housing, housing available to workers within a reasonable proximity to their work place, should also be a priority. Measures such as reducing the minimum or average dwelling unit size will increase the opportunity for this sector of the market. Greater diversity in housing types will not only make Chamblee attractive to a wider cross section of the population, but will also protect the City to some degree from overbuilding any one unit type, which could result in future vacancies and redevelopment issues.

Incorporate the Chamblee Rail Trail and Open Space into redevelopment efforts.

While Chamblee's development code includes strict requirements to encourage quality development, one of the elements that can improve the Chamblee LCI Area is embracing the proposed Town Center trail system and community open space as part of redevelopment efforts. In order to maintain its push for quality development, but also improve the area's character and livability, the City might consider adding flexibility to some

of this development regulations in return for encouraging additional and higher quality outdoor spaces.

Seek opportunities along the Peachtree Boulevard Corridor.

Peachtree Boulevard carried an average of 35,440 vehicles per day in 2012. The City should focus efforts on enabling the consolidation of parcels to create development opportunities along the corridor (especially along the east side) in order to connect Peachtree Boulevard to the historic downtown area along Peachtree Road, currently hidden from and not apparent from Peachtree Boulevard.



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URBAN DESIGN PRIORITIES

The Chamblee Town Center LCI study area has a well-defined street grid network and excellent access to transit. The City should build on this framework by maintaining policies and strategies that continue to create greater connectivity, civic space, and high-quality developments.

TOD SUBAREA

The Transit Oriented Development (TOD) subarea, is located adjacent to the Chamblee MARTA rail station in the southwestern portion of the LCI study area, along and near the intersection of Chamblee Tucker Road and Peachtree Road (See Figure 2.2). This area contains several recent commercial and residential developments, but also contains several vacant and underutilized properties, both private and MARTA-owned. This area has an established street grid network in which to support additional development.

Market pressures are already in place within the TOD subarea, as several developments are currently in the City's review process. The below strategies should be deployed to ensure that future development in the **TOD subarea** is done so in a high-quality, walkable manner.

Continue to work with Developers to ensure that development around the existing MARTA rail station is walkable.

Market pressures are in play in areas closest to the MARTA rail station. The City should work with both MARTA and developers to provide maximum pedestrian and bicycle connectivity to each new development in this area.

Seek high-quality development immediately adjacent to the MARTA rail station.

The City should work with MARTA and private developers to build on MARTA owned properties adjacent to the MARTA rail station, primarily along the northwest side of the platform. Development should be connected directly to the rail station with well lit, inviting corridors lined with active uses. This will aid in visibility, safety and convenience for users.

Develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive.

This property is wooded and undeveloped and currently serves in a limited capacity as a detention area. The City should work with MARTA and private developers to design a park to serve as a regional stormwater detention area as well as serve as a public space for adjacent properties and the larger Chamblee community. The site is conveniently located along the proposed Chamblee Rail Trail extension and adjacent developments. It should have convenient access to adjacent uses and include public amenities such as a dog park (replacing the current Malone Lofts dog park), a walking trail and seating areas.

Provide safe and convenient access to future Chamblee Rail Trail extensions.

The City should work with developers and MARTA to provide safe and convenient access from the proposed Chamblee Rail Trail into adjacent properties.

Adopt a long-range maintenance plan for parks and green space.

With existing facilities as well as proposed new parks and multi-use paths, the City will have more public and civic space to maintain. Allocating funds for parks and recreation maintenance will help ensure that facilities are kept at a high level that encourages the public to make use of the facilities.

Seek opportunities for alternative fuel source stations in public or semi-public places.

The City recently acquired three electric vehicle charging stations. These recharging stations will be located at various locations throughout the City. The City should seek acquisition of additional electric vehicle charging stations and place them in additional locations throughout the Downtown area to showcase its commitment to environmentally sensitive solutions.



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Develop Brownfield Evaluation and Designation Criteria.

The City should perform an evaluation of brownfield sites location within the City Center and throughout the City. Incentives should be provided to developers who desire to redevelop on these sites. Incentives may include local subsidies or staff to provide assistance to the developer for receiving state and federal grants for redeveloping the sites.

DOWNTOWN SUBAREA

The Downtown subarea is located along the northeast portion of the LCI study area near the existing historic downtown and City Hall along Peachtree Road and Broad Street (See Figure 2.2). This subarea varies in character from the TOD subarea in several ways. It is located approximately ½ mile from the Chamblee MARTA rail station, making it less accessible by transit.

Market forces are also not quite as prevalent as in the Downtown subarea and vacant and underutilized properties are more scattered throughout this subarea. Future development within the Downtown subarea will need to have a much more targeted approach in order to create a concentration of density that is sustainable and attracts additional development. The strategies listed below should be deployed to ensure that future development in the **Downtown subarea** is undertaken in a strategic manner.

Determine the preferred location for additional downtown district development.

As described earlier in this report, three specific locations have been identified as potential areas of focus for downtown district expansion and redevelopment. One includes redevelopment along Broad Street, one along American Industrial Way, and one along Chamblee Dunwoody Way. While opportunities for each of these areas vary, the City should prioritize one of the concepts to aggressively pursue. Focusing redevelopment opportunities in one area, rather than in all three areas, will allow for a more targeted development process that will begin to build a critical mass for future redevelopment to catalyze additional investment. Focus upon one area will also reduce the potential for overdevelopment, beyond what the current market can support.

Invest in a civic green space.

Throughout the public involvement process, the community voiced a strong desire for a more formalized green space within the Downtown subarea. As redevelopment begins to occur in the Downtown subarea, the City should partner with developers to design and construct civic space that works in tandem with new development. The City should begin now investigating funding mechanisms for all or a portion of the park. If the City can acquire land within the downtown area, one proven strategy is to develop a community green space and then sell adjacent development property to recoup some or all of the initial funding or to fund park improvements.

Extend historic architectural 'look and feel' of downtown Chamblee.

The City should work with developers to ensure that building materials and architecture is context sensitive within the Downtown subarea and relates to the existing historic/pedestrian oriented character of existing 'old town' Chamblee. The City may consider developing a template of acceptable building materials to ensure new development follows these standards. Attention should also be given to pedestrian scale signage and architectural features between Pierce and Broad Street.

Integrate the Chamblee Rail Trail extension through the Downtown subarea.

Existing rail spurs and vacant parcels are more limited in this area than they are in the TOD subarea. The City should work with developers to continue the extension of the Rail Trail by determining a set alignment and building the trail as redevelopment occurs. The trail should have safe and convenient access into adjacent properties.



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HISTORIC RESOURCES

The downtown Chamblee Town Center has a strong historic character along Peachtree Road on the eastern side of the study area. The following policies, strategies and projects should be pursued in order to leverage and enhance this historic “look and feel” of Downtown Chamblee.

Become an active participant in the Main Street program.

Chamblee recently joined the Main Street program administered by the National Trust for Historic Preservation. The National Main Street Center, Inc. works with a nationwide network of communities to encourage preservation-based economic revitalization. The Center provides information, offers technical assistance, holds conferences and workshops, and conducts research and advocacy on critical revitalization issues. The program also helps cities identify potential grants for minor improvements such as signage, streetscapes, etc. The City should leverage the resources available through the Main Street program in order to revitalize the historic downtown along Peachtree Road.

Educate commercial property owners about historic preservation tax credits and the Georgia Cities Foundation loan program.

State and Federal government tax incentives are available for owners of a historic property who carry out a substantial rehabilitation. All properties must be listed in, or eligible for, the National/Georgia Register of Historic Places, either individually or as part of a National/Georgia Register Historic District. The City of Chamblee should work to expand the use of this tool. More information on this can be found online at:

<http://georgiashpo.org/incentives/tax>

To date, the Georgia Cities Foundation has provided 15 loans totaling \$1,477,725 for energy efficient improvement projects in 11 cities. The total cost for the 15 projects is \$1,872,790. Projects have been funded in the following cities: Atlanta, Augusta, Cartersville, Gray, Kennesaw, Marietta, Richmond Hill, Savannah, Washington, Milledgeville, Valdosta. The City of Chamblee should seek loan opportunities with this organization. More information on this can be found online at:

www.georgiacitiesfoundation.org

Develop marketing collateral that highlights Chamblee’s Historic Downtown.

Material should be used in correspondence with potential retailers, office tenants, and other commercial entities as a separator between Chamblee and other locations without the same character. This branding should also be used in branding and signage efforts along Peachtree Boulevard, Chamblee Tucker Road and Chamblee Dunwoody Road.

Create architectural standards for historically designated areas, such as Antique Row and the Downtown Subarea.

The City should work with developers to ensure that building materials and architecture are context sensitive within the Downtown subarea and relates to the existing historic character of existing ‘old town’ Chamblee and Antique Row. The City may consider developing a template of acceptable building materials to ensure new development follows these standards. Public art should also be encouraged.

Chamblee Town Center Livable Centers Initiative



MARKET/ECONOMIC DEVELOPMENT

As discussed in the Market Analysis portion of this report, the Chamblee Town Center LCI is conveniently located within the Atlanta Region and demographic trends indicate strong demand for diverse housing development. At the same time, the study area competes for office and retail development with adjacent activity centers including Buckhead, Brookhaven, Doraville (most notably the redevelopment of the GM plant), Dunwoody, and Perimeter Center. This competition will require that the City develop a targeted plan to attract high-quality commercial development.

The City should continue to embrace and attract a variety of residential product types, which will increase the demand for additional retail, restaurants and nightlife, as well as provide a more competitive environment for office space. At some point in the future, a greater critical mass of development may create enough demand for one or more limited service hotels.

The following policies, strategies and projects should be considered to support quality residential development while attracting additional office, retail and other commercial development. The following initiatives are generally listed in order of priority.

Hire or appoint a new Economic Development Manager.

The City is currently in the process of recruiting for this position. The Manager's role will be to set the strategic direction of economic development for the City and investigate/pursue each of the recommendations in this section. The Economic Development Manager should also work closely with City Council and the newly created DOWNTOWN DEVELOPMENT AUTHORITY (DDA) by bridging the gap between the two groups and helping establish goals for the DDA. The Director and the DDA should work together to market available sites for redevelopment and make their primary focus the Chamblee Town Center LCI study area.

Develop a "Road Map" for the DDA and determine a long-term funding mechanism.

The new Director of Economic Development should work with City Council and the DDA to develop a Road Map that includes a two-year and five-

year action plan for the DDA. The Plan should include a prioritized list of projects, initiatives and action items. A staffing plan should be included that addresses how each of the actions will be accomplished. Finally, potential sources of private funding should be investigated. Following development of the Road Map, City Council should approve a long-term funding strategy to maintain the strength and mission of the DDA. One of the key features of the DDA is the ability to acquire, hold, and sell key properties. When the City pursues one of the Town Center development options (particularly Concept C or D), the DDA can play an important role in property assembly and disposition for commensurate private development.

Partner with MARTA and experienced developers to pursue mixed-use projects around the MARTA Chamblee rail station and on MARTA-owned properties.

As discussed in this report, there are several properties that MARTA currently owns near the rail station that are prime locations for redevelopment. Due to requirements on parking, lease structure, etc., developing on these properties can be more challenging than developing on private property. The City and staff representing the DDA should work together with MARTA and private developers to offer support such as marketing, incentives, and public/private partnerships for these properties. The DDA should provide staff that is an advocate for high-quality development and supports these redevelopment efforts.

Identify funding mechanisms for Transportation infrastructure improvements listed in this report.

Having funds available will provide a match for state and federal grant programs and make the City more competitive to receive various types of grants. The two most likely sources for project funding are from the City's general or capital improvements funding or the creation of a tax allocation district (TAD) for the Chamblee Town Center. A tax allocation district would utilize this LCI plan as the basis of an urban redevelopment plan and utilize future city revenue from new development in the area to fund design, engineering, and implementation of town center improvements. Other strategies could include a bond referendum or investiga-



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LIFELONG COMMUNITY STRATEGY

tion of “infrastructure” or “impact” fees in the town center area to create a fund for downtown improvements.

Create a Utility Relocation Fund.

The City should begin setting aside money in a utility relocation account that will give the City the ability to fund relocation of overhead utilities to underground along specific corridors. Emphasis should be given to storefront streets. This account may be funded by the City’s general fund and through fees assessed to property owners as properties redevelop.

Seek redevelopment opportunities and gateways to Downtown along Peachtree Boulevard.

One of the challenges of the historic downtown Chamblee Town Center is that it is located along Peachtree Road, which only carried 6,060 vehicles per day in 2012. Most retailers will not consider locating in areas with low traffic volumes. Peachtree Boulevard however, carried 35,440 vehicles per day in 2012, which is well over the volume that most retailers consider adequate. The challenge is that Downtown Chamblee is not visible to Peachtree Boulevard. To improve redevelopment potential along Peachtree Boulevard property consolidations or assemblies should be sought near gateways into Downtown Chamblee such as Broad Street, American Industrial Way and Chamblee Dunwoody Road. High quality redevelopment and gateway nodes should be constructed on these sites to form visible entries into Downtown Chamblee.

The Chamblee Town Center is already home to some senior services currently in place. As the region continues to grow and the baby boomers grow in numbers, additional consideration should be given to provide housing and services to seniors. The following strategies will aid in furthering the lifelong communities goals within the study area.

Focus additional senior housing and services around MARTA infrastructure.

Lifelong communities require a variety of transportation options. As our population ages, many individuals will no longer be able to drive. By focusing senior-related facilities near the MARTA rail station and along short-headway bus routes, seniors can maintain their freedom as they age.

Focus additional senior housing near retail and other services.

Seniors may not have the ability to drive or walk long distances. Locating senior housing nearby to local retailers, such as grocery stores, allow them to maintain dependence by allowing them have access to every day necessities without the help from others.

Work with the Atlanta Regional Commission Lifelong Communities division to incorporate best practices in design and program delivery for local seniors.

ARC’s LLC’s division has recently published an online guidebook called “Aging in Place: A Toolkit for Local Government’s” to help guide local governments in the planning and preparation for their aging populations. It presents a series of programs and zoning practices that expand alternatives available to older adults living in the community. A pdf of this document can be found online at :

http://www.atlantaregional.com/File%20Library/Local%20Gov%20Services/gs_cct_agingtool_1009.pdf

Chamblee Town Center Livable Centers Initiative



ZONING CONSIDERATIONS

Chamblee has one of the most progressive zoning ordinances in Georgia. In 2006, the City undertook a total overhaul of its ordinance as a result of the original LCI study prepared in 2001. The City's Zoning Ordinance included a new zoning designation, Village Commercial (VC), which was later extended to regulate almost all of the downtown and TOD area, as shown in Figure 1.4. This new designation includes many elements addressing urban form, such as building relationship to the street, allowable uses, and material types.

Many of the ordinances' individual stipulations are in keeping with urban form best practices that encourage walkability and in the best economic climate can be encouraged. Collectively, the full slate of regulations may be overly onerous and due to changed economic conditions and competition in nearby community may be preventing development from occurring in Chamblee. Based on maintaining the City's vision in this and previous LCI efforts, but acknowledging that market and development needs and forces change over time, these elements from the existing zoning ordinance should be reevaluated and potentially modified to provide greater flexibility in its administration:

Section 400 – The Village Commercial (VC) designation geographical coverage should be reevaluated.

The VC designation is stringent in its requirements as they pertain to urban form and allowable uses. The classification has also been applied to a large geographical area. That area includes most of the LCI study area, with the exception of a few parcels north of Broad Street and east of Peachtree Boulevard. The City should consider a VC-2 designation with relaxed site standards in physically constrained or less developable areas or consider modifications to distinguish the TOD Area from the Town Center area. While the difference may seek modest, differentiation between the TOD and Town Center area can limit competition and foster critical development mass in key locations.

Section 407 – Consider removing the requirement that mixed-use developments include between 20 and 80 percent residential uses. While the intent of the regulation is consistent with urban mixed-use building form, the requirement eliminates some development from the downtown area. Some Developments may be successful with a mixture of other uses that are not residential (office over retail) while other quality developments may be hindered by carrying 20% non-residential uses.

Section 902 – Consider removing the requirement that all utilities in both public and private rights-of-way be placed underground.

While well intentioned, the requirement to remove or underground utilities is financially constraining to smaller developments. Utility removal often requires public assistance or collective action beyond more than a single property owner. Rather than requiring removal as part of individual redevelopment projects, the City should consider conducting underground utility relocations along key corridors. This will lower the costs of the projects. Funding for these utility projects may either come from the City's general fund or from a specific account that includes utility fees for each property owner required when redevelopment occurs.

Section 906 – Consider removing the requirement that all residential uses on the first floor have individual entrances to the sidewalk.

In many cases, direct access to an adjacent sidewalk to a private residential dwelling is a safety/privacy concern. It is important to have windows and "eyes" on the street. However, this requirement may be more successful if applied to particular streets that are intended to have a more residential character or provided as an incentive rather than a requirement. Additionally, this requirement conflicts with the VC classification since non-residential uses are required on the first floor of any development in the Village Commercial area.





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Section 907 – Reconsider the streets designated as storefront streets.

Peachtree Boulevard, Broad Street, and Peachtree Road from Ingersoll Rand Drive to Pierce Drive are currently designated as storefront streets. Along those streets, retail and office uses, higher floor to ceiling heights, and greater facade transparency are required. Additional streets to consider for this designation include the following:

- Peachtree Road from Pierce Drive to Clairmont Road
- Chamblee Tucker Road from Peachtree Boulevard to Peachtree Road
- Chamblee Dunwoody Road from Peachtree Boulevard to New Peachtree Road
- American Industrial Way from Peachtree Boulevard to Peachtree Road

In lieu of designation of storefront streets, the City may consider reducing the geographical limits of the VC designated zoning classification to the areas in which these higher standards are desired or maintain storefront streets as those that require non-residential ground floor uses, but eliminate the requirement on non-storefront streets.

Section 908 – Consider requiring that development with any use, not just nonresidential, with more than 600 feet of frontage along a single street be divided into blocks having a minimum of 600 feet.

This is in keeping with urban form that supports walkability.

Section 1004 – Consider eliminating or raising the height limit in VC designated area.

As redevelopment occurs and land values escalate, consideration should be given to relaxing building height restrictions. Consideration for relaxing these restrictions should occur within the VC designated area or perhaps along the storefront designated streets. Consideration should also be given to applying a transitional height plane in order to protect property adjacent to VC designated parcels.

Section 1007 – Consider removing the minimum size requirement for one-, two-, and three-bedroom apartments or replace the minimum size requirement with a minimum average unit size.

As the market analysis describes, trends indicate that more households will contain only one person into the next 25 years. This primarily includes single professionals that may be seeking a smaller dwelling unit size. Allowing the market to dictate unit size is suggested. A more flexible strategy for maintaining a healthy mix of unit sizes may be to establish a minimum average unit size regulation rather than a minimum unit size.

Section 1007 – Consider removing the requirement that multifamily residential uses be located above nonresidential uses.

The market analysis indicates that nonresidential market demand is not strong enough to support occupying the space within the entire first floor of each potential development located within the VC district. Instead, consideration should be given to requiring that only a portion of the first floor be designated as nonresidential or that only storefront streets are required to have 100 percent nonresidential uses on the first floor.

In addition to the Zoning Ordinance, Chamblee's Code of Ordinances includes additional requirements on development within the City. Below is a suggested modification to the City's Development Regulations.

Section 93-1 – Consider modifying the requirement that all buildings three or more stories in height, excluding all single-family dwell-

ings, shall be constructed with concrete and steel framing materials. While requiring concrete and steel construction may serve to ensure a certain level of investment in the area, it is also financially prohibitive to lower scale development (less than 8-12 stories). Many high quality developments are constructed with a concrete podium (base) and stick frame (wood) construction above. The City should consider reducing the concrete and steel construction requirement to the base/first floor, maintaining the requirement only on storefront streets, or eliminating the requirement within the downtown sub-area. Over time, land economics may support taller buildings with all concrete and steel construction, but reliance on that requirement in the short term may prevent positive development from occurring in the area.



TRANSPORTATION RECOMMENDATIONS

The recommendations in this section are drawn from an in-depth local assessment of existing conditions and a series of public meetings where detailed public input was sought from the citizens, businesses, local stakeholders, and City of Chamblee staff.

In addition to the local assessment and public input, the planning team reviewed a series of existing plans. These plans included the 2007 DeKalb County Comprehensive Transportation Plan, the Atlanta Regional Commission PLAN 2040, the Chamblee Community Active Living Plan, and the most recent 2012 Chamblee Livable Centers Initiative Plan. Existing projects were carried through to this plan based on their relevance to the LCI program.

The following section outlines the complete list of transportation recommendations and should serve as a resource for the City as it determines its capital needs and expenditures over the next 5-10 years. The order, priorities, potential funding mechanisms and target years for these efforts are outlined in this document's "Implementation" section.

The goal of these recommendations is to provide safer and more pleasant travel for pedestrians and cyclists, while still providing vehicle access and circulation throughout the LCI area. They seek to connect the LCI area to surrounding amenities and neighborhoods. These recommendations bring emphasis to the City's existing amenities such as the Chamblee Rail Trail, Keswick Park, and the Broad Street Antiques District. They also extend to existing and potential open space, and allow major streets to become shared community spaces that will enhance Chamblee's quality of life for decades to come.

The transportation projects are broken into the following categories:

- Pedestrian
- Bicycle
- Corridor
- Gateway
- Parking
- Transit

It's important to note that funding is not available for each of the projects listed in the various categories. The 5-year action plan listed later in this report includes the highest priority projects. The determination for highest priority projects was based on the Mayor and City Council's priorities and public input as well as the likely redevelopment that will occur as discussed in this report.



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PEDESTRIAN

The Pedestrian Projects extend, enhance, and create pedestrian connections throughout the Chamblee LCI area. Many of the projects identified are recommended in the Chamblee Community Active Living Plan. The identified projects look to enhance pedestrian circulation within the Chamblee LCI area, providing sidewalks where there are none and extending existing sidewalks so they meet and connect to surrounding sidewalk amenities. It should be noted that streetscapes are required to be installed by property owners when redeveloping a site. The city should evaluate funding any of these projects against its probability to be privately funded in the near future.

Pedestrian Projects are listed as follows and are illustrated on the Pedestrian Project Figure 3.1.

SHORT-TERM 5-YEAR ACTION PLAN

P1 – Streetscape improvements along Chamblee Dunwoody Road

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Chamblee Dunwoody Rd (east side) from American Industrial Way to Peachtree Blvd.

P2 – Streetscape improvements along Chamblee Tucker Road

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Chamblee Tucker Rd (west side) from MARTA bridge to New Peachtree Rd.

P3 – Pedestrian crosswalk improvements at Peachtree Road at Pierce Drive.

Install a crosswalk with a raised pedestrian refuge island and ADA ramps across Peachtree Rd on the north side of its intersection with Pierce Dr. Provides enhanced pedestrian access from the City parking lot to downtown Chamblee businesses.

P4 – Streetscape improvements along Malone Drive

Install on-street parking, sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Malone Dr (both sides) from rail spur to Peachtree Blvd. This project is currently underway.

P5 – Streetscape improvements along Broad Street

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Broad St (west side) from Peachtree Rd to Harts Mill Road.

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LONG-TERM ACTION PLAN

P6 – Streetscape improvements along Peachtree Road (Clairmont Road to Chamblee Tucker Road)

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Peachtree Rd (both sides) from Clairmont Rd to Chamblee Tucker Rd.

P7 – Streetscape improvements along Peachtree Road (Broad Street to Ingersoll Rand Drive)

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Peachtree Rd (north side) from Broad St to Ingersoll Rand Dr.

P8 – Streetscape improvements along Burk Terrace

Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Burk Terrace (both sides) from Hood Ave to Burke Dr to connect MARTA station to International Village.

P9 – Streetscape improvements along American Industrial Way

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on American Industrial Way (both sides) from Chamblee Dunwoody Rd to Peachtree Blvd.

P10 – Streetscape improvements along Peachtree Boulevard (south side)

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Peachtree Blvd (south side) from Chamblee Dunwoody Rd to Longview Dr.

P11 – Streetscape improvements along Peachtree Boulevard (north side)

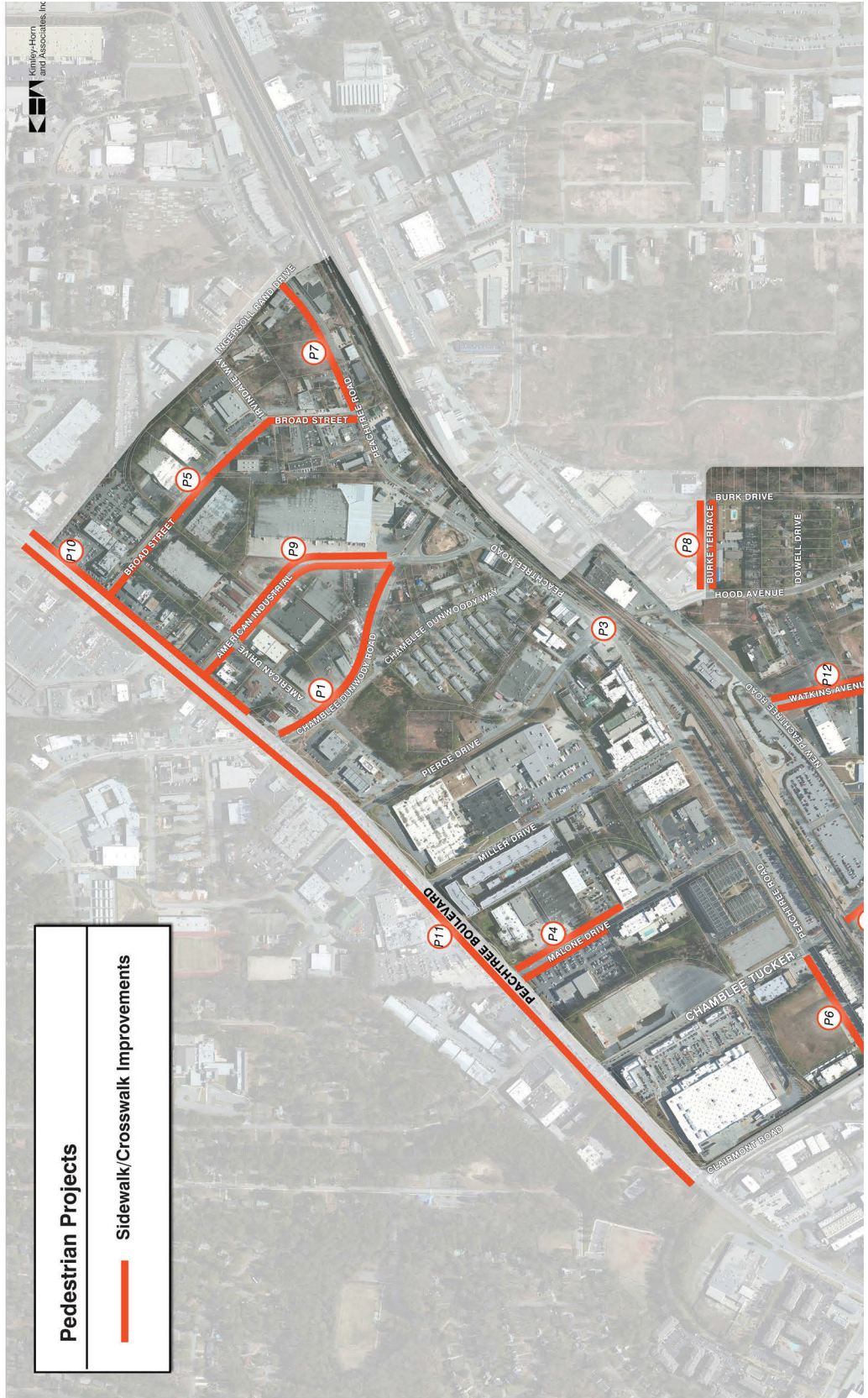
Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Peachtree Blvd (north side) from Clairmont Rd to Longview Dr.

P12 – Streetscape improvements along Watkins Avenue

Install sidewalks, lighting, landscaping, and street furnishings (per Chamblee Streetscape Guidelines, December 2008) on Watkins Ave (both sides) from Chamblee Tucker Rd to New Peachtree Rd (includes International Village streetscape detail).



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Keller
 and Associates, Inc.



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BICYCLE

The Bicycle Projects seek to create and connect bicycle corridors throughout the Chamblee LCI area. Many of the projects identified are recommended in PLAN 2040 and the Chamblee Community Active Living Plan. This section also includes one of the most aggressive projects in the Chamblee LCI 5-Year Action Plan, which recommends extending the existing Rail Trail through the heart of the LCI area. Bicycle Projects are listed below in terms of priority and are illustrated on the Bicycle Project Figure 3.2.

SHORT-TERM 5-YEAR ACTION PLAN

B1 – Chamblee Rail Trail Multi-use Greenway (Phase 2) and Extend existing Rail Trail from Clairmont Road bridge to Chamblee Dunwoody Way and to Peachtree Road
Includes intersection improvements at Peachtree Blvd at Sexton Woods Dr including relocated northbound crosswalk along Peachtree Blvd at Sexton Woods Dr and southbound approach with raised concrete median. Also includes midblock crossing improvements at entrance into trail at Peachtree Rd, Malone Dr Miller Dr and Pierce Dr.

B2 – Bicycle improvements along Peachtree Road (Pierce Drive to Ingersoll Rand Drive) and along American Industrial Way
Install shared lane markings “Sharrows” along Peachtree Rd from Pierce Drive to Ingersoll Rand Dr and along American Industrial Way from Chamblee Dunwoody Rd to Peachtree Rd.

LONG-TERM ACTION PLAN

B3 – Chamblee Rail Trail Multi-use Greenway (Phase 3)
Extend existing Rail Trail from Phase 2 at Chamblee Dunwoody Way to Downtown Chamblee extending to Peachtree Rd. To occur as redevelopment allows.

B4 – Bicycle improvements along Peachtree Road (west of Clairmont Road)
Install shared lane markings “Sharrows” along Peachtree Rd from Peachtree Blvd to Clairmont Rd.

B5 – Bicycle improvements along New Peachtree Road and Chamblee Tucker Road
Install shared lane markings “Sharrows” along New Peachtree Rd from 8th St to Kristie Way and along Chamblee Tucker Rd from Peachtree Rd to New Peachtree Rd.

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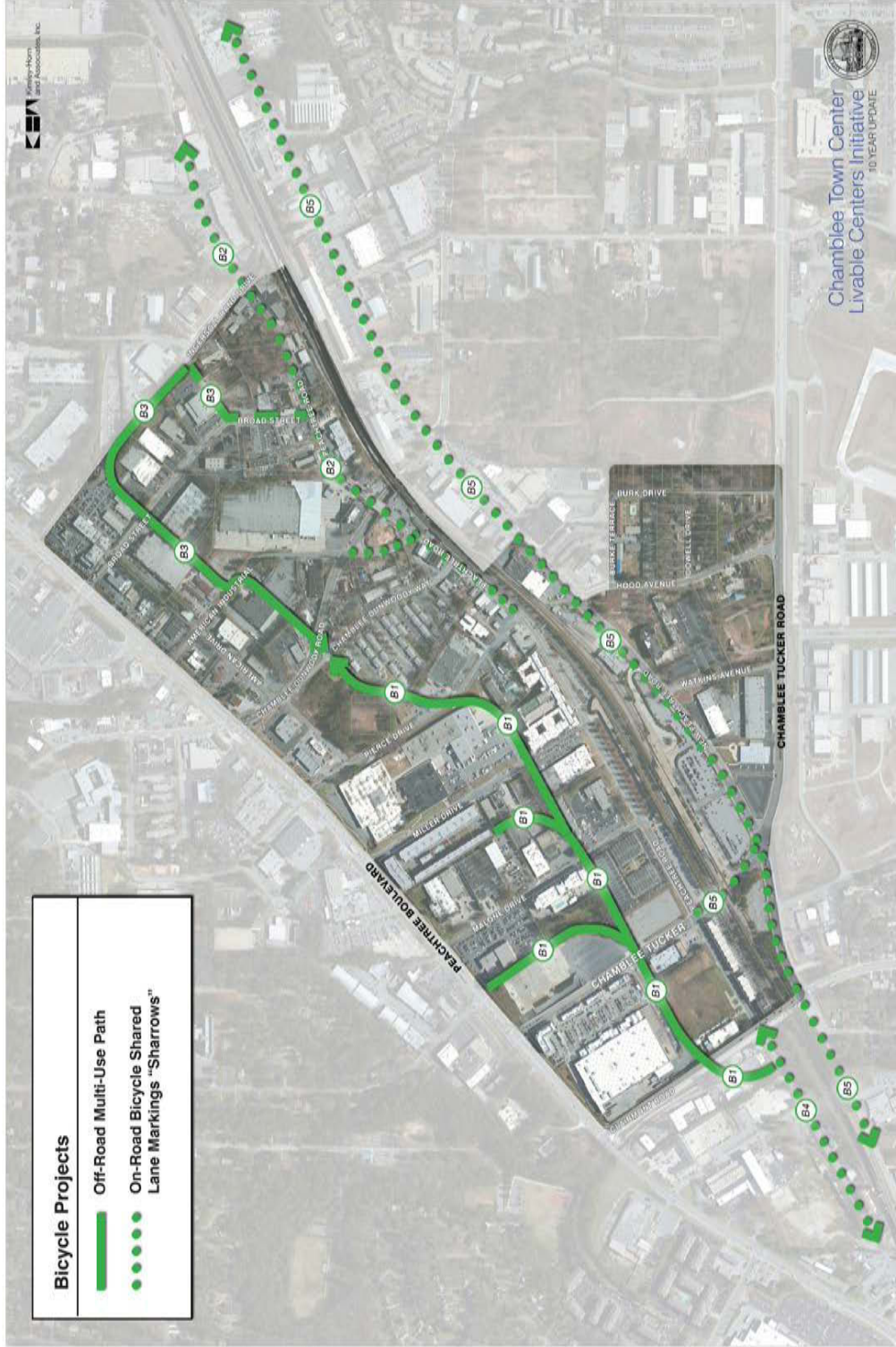


FIGURE 3.2



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CORRIDOR

Corridor Projects are vehicular improvements along specific roadway segments. Improvements along these roadway segments include vehicular operational improvements such as the addition or removal of a travel lane, increasing or decreasing the width dimensions of lanes, inclusion of a dedicated turn lane, incorporation of shared travel lanes for vehicles and bicycles, installation of ADA ramps, and other such operational improvements. Though the majority of the corridor projects listed are vehicular oriented, many of them look to improve the segment of roadway for pedestrians in the surrounding area as well. Corridor Projects are listed as follows and illustrated on the Corridor and Gateway Project Figure 3.3.

SHORT-TERM 5-YEAR ACTION PLAN

C1 – Corridor improvements along Chamblee Dunwoody Road (New Peachtree Road to Harts Mill Road)

Operational improvements along Chamblee Dunwoody Rd from New Peachtree Rd to Harts Mill Rd - Includes widening sidewalks along Chamblee Dunwoody Rd from New Peachtree Rd to American Industrial Way by removing one northbound lane and adding shared lane markings "Sharrows." Stays within existing curb-to-curb limits. Also includes a new cross-section from American Industrial Way to Harts Mill Rd to consist of one lane in each direction with dedicated left-turn lanes at intersections, streetscapes, and bike lanes. Includes intersection improvements at American Industrial Way consisting of ADA ramps, additional crosswalks to each approach of the intersection and enhancing the aesthetics of the intersection to create a gateway feature. Also includes capacity improvements and gateway features at Peachtree Boulevard.

C2 – Corridor improvements along Chamblee Tucker Road (Peachtree Boulevard to Chamblee Village) and midblock crossing at Chamblee Village pedestrian entrance

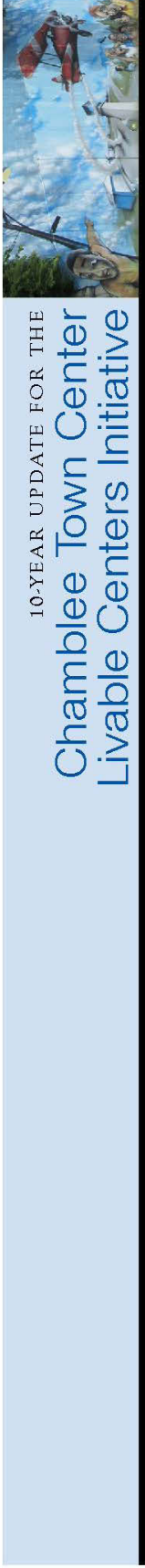
Install a raised median along Chamblee Tucker Rd from Peachtree Blvd to Chamblee Village/Walmart Driveway with Rectangular Rapidly Flashing Beacon (RRFB) midblock crossing at the pedestrian entrance into the Walmart - Reduce lanes from 12' to 11' outside lanes with 10' inside lanes, maintain curb-to-curb width.

C3 – Corridor improvements along Peachtree Road (Clairmont Road to Pierce Drive)

Operational improvements along Peachtree Rd from Clairmont Rd to Pierce Drive - New cross-section to consist of one lane in each direction with dedicated left-turn lanes at intersections and raised center islands where appropriate. Stays within existing curb-to-curb limits. Include bike lanes where width allows, shared lane markings "Sharrows" where width does not permit bicycle lanes. Includes reconfiguration of intersection of Peachtree Rd at Chamblee Tucker Rd to provide exclusive northbound and southbound left-turn lanes along Peachtree Rd with left-turn signal phasing. Includes on-street parking where space allows.

C4 – Corridor improvements along Peachtree Road (American Industrial Way to Chamblee Dunwoody Road)

Remove southbound right-turn lane along Peachtree Rd between American Industrial Way and bridge over Chamblee Dunwoody Rd - Reallocate width to sidewalks on both sides of the road. Install ADA ramps and add crosswalks to each approach of the intersection of American Industrial Way at Peachtree Rd. Construct raised concrete island at the crosswalk between Vintage Pizza and the Frosty Caboose along Peachtree Rd.



LONG-TERM ACTION PLAN

C5 – Corridor improvements along New Peachtree Road (Clairmont Road to Hood Avenue)

Install a raised median along New Peachtree Rd from Clairmont Rd to Hood Ave - Requires reduction of lanes from 12' to 10' inside and 11' outside lanes. Remove one northbound lane from Chamblee Tucker Rd to Hood Ave (requires northbound outside lane to drop as a right-turn only).

C6 – Corridor improvements along Peachtree Boulevard

Create pedestrian refuge by adding raised center medians at various locations throughout the corridor where space allows.

GATEWAY

Gateway Projects are pedestrian oriented projects that look to create gateways or entrances to underutilized or unsafe pedestrian intersections. Gateway Projects seek to enhance the aesthetics in otherwise deteriorated areas of existing pedestrian traffic, provide pedestrian refuges in areas where pedestrian crossing is difficult or unsafe, and create a sense of entry to a heavily trafficked vehicular and pedestrian area. Gateway Projects are listed as follows in terms of priority and illustrated on the Corridor and Gateway Project Figure 3.3.

SHORT-TERM 5-YEAR ACTION PLAN

G1 – Chamblee Dunwoody Road Gateway Improvements

Enhance aesthetics of Chamblee Dunwoody Rd under the MARTA/Norfolk Southern bridges. Install overhead “Chamblee” Gateway Signage on the northbound and southbound approaches on Chamblee Dunwoody Rd at the MARTA/Norfolk Southern bridge, provide additional lighting and visibility.

G2 – Gateway improvements along Peachtree Boulevard

Construct gateway enhancements oriented to motorists along the east side of Peachtree Blvd at either Broad St, American Industrial Way, or Chamblee Dunwoody Rd, depending on development patterns of the downtown area. These would be larger in size than the existing wayfinding signage that currently exists along Peachtree Blvd.

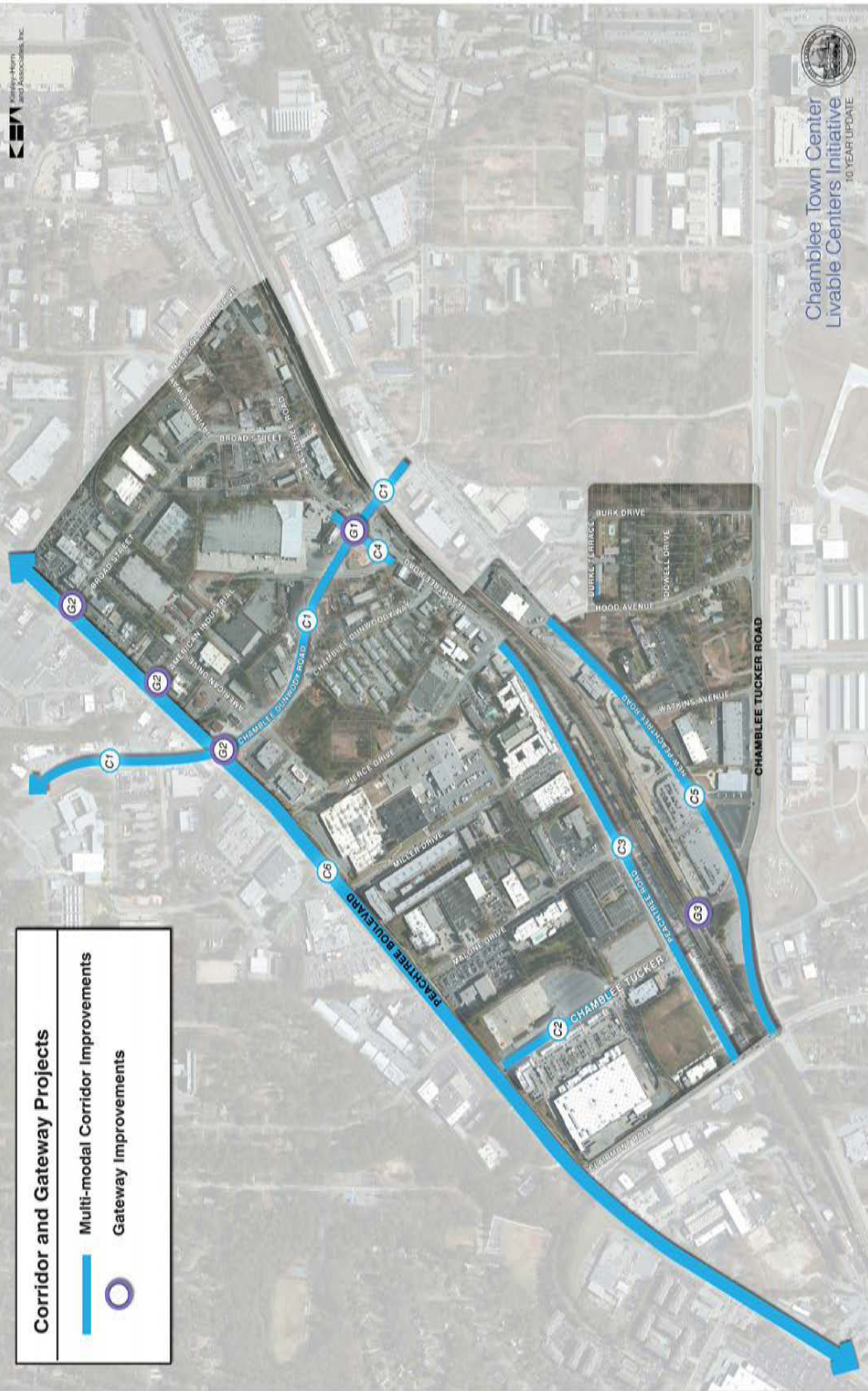
LONG-TERM ACTION PLAN

G3 – Gateway improvements at Chamblee Tucker Road and MARTA bridge

Create extended sidewalk/plaza along the east side of Chamblee Tucker Rd under the MARTA and Norfolk Southern Bridge. Install overhead “Chamblee” Gateway Signage on the northbound and southbound approaches on Chamblee Tucker Rd at the MARTA/Norfolk Southern bridges.



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Corridor and Gateway Projects
<ul style="list-style-type: none"> Multi-modal Corridor Improvements Gateway Improvements

Concept Plan

FIGURE 3.3

Comprehensive Plan APPENDIX
 Housing Technical Addendum
 City of Chamblee





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PARKING

On-street public parking is currently provided along portions of Peachtree Road, Malone Drive and Miller Drive. A public surface parking lot leased by the City from MARTA with approximately 75 spaces is located at the northern end of the Chamblee rail station along Peachtree Road. These on-street and off-street facilities have no restrictions on who may use them and no time limits. This allows anyone to park in these spaces on a long-term basis. At the same time, several areas throughout the Town Center currently experience parking shortages, primarily restaurants and retail establishments located along Peachtree Road just north of Pierce Drive. The following strategies and projects should be considered to address parking challenges within the Chamblee Town Center.

PK1 – Enact time-limited parking.

The City should make both on-street and off-street parking time-limited in order to encourage turnover needed to support retail establishments. It is recommended that the MARTA leased surface parking lot be restricted to four-hour parking. On-street parking should either be limited to two-hour or four-hour parking, depending on the City's desires to increase turnover. Time-limited parking will remove residents living in the area from utilizing premium public parking in lieu of the parking provided on their properties and will free up valuable spaces for visitors and patrons of the retail establishments downtown.

PK2 – Install more visible signage at the MARTA leased surface parking lot.

Existing signage advertising free city parking does exist, however, it is very small and hard to identify when traveling along Peachtree Road. Larger, more visible signage should be installed that draws more attention to the parking lot and makes it clear that it is public parking.

PK3 – Consider on-street parking along Pierce Drive and Chamblee Dunwoody Way.

Pierce Drive and Chamblee Dunwoody Way are the closest cross-streets to Peachtree Road between Pierce Drive and Chamblee Dunwoody Way where the highest parking demand is being experienced. Any addition of on-street parking along these two roadways should occur along one side of the roadway and not obstruct visibility or access to existing driveways. Sidewalks should also be constructed to connect any new on-street parking to Peachtree Road.





TRANSIT

The existing MARTA rail station and the associated bus service is one of the greatest assets of the Chamblee Town Center. From March through May 2013, average ridership for the station was 3,776 people per day. This makes the Chamblee station the 19th busiest of the 37 total rail stations in the MARTA rail network. This station experiences 2.4 percent of the MARTA system's 158,783 passenger trips per day.

While the station is reasonably utilized, improvements could enhance the station's convenience and encourage greater use. Additionally, MARTA controls several properties located near the station. The City should work with MARTA officials and private developers to leverage these MARTA owned properties and enhance the usability of the station.

T1 – Encourage MARTA to reconfigure ticketing equipment.

There is a pedestrian tunnel/pass-through under the MARTA rail platform. However, this pass-through cannot be used by a pedestrian without paying the MARTA fare because of the location of the existing ticketing equipment. Because of the limited number of railway crossings in the area (Chamblee Tucker and Chamblee Dunwoody Road), the ticketing equipment should be relocated so that a pedestrian can utilize the pass-through without being required to pay the fare.

T2 – Eliminate the bus bays along the northwest side of the MARTA station.

Currently, buses use bus bays at both the northwest and southeast sides of the station; however, the southeast side is the heavier used of the two. Two bus routes utilize the bus bays on the northwest side while four bus routes utilize the bus bays along the southeast side. By consolidating all bus routes to the southeast side, the northwest bus bays can be eliminated and transit supportive development placed there instead.

T3 – Development immediately adjacent to the MARTA rail station should be tied to the station seamlessly.

Development suggested along the northwest side of the MARTA rail station should be connected directly to the rail station with well lit, inviting corridors lined with active uses. This will aid in visibility, safety and convenience for users.

T4 – Work with MARTA to develop an expedited review and permitting process for developers building on MARTA owned properties in a manner that is consistent with LCI and City policies.

T5 – Work with developers to ensure that new development meets MARTA's TOD development standards.

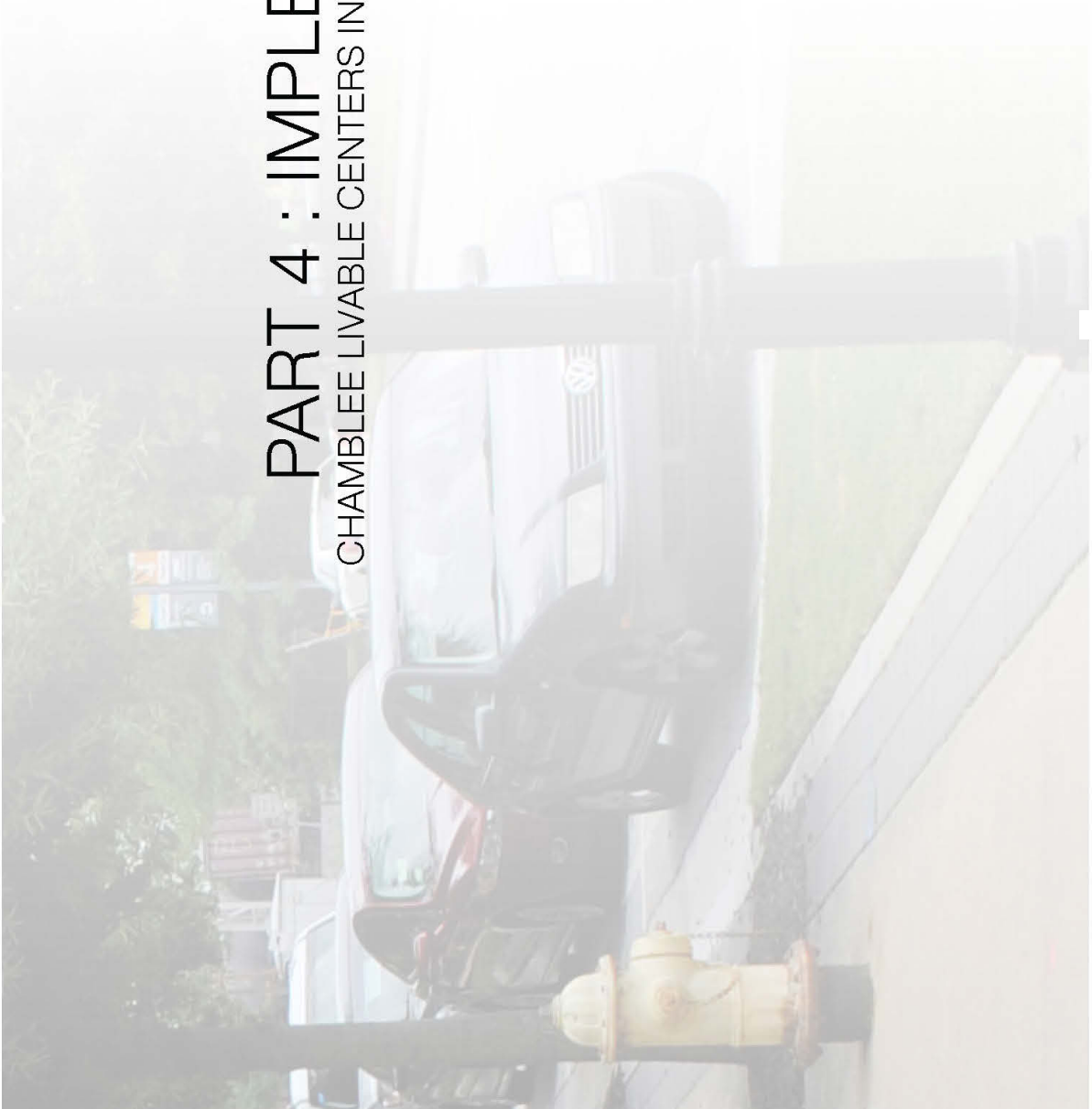
The City should work with developers by providing flexibility to development regulations that support MARTA's TOD development standards for the Town Center designation on properties owned by MARTA and other adjacent properties.

T6 – Work with developers to encourage at least 20% of affordable housing for residential developments on MARTA owned property and reasonable higher density development adjacent to the MARTA Station.

MARTA's guidelines for development on MARTA owned property calls for this level of affordable housing.

PART 4 : IMPLEMENTATION

CHAMBLEE LIVABLE CENTERS INITIATIVE 10-YEAR UPDATE





10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

IMPLEMENTATION

While the previous section outlines the complete list of initiatives, this section identifies City and community priorities for implementation. The priorities are broken down into two separate lists, the short-term 5-year action plan and long-term future improvements.

Improvement projects and initiatives have been identified both by previous LCI and local planning efforts and throughout this LCI update. In late 2013 and early 2014, downtown improvement efforts were presented to the public and prioritized by Mayor and City Council. Immediate, short-term improvements are slated for 2014-2015. Other short-term initiatives are 5-7 year projects, while others identified are longer-term future improvements.

Over time, project priorities may change based on funding availability, community needs and/or private development within the Chamblee Town Center area. With community and market needs apt to change, the implementation plan should be a "living document" that the City, Mayor, and Council should revisit on an annual basis.



Chamblee Town Center Livable Centers Initiative



CITY OF CHAMBLEE PRIORITIES

As described in this report, there are over 35 development recommendations and 35 transportation projects to enhance the Town Center area, catalyze appropriate development, and improve quality of life. The following projects were identified through the LCI effort as priorities of Mayor and Council in January 2014.

Chamblee Dunwoody Rd/Peachtree Blvd intersection improvements

Intersection capacity and pedestrian safety improvements. The intersection is an important gateway to downtown Chamblee and serves as a main connection to Chamblee High School. It should be improved with gateway features such as attractive landscape, streetscape, and wayfinding. While the immediate priority is on intersection improvements, this initiative is part of a larger improvement to the Chamblee-Dunwoody Corridor (Project C1), and should be designed to integrate with the larger improvement and provide a gateway from Peachtree Boulevard to the Town Center Area (Gateway project G2).

Peachtree Road/Chamblee Tucker Rd intersection improvements

This intersection currently experiences high levels of traffic congestion and safety problems during the afternoon rush hour. Turn-lanes and signal phasing should be installed. While the immediate priority is on intersection improvements, this initiative is part of a larger Peachtree Road improvement project (Project C3) and should be designed to integrate with the larger pedestrian/bicycle improvement.

Development of regional detention park and Chamblee Rail Trail Extension

The existing Perimeter Trail should be extended through the downtown district and tie into a new 2.5 acre regional detention area and park located on the currently wooded MARTA owned parcel to the east of Chamblee Tucker Road. The City may consider partnering with MARTA to design and construct the park to be located above a regional underground detention pond. Once constructed, the City would lease detention capacity to adjacent property to provide a regional environmental

feature and park. This is part of project B1 and shown in the development node A concept plan.

Downtown Parking Study

A detailed parking study should be performed to identify detailed options, including locations for on-street parallel and angle parking and for larger off-street parking facilities at strategic locations where public-private partnerships may be possible to enable additional mixed use development and business activity to occur in the downtown. Depending on the results of the study, the City may purchase land in order to construct one or several parking facilities in downtown. The LCI Plan outlines several parking initiatives including better signage for the current, City lot south of Peachtree Road, addition of on-street parking where available and development of additional parking north of Peachtree Road in conjunction with property acquisition and/or redevelopment activity.

Downtown streetscape “blueprint”

The entire mid-City district should be evaluated for priority streetscape and on-street parking improvements. The “blueprint” would identify potential locations for on-street parking and also identify the gaps in the existing sidewalks and streetscapes on downtown streets in the mid-City area using a value-based priority system to evaluate feasibility and value of each project. While the City may revisit the exact order and priority of streetscapes, the LCI Plan prioritized remaining portions of Peachtree Road, Chamblee-Tucker Road, Chamblee-Dunwoody Road, and Broad Street.

Peachtree Road Improvements

The City is currently in the design phase of streetscape along Peachtree Road. This project, as well as those others listed in this report should progress forward in order to further increase walkability and bikability along this, the City’s primary downtown corridor. Peachtree Road improvements are identified in the LCI Plan in several phases as Projects C3, C4, P3, and B2.



10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

5-YEAR ACTION PLAN

Short-term implementation projects and initiatives are outlined in the Action Plan. LCI recommendations are divided into two sections, The Five-Year Action Plan and the Long-Term Plan. The Five-Year Action Plan extracts projects that can be completed or started within the next 5 years, while those found in the Long-Term Plan are projects that will require additional time and effort or are lower priority items.

The 5-Year Action Plan lists recommended projects along with schedules, cost estimates, possible funding sources, and parties responsible for leading each initiative's implementation. It is important that ongoing attention and priority is given to the Five Year Action Plan and its implementation. As such, an annual project budget review and continued citizen involvement and input as exhibited throughout the study process will be essential to the long-term success of the plan.

City staff should track projects and maintain milestone dates and deadlines to help keep projects on schedule and moving toward completion. The 5-year action plan should also be utilized as a tool during the City's annual planning retreat. This effort will aid elected officials in establishing policies and setting priorities for funding and implementation of the projects outlined in the 5-Year Action Plan list.

The Atlanta Regional Commission has committed to making funding available for the implementation of transportation-related projects. The City of Chamblee, specifically the transportation project coordinator, should work with the Atlanta Regional Commission to ensure that projects requiring transportation funds are included in future Regional Transportation Plans, which are revised every five years. Most of these funds will require at least a 20 percent local match, which is often allocated from the general fund of participating cities. The City's transportation project coordinator should also be involved with and attend Transportation Coordinating Committee (TCC) meetings at ARC on a regular basis.

Realizing the plan's vision requires long-term commitment. The plan's future vision cannot be achieved overnight, and if it is not consulted and reviewed regularly, it risks becoming obsolete. As the City of Chamblee moves forward with implementation, it is important to remember the following:

- While the vision may be unlikely to change in the near future, it is important that the community recognize that the vision/plan can and will change over time.
- The future addition or subtraction of policies or projects should not be viewed as a compromise of the vision, but rather its natural evolution in response to changing conditions and challenges.

Budget estimates in the 5-year action plan as based on the economic climate, land costs, transportation costs, transportation funding programs, and development trends as of late 2013/early 2014. As these factors are subject to change (sometimes rapidly), Chamblee must be prepared to respond to changes in order to ensure an ongoing relevant plan and necessary budgets. The 5-Year Action Plan projects are graphically shown on Figure 4.1. A detailed project list of the 5-Year Action Plan projects is provided in Figure 4.2. Long-term projects are shown on Figure 4.3. Housing and other initiatives are shown on Figure 4.4.



10-YEAR UPDATE FOR THE
**Chamblee Town Center
 Livable Centers Initiative**

Chamblee Five-Year Action Plan

Project ID	Project Name	Description	Type of Improvement	Engineering Year	Engineering Costs	ROW Year	ROW Costs	Construction Year	Construction Costs	Total Project Cost	Responsible Party	Funding Source	Local Source	Match Amount
C1	Corridor improvements along Chamblee Dunwoody Rd (New Peachtree Rd to Chamblee High School)	Operational improvements along Chamblee Dunwoody Rd from New Peachtree Rd to Chamblee High School - Includes widening sidewalks along Chamblee Dunwoody Rd from New Peachtree Rd to American Industrial Way by removing the existing curb and adding raised bike markings "Sharrows". Stays within existing curb-to-curb limits. Also includes improvements from American Industrial Way to Chamblee High School to consist of one lane in each direction with dedicated left-turn lanes at intersections and bike lanes. Includes intersection improvements at American Industrial Way consisting of ADA ramps, additional crosswalks to each approach of the intersection and enhancing the aesthetics to create a gateway feature.	Corridor	2015	\$72,500	2016	N/A	2017	\$725,000	\$800,000	City	Local, ARC/Federal State (GDOT)	City of Chamblee	\$160,000
P1	Pedestrian improvements along Chamblee Dunwoody Rd	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Chamblee Dunwoody Rd (east side) from American Industrial Way to Peachtree Blvd.	Pedestrian	2017	\$50,000	2018	N/A	2019	\$500,000	\$550,000	City	Local, ARC/Federal	City of Chamblee	\$110,000
P2	Pedestrian improvements along Chamblee Tucker Rd	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Chamblee Tucker Rd (west side) from MARIEA bridge to New Peachtree Rd.	Pedestrian	2014	\$12,000	2015	N/A	2016	\$120,000	\$140,000	City	Local, ARC/Federal	City of Chamblee	\$28,000
B1	Chamblee Rail Trail Multi-use Greenway (Phase 2)	Extend existing Rail Trail from under Clairmont Road bridge to Chamblee Dunwoody Way and to Peachtree Rd. Includes intersection improvements at Peachtree Blvd @ Sutton Woods Dr to include relocator northbound crosswalk along Peachtree Blvd at Sutton Woods Dr to southbound approach with raised concrete median. Also includes midblock crossing improvements at entrance into trail at Peachtree Rd, Malone Dr, Miller Dr, and Pierce Dr.	Bicycle	2014	\$280,000	2015	\$ 688,000.00	2016	\$2,800,000	\$3,770,000	City, State/ Federal	Local, ARC/Federal State	City of Chamblee	\$754,000
C2	Corridor improvements along Chamblee Tucker Rd (Peachtree Blvd to Walmart driveway) and midblock crossing at Walmart pedestrian entrance	Install a raised median along Chamblee Tucker Rd from Peachtree Blvd to Walmart Driveway with Rectangular Reflective Flashing (RRRF) midblock crossing at the pedestrian entrance into the Walmart. Reduce lanes from 12 to 11 outside lanes with 10' inside lanes, maintaining curb-to-curb width.	Corridor	2015	\$45,000	2016	N/A	2017	\$450,000	\$500,000	City	Local, ARC/Federal	City of Chamblee	\$100,000
C3	Corridor improvements along Peachtree Rd (Clairmont Rd to Pierce Dr)	Operational improvements along Peachtree Rd from Clairmont Rd to Pierce Drive - New cross-section to consist of one lane in each direction with dedicated left-turn lanes at intersections and raised center islands where appropriate. Stays within existing curb-to-curb limits. Bike lanes where width allows, shared lane markings "Sharrows" where width does not permit. Includes reconfiguration of intersection of Peachtree Rd at Chamblee Tucker Rd to provide exclusive northbound and southbound left-turn lanes along Peachtree Rd with left-turn signal phasing.	Corridor	2014	\$67,800	2015	N/A	2016	\$678,000	\$750,000	City	Local, ARC/Federal	City of Chamblee	\$150,000
P3	Pedestrian crosswalk improvements at Peachtree Rd @ Pierce Dr	Install a crosswalk with a raised pedestrian refuge island and ADA ramps across Peachtree Rd on the north side of the intersection with Pierce Dr. Providing enhanced pedestrian access from the City parking lot to downtown Chamblee businesses.	Pedestrian	2014	\$0	2015	N/A	2016	\$4,250	\$10,000	City	Local	City of Chamblee	N/A

FIGURE 4.2,



10-YEAR UPDATE FOR THE
Chamblee Town Center
 Livable Centers Initiative

Chamblee Long-Term Plan

Project ID	Project Name	Description	Type of Improvement
B3	Chamblee Rail Trail Multi-use Greenway (Phase 3)	Extend existing Rail Trail from Phase 1 at Chamblee Dunwoody Way to Downtown Chamblee extending to Peachtree Rd. To occur as redevelopment allows.	Bicycle
C5	Corridor improvements along New Peachtree Rd (Clairmont Rd to Hood Ave)	Install a raised median along New Peachtree Rd from Clairmont Rd to Hood Ave - Requires reduction of lanes from 12' to 10' inside and 11' outside lanes. Remove one northbound lane from Chamblee Tucker Rd to Hood Ave (requires northbound outside lane to drop as a right-turn only).	Corridor
P6	Streetscape improvements along Peachtree Rd (Clairmont Rd to Chamblee Tucker Rd)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Rd (both sides) from Clairmont Rd to Chamblee Tucker Rd.	Pedestrian
P7	Streetscape improvements along Peachtree Rd (Broad St to Ingersoll Rand Dr)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Rd (north side) from Broad St to Ingersoll Rand Dr.	Pedestrian
G3	Gateway improvements at Chamblee Tucker Rd and MARTA bridge	Create extended sidewalk/plaza along the east side of Chamblee Tucker Rd under the MARTA and Norfolk Southern Bridge. Install overhead "Chamblee" Gateway Signage on the northbound and southbound approaches on Chamblee Tucker Rd at the MARTA/Norfolk Southern bridges.	Gateway
B4	Bicycle improvements along Peachtree Rd (west of Clairmont Rd)	Install shared lane markings "Sharrows" along Peachtree Rd from Peachtree Blvd to Clairmont Rd.	Bicycle
B5	Bicycle improvements along New Peachtree Rd and Chamblee Tucker Rd	Install shared lane markings "Sharrows" along New Peachtree Rd from 8th St to Kristie Way and along Chamblee Tucker Rd from Peachtree Rd to New Peachtree Rd.	Bicycle
P8	Streetscape improvements along Burk Terrace	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Burk Terrace (both sides) from Hood Ave to Burke Dr to connect MARTA station to International Village.	Pedestrian
P9	Streetscape improvements along American Industrial Way	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on American Industrial Way (both sides) from Chamblee Dunwoody Rd to Peachtree Blvd.	Pedestrian
P10	Streetscape improvements along Peachtree Blvd (south side)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Blvd (south side) from Chamblee Dunwoody Rd to Longview Dr.	Pedestrian
P11	Streetscape improvements along Peachtree Blvd (north side)	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Peachtree Blvd (north side) from Clairmont Rd to Longview Dr.	Pedestrian
P12	Streetscape improvements along Watkins Ave	Install sidewalks, lighting, landscaping, and street furnishings (Per Chamblee Streetscape Guidelines, December 2008) on Watkins Ave (both sides) from Chamblee Tucker Rd to New Peachtree Rd (includes International Village streetscape detail).	Pedestrian
C6	Corridor improvements along Peachtree Blvd	Create pedestrian refuge by adding raised center medians at various locations throughout the corridor where space allows.	Corridor

FIGURE 4.3



Housing Projects/Initiatives

Proj ID	Project Name	Description	Year	Cost	Responsible Party	Funding Source
N/A	Senior housing near MARTA infrastructure	Focus additional senior housing and services around MARTA infrastructure. Lifelong communities require a variety of transportation options. By focusing senior-related facilities near the MARTA rail station and along short-headway bus routes, seniors can maintain their freedom as they age.	N/A	N/A	City/MARTA	N/A
N/A	Senior housing near retail and other Services	Focus additional senior housing near retail and other services. Seniors may not have the ability to drive or walk long distances. Locating senior housing nearby to local retailers, such as grocery stores, allow them to maintain independence by allowing them have access to every day necessities without the help from others.	N/A	N/A	City/MARTA	N/A
N/A	Revise dwelling unit size requirement in zoning ordinance	Consider removing the minimum size requirement for one-, two-, and three-bedroom apartments. As the market analysis describes, trends indicate that more households will contain only one person. Allowing the market to dictate unit size is suggested.	2014	N/A	City	N/A

Other Local Projects/Initiatives

Project Name	Description	Year	Cost	Responsible Party	Funding Source	
PK1	Enact time-limited parking	Convert both on-street and off-street parking to time-limited in order to encourage turnover needed to support the retail establishments. It is recommended that the MARTA leased surface parking lot be restricted to four-hour parking. On-street parking should either be limited to two-hour or four-hour parking, depending on the City's desires to increase turnover.	2014	\$8,000	City of Chamblee	Local
PK2	Install more visible signage at the MARTA leased surface parking lot	Install larger, more visible signage at the MARTA leased public parking lot that makes it more clear that it is a public parking facility.	2014	\$75,000	City of Chamblee	Local
T1	Encourage MARTA to reconfigure ticketing equipment	Ticketing equipment at the existing tunnel under the MARTA rail platform should be relocated so that a pedestrian or bicyclist can travel through the tunnel without being required to pay the fee.	2014	\$75,000	MARTA	MARTA
T4	Assist with creation of expedited MARTA development review	Work with MARTA to develop an expedited review and permitting process for developers building on MARTA owned properties.	2014	N/A	City of Chamblee/MARTA	N/A
N/A	Develop a "Road Map" for the DDA and determine a long-term funding mechanism	Road Map should include a two-year and five-year action plan for the DDA with a prioritized list of projects, initiatives and action items. A staffing plan should be included that addresses how each of the actions will be accomplished. City Council should approve a long-term funding strategy to support the DDA.	2014	N/A	City of Chamblee	N/A
N/A	Partner with MARTA and developers to pursue mixed use projects around the MARTA Chamblee rail station and on MARTA-owned properties	MARTA currently owns several properties near the rail station prime for redevelopment. The City and the DDA should work together with MARTA and private developers to offer support such as staffing, incentives, and tax breaks for these properties.	2014	N/A	City of Chamblee/MARTA	N/A
N/A	Identify funding mechanisms for Transportation infrastructure improvements	The two most likely sources for project funding are from the City's general or capital improvements funding or the creation of a tax allocation district (TAD) for the Chamblee Town Center. Other strategies could include a bond referendum or investigation of "infrastructure fees" to create a fund for downtown improvements.	2014	N/A	City of Chamblee	N/A

FIGURE 4.4,



10-YEAR UPDATE FOR THE Chamblee Town Center Livable Centers Initiative

N/A	Create a Utility Relocation Fund	The City should begin setting aside money in a utility relocation account that will give the City the ability to fund relocation of overhead utilities to underground along specific corridors. This account may be funded by the City's general fund and through fees assessed to property owners as properties redevelop.	2014	N/A	City of Chamblee	N/A
N/A	Seek redevelopment opportunities along Peachtree Boulevard	Efforts should be made for seeking opportunities along Peachtree Boulevard for redevelopment. Property consolidations should be sought near gateways into Downtown Chamblee such as Broad Street, American Industrial Way and Chamblee Dunwoody Road. High quality redevelopment and gateway nodes should be constructed on these sites which provide a visible corridor into Downtown Chamblee.	2015	N/A	City of Chamblee	N/A
N/A	Determine the appropriate location for additional downtown district development	Three specific locations have been identified as potential areas of focus for historic district redevelopment. Focusing redevelopment opportunities in one area, rather than in all three areas, will allow for a more targeted development process that will begin to build a center of mass for future redevelopment to center around.	2015	N/A	City of Chamblee	N/A
N/A	Develop marketing collateral that highlights Chamblee's Historic Downtown	Material should be used in correspondence with potential retailers, office tenants, and other commercial entities as a separator between Chamblee and other newer locations. This historical material should also be used in branding and signage efforts along Peachtree Boulevard, Chamblee Tucker Road and Chamblee Dunwoody Road.	2015	\$150,000	City of Chamblee	Local
N/A	Create architectural standards for historically designated areas	The City should work with developers to ensure that building materials and architecture is context sensitive within the Downtown subarea and relates to the existing historic character of existing 'old town' Chamblee. The City may consider developing a template of acceptable building materials to ensure new development follows these standards.	2015	N/A	City of Chamblee	N/A
N/A	Create a Civic Green Space Fund	The City should begin setting aside money in a civic green space account that will allow it to fund all or a portion of the park as a catalytic project to help initiate redevelopment in the Town Center.	2015	N/A	City of Chamblee	N/A
N/A	Partner with MARTA to develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive	The property should be designed to serve as a regional stormwater detention area as well as serve as a public space for adjacent properties and the larger Chamblee community. The site is conveniently located along the proposed Chamblee Rail Trail extension and should include public amenities such as a dog park, a walking trail and seating areas.	2016	\$6,000,000	MARTA/City of Chamblee/Private Developers	MARTA/Local/Private Developers
N/A	Adopt a long-range maintenance plan for parks and green space	With existing facilities as well as proposed new parks and multi-use paths, the City will have more public and civic space to maintain. Allocating funds for parks and recreation maintenance will help ensure that facilities are kept at a high level that encourages the public to make use of the facilities.	2016	N/A	City of Chamblee	N/A

FIGURE 4.4



10-YEAR UPDATE FOR THE

Chamblee Town Center Livable Centers Initiative

IMPLEMENTATION TOOLS

The LCI 10-Year Update has included extensive effort to understand and refine the vision and needs of the Chamblee Town Center. Meaningful implementation of this plan will occur through a strategic approach that includes priority actions that yield long-lasting return and accountability. The implementation tools below are intended to provide the framework for moving this plan into implementation.

Revise Development Regulation Ordinances

This reports lists a series of recommended considerations to provide additional flexibility and emphasis within the City's zoning and development ordinances. Revising the ordinances where necessary is critical in providing a supportive regulatory framework for new development and redevelopment within the Town Center in the post-Great Recession economy.

Hire or appoint a new Economic Development Manager and Assign Roles to the DDA

Assigning a Economic Development Manager is perhaps one of the most crucial actions the City can take to spur new, high-quality development. The Manager's role will be to manage the strategic direction of economic development for the City and investigate/pursue priorities outlined by City Council. The Economic Development Manager will also work closely with City Council and the newly created Downtown Development Authority (DDA) by bridging the gap between the two groups and helping set goals for the DDA. The Economic Development Manager and the DDA will work together to market available sites for redevelopment and enhance the Chamblee Town Center LCI study area.

Creation of a DDA is an exciting step for the City of Chamblee. The new Economic Development Manager should work with City Council and the DDA to develop a two-year and five-year action plan for the DDA. The DDA Plan should be drawn from the projects and initiatives listed in this LCI Plan. Finally, potential sources of public and private funding should be investigated.

Identify State and Federal funding mechanisms for infrastructure improvements

Having funds available will ensure that the City can take advantage of and be competitive for state and federal grant programs. The two most likely sources for project funding are from the City's general or capital improvements funding or the creation of a tax allocation district (TAD) for the Chamblee Town Center. A tax allocation district would utilize this LCI plan as the basis of an urban redevelopment plan and utilize additional tax revenue from new development in the area to fund design, engineering, and implementation of town center improvements. Other strategies could include a bond referendum or investigation of "infrastructure fees" or "impact fees" in the town center area to create a fund for downtown improvements.

One such source may be the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Jointly administered by the U.S. Department of Transportation Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the CMAQ program was reauthorized under the Transportation Equity Act for the 21st Century (TEA-21) in 1998, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, and most recently, the Moving Ahead for Progress in the 21st Century Act (MAP-21) in July, 2012. Through the close of the SAFETEA-LU period in 2012, the CMAQ program has provided nearly \$30 billion in just under 29,000 transportation-environmental projects to State DOTs, metropolitan planning organizations, and other sponsors across the country. As with its predecessor legislation, the MAP-21 provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter.

Chamblee Town Center Livable Centers Initiative



25-YEAR PROJECTIONS

LCI forecasts were prepared for the five following demographic and employment attributes for the 2010-2035 period:

- Population
- Households
- Average Household Size
- Employment
- Job/ Household Ratio

The 25-year growth for the LCI is shown in Figure 4.5 by five-year increments, ranging from 25 units between 2010 and 2015 to 405 units between 2030 and 2035.

FIGURE 4.5: BASELINE LCI HOUSING UNIT INCREASE

Time Period	Housing Unit Increase
2010-2015	25
2015-2020	176
2020-2025	325
2025-2030	369
2030-2035	405
Total	1,299

Source: Kimley-Horn & Associates

Based on an average household size of 1.8 people for the absorbed new units and 2.4 people for the absorbed existing vacant units, the LCI would have 4,515 residents in 2035. This represents an increase of 2,680 people from 2010 (3.7% CAGR). A summary table of the 2010-2035 baseline forecast for housing units, households, and population is shown in Figure 4.6.

FIGURE 4.6: BASELINE FORECAST SUMMARY TABLE

LCI Characteristic	2010	2035	Δ	CAGR
Housing Units	975	2,274	1,299	3.4%
Households	767	2,192	1,425	4.3%
Population	1,835	4,515	2,680	3.7%

Source: Kimley-Horn & Associates

Figure 4.7 by five-year increments, netting 954 jobs over the 25 year period. Job growth is expected to vary over time due to economic cycles and market forces, with a peak of 300 potential jobs added between 2025 and 2030.

FIGURE 4.7: BASELINE LCI JOB INCREASE

Time Period	Job Increase
2010-2015	175
2015-2020	175
2020-2025	137
2025-2030	300
2030-2035	167
Total	954

Source: Kimley-Horn & Associates

Population, household, and employment forecasts are summarized in Figure 4.8, indicating 2,680 people, 1,425 households, and 954 jobs could be added to the Chamblee LCI between 2010 and 2035. The average household size is projected to decrease from 2.39 to 2.06 people. This reflects national and regional trends, and the increasing share of smaller one- and two-person households in the LCI. The decrease from 2.78 to 1.41 jobs per household over the 25-year period is representative of an area transitioning to a "livable center", with a healthy mix of jobs, households, and retail within a comfortable pedestrian zone served by mass transit.

FIGURE 4.8: SUMMARY OF LCI FORECAST RESULTS

LCI Characteristic	2010	2015	2020	2025	2030	2035
Population	1,835	1,954	2,536	3,135	3,799	4,515
Households	767	827	1,037	1,384	1,772	2,192
Average HH Size	2.39	2.36	2.45	2.26	2.14	2.06
Employment	2,136	2,311	2,486	2,623	2,923	3,090
Job/HH Ratio	2.78	2.79	2.40	1.89	1.65	1.41

Source: ESRI, Kimley-Horn & Associates



RESOLUTION 2015- 6

**STATE OF GEORGIA
CITY OF CHAMBLEE**

**RESOLUTION ADOPTING THE
COMPREHENSIVE PLAN FOR THE CITY OF CHAMBLEE, GEORGIA**

WHEREAS, the City of Chamblee adopted its 2006 – 2026 Comprehensive Plan on June 20, 2006; and

WHEREAS, the City of Chamblee adopted an amendment to its 2006 – 2026 Comprehensive Plan on January 17, 2012 to incorporate territory that was newly annexed into its municipal limits as of January 1, 2011; and

WHEREAS, the City of Chamblee recognizes the need to prepare a Comprehensive Plan that provides for the orderly development and redevelopment of the entire City, including additional territory annexed in December 2013; and

WHEREAS, this Comprehensive Plan was prepared in accordance with the latest edition of the Minimum Planning Standards and Procedures for Local Comprehensive Planning established by the Georgia Planning Act of 1989, as amended; and


WHEREAS, the Georgia Department of Community Affairs has reviewed the City's Comprehensive Plan amendment and determined that the plan complies with the local planning requirements and is therefore eligible for adoption by the City; and

WHEREAS, the adoption of this major plan amendment is necessary in order for the City of Chamblee to maintain its Qualified Local Government status.

BE IT THEREFORE RESOLVED, that the Chamblee City Council does hereby approve the resolution adopting the Comprehensive Plan.


Adopted this 17th day of March 2015.

BY:

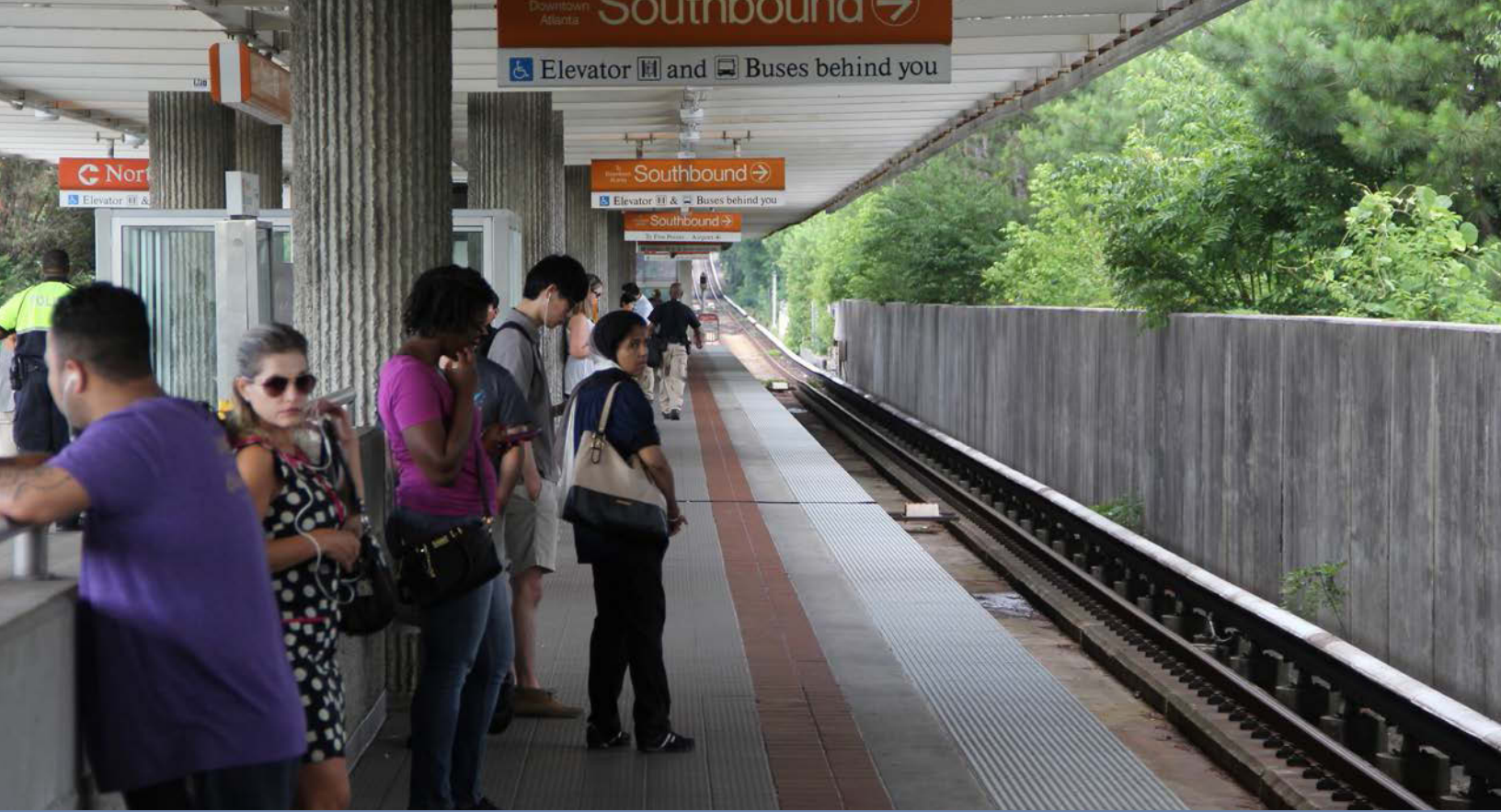


R. Eric Clarkson, Mayor

ATTEST:



Emmie Niethammer, City Clerk



JACOBS

10 10th Street Suite 1400
Atlanta, GA 30309

CHAMBERLAIN CITY HALL