

ONE

CHAMBLEE

COMPREHENSIVE PLAN UPDATE



Prepared for the City of Chamblee, Georgia

ADOPTED
DECEMBER 17, 2019

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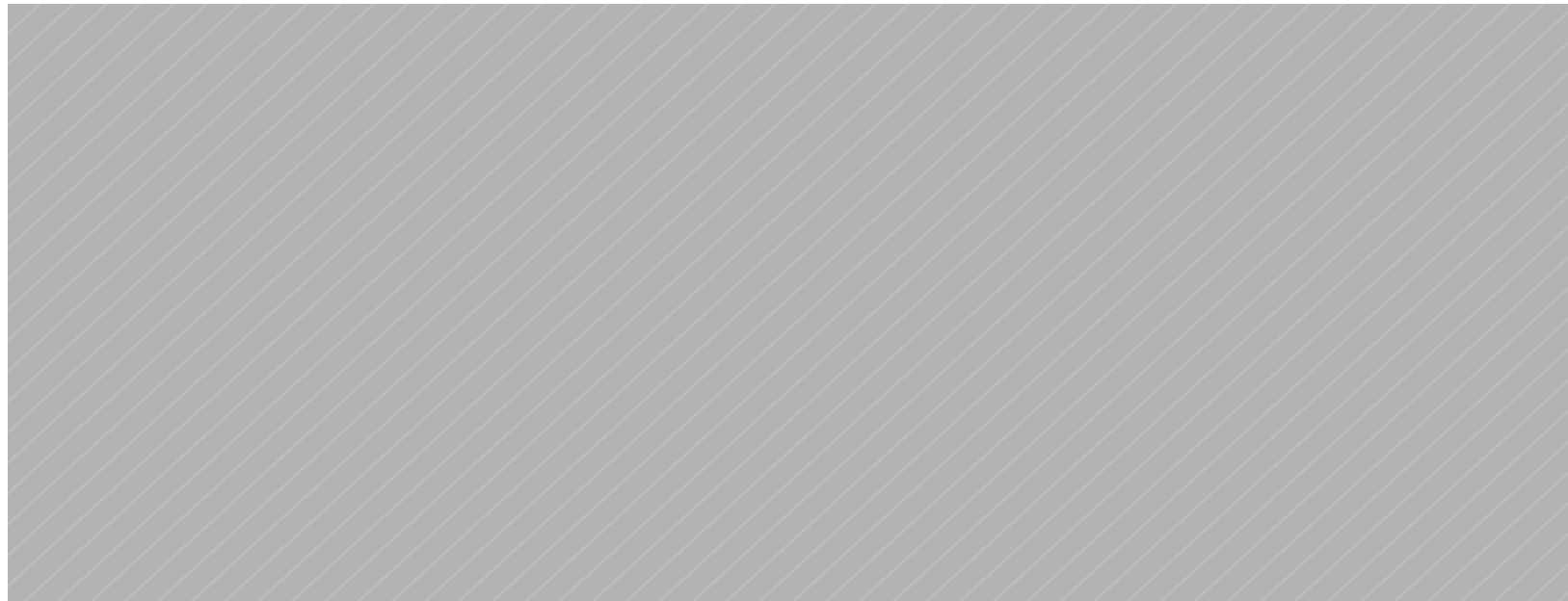
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- North DeKalb Senior Center
- St. Pius X Catholic High School
- Chamblee United Methodist Church

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Table of Contents

Planning Context	6	Vision Statement	128
About Chamblee	8	Goals	129
Purpose	10	Land Use	130
Planning Process	11	Transportation	164
Previous Planning Efforts	12	Small Area Plans	170
		Population & Housing	220
Existing Conditions	36	Economic Development	224
Land Use	38	Natural Resources & Sustainability	228
Transportation	52		
Population & Housing	62	Implementation	256
Economic Development	78	Implementation Program	258
Broadband	92	Action Matrix	262
Natural Resources & Sustainability	94	Priority Projects	312
		Long-Term Projects	313
Public Participation	96	Appendix	314
Outreach Methods	98	Report of Accomplishments	316
Meetings & Events	108	Survey Questions	322
Community Vision	120	Meeting Sign-in Sheets	332
Plan Structure	122		
Needs & Opportunities	124		



PLANNING CONTEXT

Understanding the city's background and how previous efforts will influence the creation of this comprehensive plan.

PLANNING CONTEXT

About Chamblee

Located just 14 miles from downtown Atlanta, in northern DeKalb County, Chamblee is a vibrant city with a diverse community and international flair. Chamblee is bordered by Dunwoody to the north, Doraville to the east, and Brookhaven to the west.

Two major interstate highways that border the city, I-285 to the north and I-85 to the southeast, provide easy access to and from the city. For commuters, roadway access is complemented by a MARTA rail station and ten MARTA and GRTA bus routes. The city also is home to DeKalb-Peachtree Airport (PDK), the second busiest airport in the state.

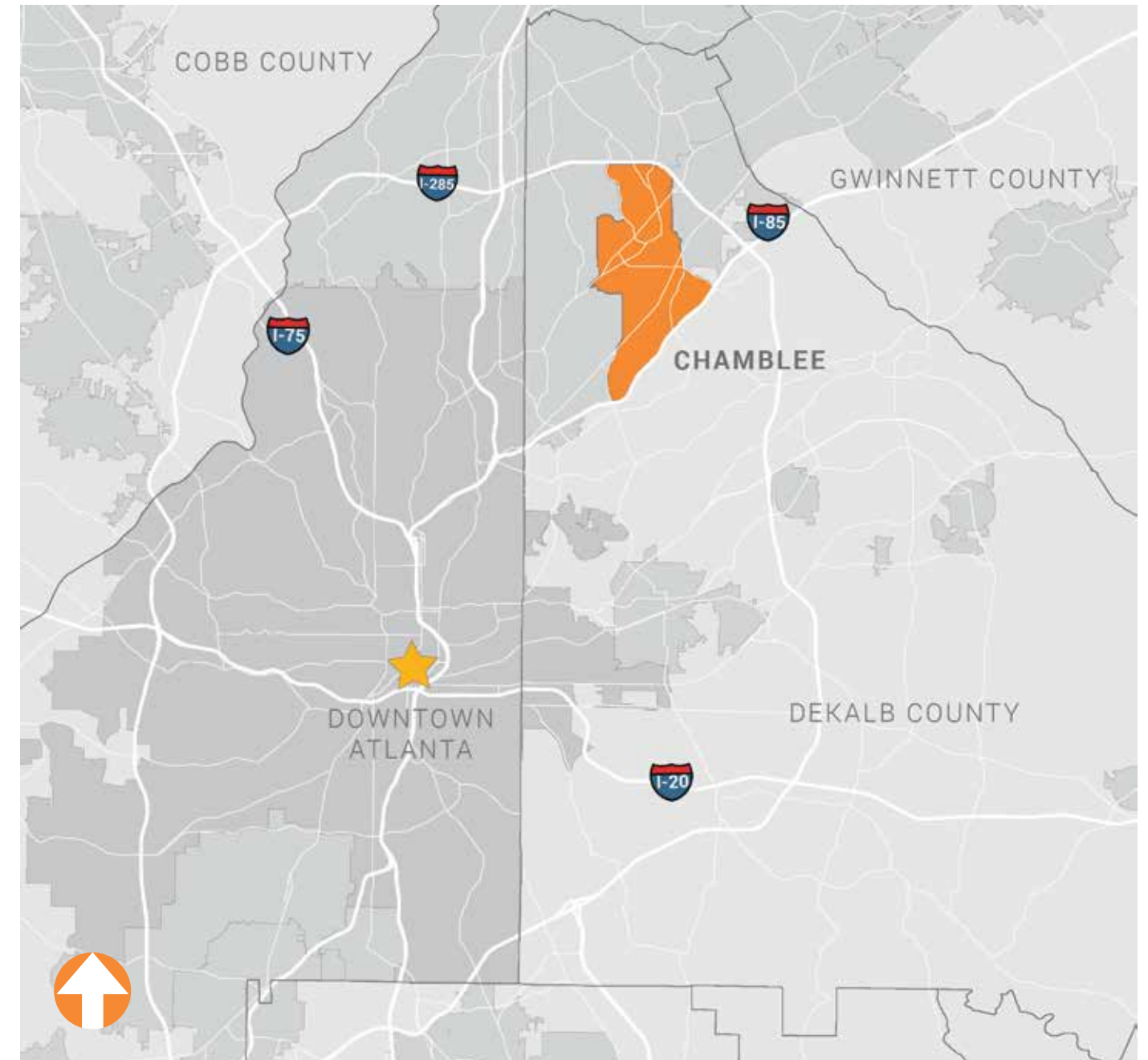


History

Originally called “Roswell Junction,” Chamblee began as a small rail town, and was formally incorporated in 1908. During World War I, the city was home to Camp Gordon, which served around 40,000 servicemen and ushered in a building boom. After World War II, the General Motors plant in neighboring Doraville brought growth in the city’s blue-collar industries, bringing in new residents. By the 1980s, much of the city’s industrial base had downsized, but the city experienced a growth in its immigrant and refugee population partially due to its stock of affordable housing. During the early 2000s, the city’s downtown began to experience significant commercial and residential development, all while maintaining its vintage buildings and architecture. Through multiple annexations during the 2010s, the City has grown to more than 7 square miles with 29,000 residents.

Sources: City of Chamblee website; Georgia Place-Names: Their History and Origins

Location of Chamblee, Georgia



PLANNING CONTEXT

Purpose

This comprehensive plan envisions the long-term future of the City of Chamblee, Georgia, and outlines the steps to fulfill it. As time passes and as conditions change, this plan will serve as a guide for cooperation and coordination between each of the municipalities, other service providers, and current and future property owners. The goals, policies, and strategies contained in this plan have been carefully crafted to support new development and redevelopment that is beneficial to the community and maintains its vision. The plan should be used to support decisions regarding growth management, transportation, housing, economic development, sustainability, and the community's quality of life over the next few decades.

Furthermore, this plan fulfills Georgia Department of Community Affairs (DCA)'s requirements for local comprehensive planning and the requirements to maintain the City of Chamblee's status as a Qualified Local Government.



Planning Process



Previous Plans

City of Chamblee Comprehensive Plan // 2015

The previous Chamblee comprehensive plan was adopted in 2015 and was the result of a year-long process that relied heavily on public participation.

The plan serves as a guide for making rezoning and capital planning decisions and sets policies for City officials concerning future development. The plan included policy recommendations, a Character Area map (see page 15) with specific goals and policies, and an implementation plan that included a 5-year Community Work Program.

Vision

The 2015 vision statement was created through a public vetting process that started with the previous plan update's vision statement, and was modified throughout the process:

"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."

Goals

Chamblee's vision was supported by five overarching goals to shape and define the City's direction:

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

2015 Priority Needs & Opportunities

Below is a list of key needs and opportunities as identified during the 2015 comprehensive planning process:

Needs

- Conduct more community facility planning.
- Maintain and improve community facilities through additional funding and investment.
- Provide a central community gathering place.
- Improve aesthetics and wayfinding around the downtown civic complex to make it more visible and accessible.
- Improve pedestrian infrastructure and landscape.
- Expand bicycle network and facilities.
- Make local connections across regional transportation facilities.
- Facilitate investment in quality development.
- Attract new business to serve Chamblee residents in retail, entertainment, and dining.
- Provide additional housing options.

- Create an environment that supports residents of all ages.
- Streamline and update City development regulations.
- Provide ongoing communication about city plans, policies, and actions.
- Improve government data resources and accessibility.

Opportunities

- Maintaining an environment of multi-cultural acceptance and tolerance.
- Reinvest in vacant and abandoned structures due to strong location-based assets and excellent multi-modal transportation network.
- Expansion of transit-oriented development at the Chamblee MARTA station.
- Redevelopment of the Doraville GM site.
- Brand "Chamblee's Motor Mile" along Peachtree Boulevard.
- Strengthen and support neighborhoods.
- Urban farming and gardening practices.

KEY PROJECTS

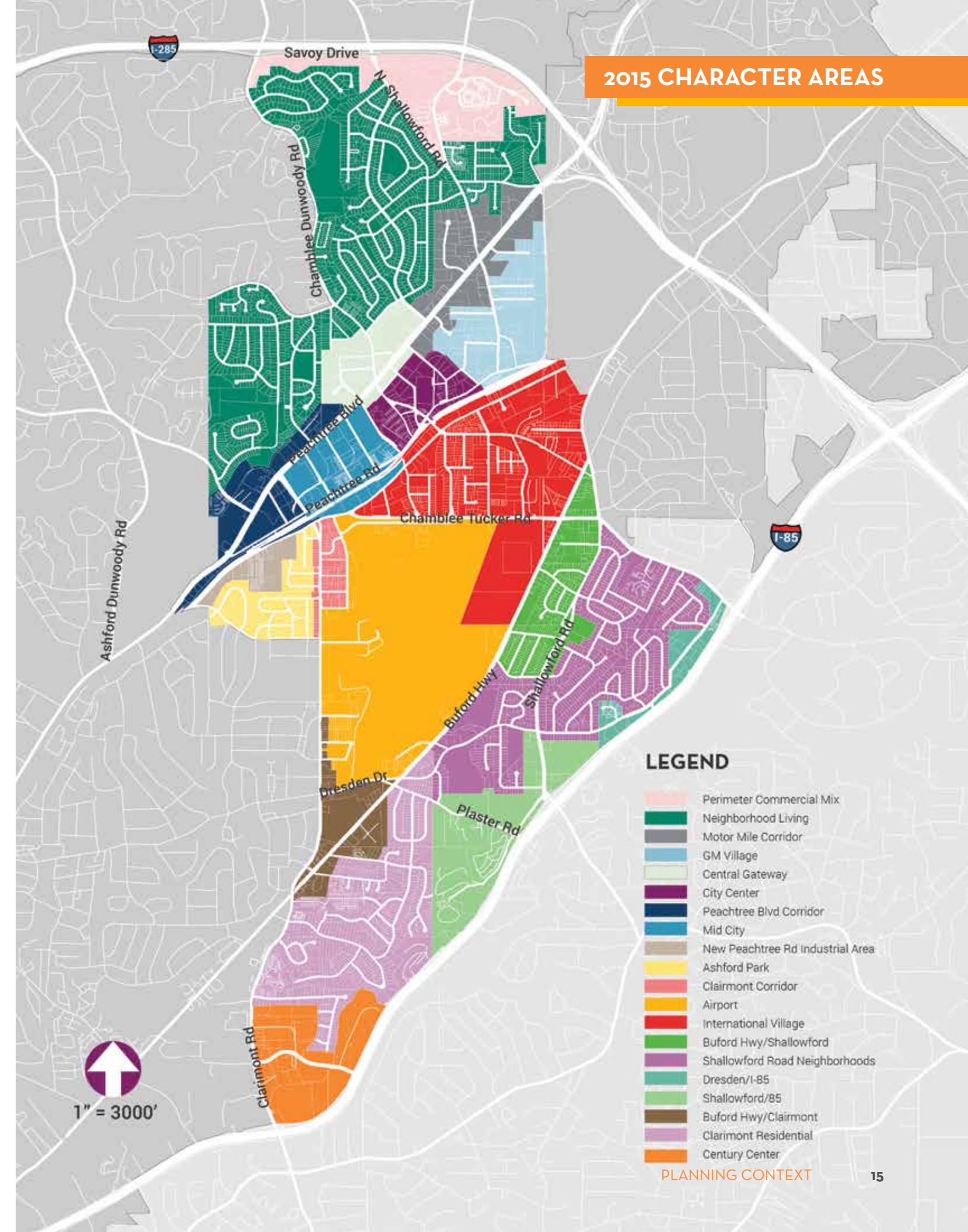
Major projects that were recommended for the short-term are below:

- Parks & Recreation Master Plan
 - Downtown Parking Study
- Acquisition of Dresden Park from DeKalb County
- New Unified Development Ordinance
 - Initiate an annual Sidewalk Improvement Program.
- Strategic Economic Development Plan
- Address needs related to the 2014 annexation
- Corridor improvements along Chamblee Dunwoody Road (from New Peachtree Road to Chamblee Charter High School)
- Corridor improvements along Peachtree Road (from Clairmont Road to Pierce Road)
 - Construct new roadway that crosses the rail corridor to connect to the Assembly in Doraville.

Indicates completion

Policies

The City outlined 68 general, non-geographic policies that related to needs and opportunities and advanced the goals of the plan. The general policies were further categorized as land use, transportation, population and housing, economic development, and community facilities and services. More specific policies within this plan were divided into two categories: Streetscape Policies and Infill Policies (Character Areas). Streetscape Policies guided future improvements along public rights-of-way through streetscape design requirements for different road classifications. Although the city has little undeveloped land, about 160 acres of vacant land is proposed to be redeveloped as infill. Infill Policies are implemented through the Character Area map (see right) and are intended to keep within the character of the surrounding area.



Chamblee Mobility Plan

// 2019

The Chamblee Mobility Plan (MTP) is a comprehensive transportation plan for the City of Chamblee. Following annexations in 2010 and 2014, the City expanded significantly, requiring a more holistic transportation plan. The MTP addresses key transportation needs and opportunities to support a dynamic community and high quality of life for residents. This plan is incorporated by reference in the transportation and small area plan recommendations.

Goals

- **Improve Safety.** Provide a safe transportation system for all community members.
- **Promote Access.** Make the community's amenities accessible to all residents.
- **Strengthen Connectivity.** Connect to the larger Atlanta region, especially to Chamblee's neighbor cities.
- **Encourage and Enable Economic Development.** Promote economic development and community prosperity.
- **Maintain Responsibility.** Contribute to fiscal responsibility and sustainability.
- **Protect the Environment.** Manage Chamblee's environmental footprint.

Needs and Opportunities

The plan identified key transportation issues, such as high traffic volume on major thoroughfares, lack of advanced traffic control on non-major thoroughfares, and a growing interest in active transportation infrastructure. Chamblee is currently served by MARTA's gold line and multiple buses, including Route 39, MARTA's busiest bus route

in the system. The city is located along two of Atlanta's primary freeway corridors (I-85 and I-285), while also encompassing an important regional and local street network.

Based on key transportation issues and existing conditions, the plan identified a series of needs and opportunities:

Short-Term Needs

- Manage arterials to improve safety.
- Improve access management.
- Install sidewalks to fill gaps for accessibility and equity.
- Set a direction for freeway approaches.
- Connect northern and southern neighborhoods to central Chamblee.

Long-Term Needs

- Accommodate regional traffic confluence.
- Cross road, rail, and other natural barriers.
- Fit new freeway and transit investment into the City.

Opportunities

- Location of rail transit is prime for redevelopment and density.
- Emerging transportation technology makes Chamblee well-positioned for autonomous shuttle service.
- Multi-use trails could be built along stream corridors and buffers.

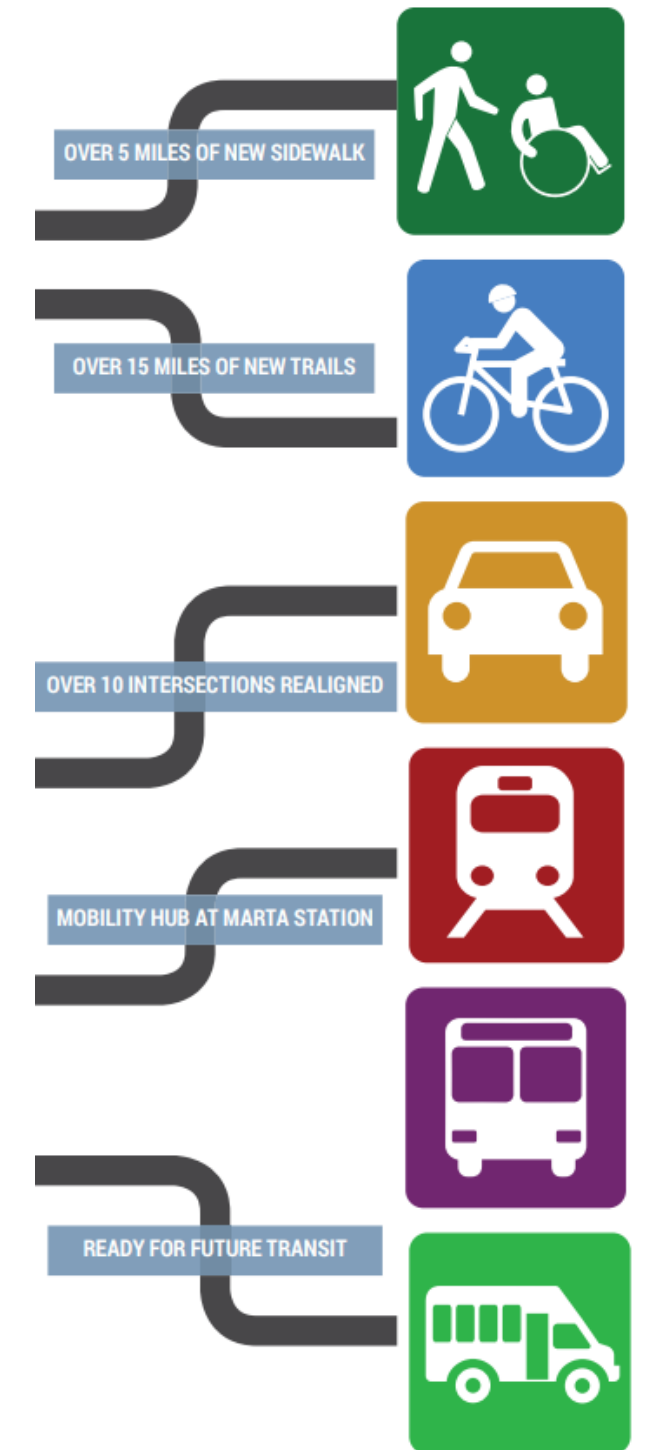
- Utility corridors provide uninterrupted paths through the City.

Recommendations

After identifying key issues, needs, and opportunities through analyses and outreach, the plan recommended capital project investments. It is important to note that recommendations may also require additional programs and policies; however, they provide a framework for shaping Chamblee's transportation system for future success.

Recommendations included:

- **Sidewalk Infill.** Strategic infill areas where gaps in the sidewalk network are addressed.
- **Active Transportation Connections.** Extending ways to reach different parts of the City on foot or by bicycle.
- **Connecting Across Barriers.** Projects to connect and cross barriers (i.e. main highways and thoroughfares).
- **Improving Network's Safety and Efficiency.** Projects/studies to redesign interchanges and street network for safety, especially along corridors like Buford Highway.
- **Chamblee Rail Station Improvements.** Projects internal and adjacent to the rail station to improve last mile connectivity.
- **Studies and Policies.** Formalized statement of intent of next steps and policy recommendations.



DeKalb County Comprehensive Transportation Plan // 2014

In addition to the City's plans, the DeKalb County Comprehensive Transportation Plan (CTP) serves as a guide for transportation decision-making in the County. The plan identifies a need for transportation to not only improve the lives of residents, but also help attract and retain a successful business community. Projects and strategies identified in this plan seek to maintain and expand the County's transportation system while considering budgetary constraints. The plan's overall goal is to increase quality of life standards in the County and to attract and retain businesses that can compete on a regional, if not national, level. The County created a supplemental Complete Streets Policy to address the interest in growing multi-modal transportation and accessibility.

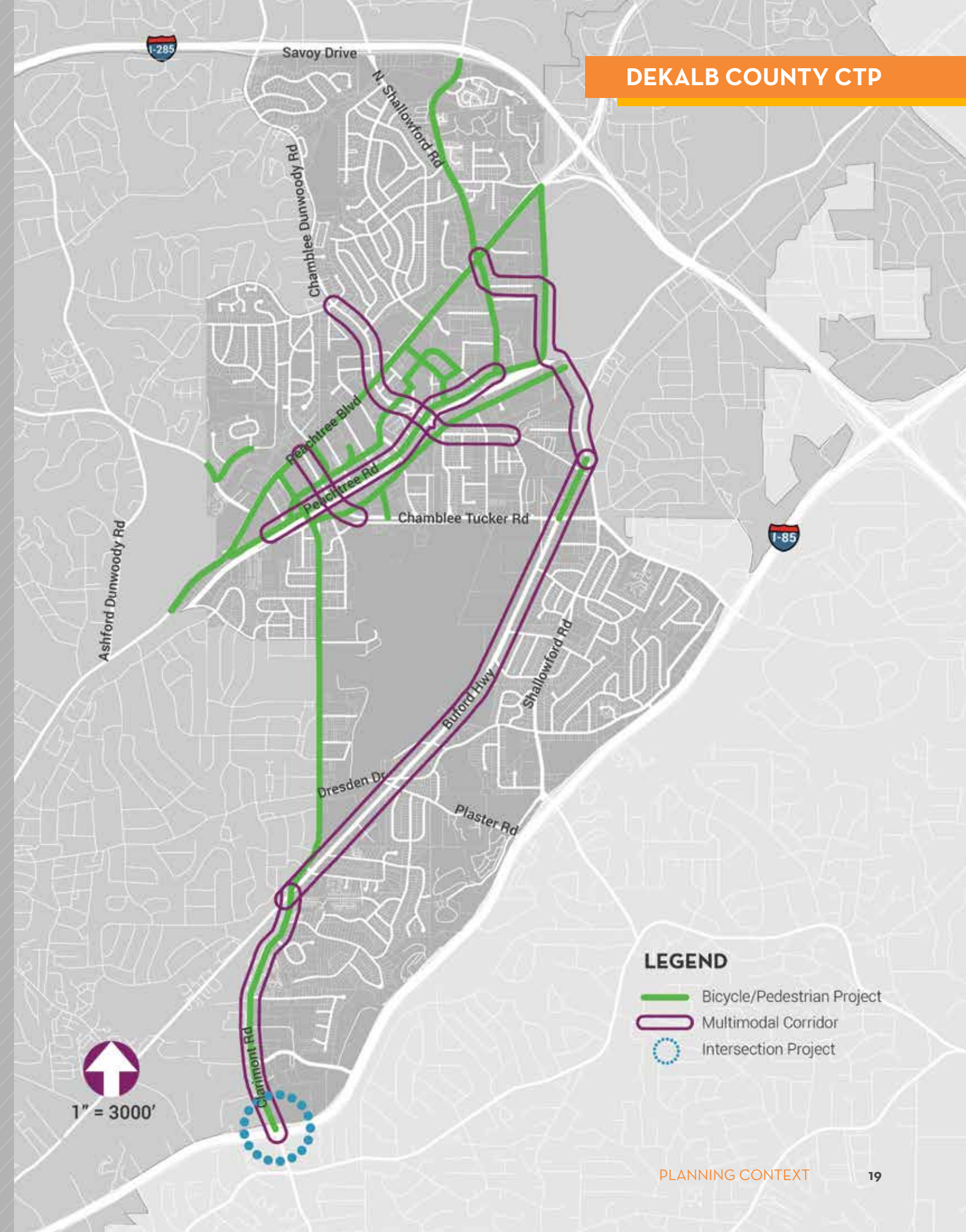
County-Wide Relevant Recommendations

- The County and MARTA should coordinate on providing service to the Doraville and Chamblee Master Active Living Plan (MALP) areas.
- Any future redevelopment near the DeKalb-Peachtree Airport (located in Chamblee) should be well-coordinated with airport officials.
- Manage Chamblee's environmental footprint.

CHAMBLEE-SPECIFIC RECOMMENDATIONS

The following projects for the City of Chamblee were included in the DeKalb County CTP. The projects were included from the ARC's regional plan PLAN 2040, the Comprehensive Plan, and various LCI plans. Other projects were also created through conversations with stakeholders, elected officials, and members of the public.

- Chamblee Dunwoody Road Multi-Modal Corridor Improvements
- New Peachtree Road Bicycle and Pedestrian Improvements
- Peachtree Road / North Peachtree Road Bicycle Improvements
- Perimeter Trail - PATH - Phase II
- Peachtree Boulevard Pedestrian Improvements
- Malone Drive and Watkins Avenue Streetscape Improvements
- New Roadway Connection between Buford Highway and Peachtree Boulevard
- Clairmont Road Bicycle Improvements
- Broad Street Pedestrian Improvements
- Chamblee Rail Trail Multi-Use Trail - Phase II
- Peachtree Road Road Diet and Multi-Modal Improvements
- Chamblee Rail Trail Multi-Use Trail - Phase III
- Chamblee Tucker Road Multi-Modal Corridor Improvements



LEGEND

- Bicycle/Pedestrian Project
- Multimodal Corridor
- Intersection Project

Rail Trail Studies

Rail Trail Extension Conceptual Design Study (Phase 2) // 2016

The Chamblee Rail Trail Extension Conceptual Design Study resulted from the 2000 Livable Centers Initiative (LCI) Study that identified a possible multi-use trail along the abandoned Roswell Railroad Line corridor. Phase 1 was completed in the late 2000s. A 2016 study established extensions of the vision for Phase 2. Each phase has included an existing conditions analysis, public engagement process, a concept plan, and an implementation plan to improve active transportation connectivity. The Chamblee Rail Trail is one of two specific mobility efforts in the city. A separate study regarding the feasibility of a self-driving shuttle will be discussed later in the chapter.

In the 2016 study, the design team created concept designs for seven segments, keeping existing conditions and community feedback in mind. Concept designs included the following key elements:

- Transit-oriented development (TOD);
- A Rail Trail park;
- Multi-use trail;
- Mixed housing types;
- Local artist work with a focus on multiculturalism; and
- Preservation of industrial design character.

Peachtree Road Streetscape & Rail Trail (Phase 2) // 2017

The conceptual design study of Phase 2 was completed in August 2016, and a companion study included a Peachtree Road streetscape plan and an implementation plan for the extension of the existing Chamblee Rail Trail to Chamblee Dunwoody Road.

The 2017 study included design concepts for six segments of the proposed trail network and the redesign of the Peachtree Road corridor for improved multi-modal connections, largely drawing on needs identified in the existing conditions analysis and community feedback.

Rail Trail Phase 3 Concept Design Study // 2019

Phase 3 builds on Phases 1 and 2 but focuses on incorporating and supporting future development in Downtown Chamblee. The plan includes the following objectives:

- Extend the multi-use trail across the MARTA and railroad tracks along New Peachtree Road.
- Analyze the trail's interaction with the planned Peachtree Road Streetscape and the Chamblee Town Center Master Plan.
- Estimate project costs and develop an implementation plan with funding sources.

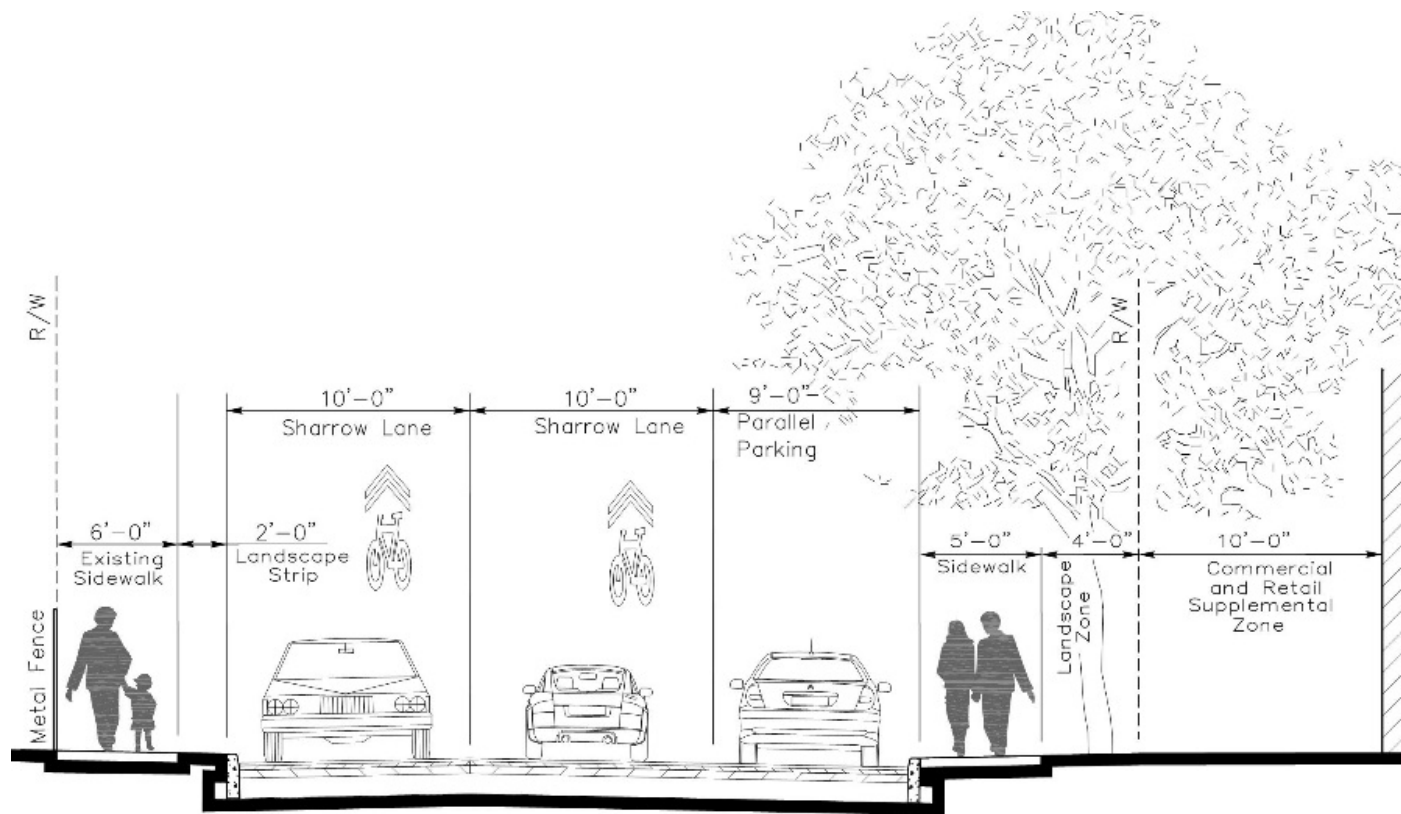
Concept designs for Phase 3 expand upon previously identified focus areas, placing a larger emphasis on working with private property owners in those areas. The design plans also included Rail Trail and street intersection crossing standards and design guidelines.



Source: Rail Trail Extension Conceptual Design Study (Phase 2)



Source: Rail Trail Extension Conceptual Design Study (Phase 2)



Source: Peachtree Road Streetscape & Rail Trail (Phase 2)



Source: Rail Trail Phase 3 Conceptual Design Study

Analysis

The design team for Phase 2, in coordination with the City of Chamblee and MARTA, analyzed existing conditions and reviewed seven previous plans and ten development plans for Phase 2, and similar analyses was completed in Phase 3. The following key components were identified in the analysis:

- Create mixed-use, transit-oriented development (TOD);
- Include a variety of housing types;
- Provide ample parks and open space;
- Provide park destinations along the trail;
- Add wayfinding and mile markers;
- Add an additional 1.4 miles of the trail;
- Incorporate consistent design standards;
- Incorporate shared autonomous vehicle (SAV) routes;
- Include green infrastructure to address the high amount of impervious surface;
- Connect to points of interest and celebrate historic resources;
- Enhance safety, attractiveness, and mobility;
- Promote redevelopment/
- Protect and increase the tree canopy; and
- Minimize negative environmental impacts.

Community Engagement

The community engagement portions of the three studies included variations of the following engagement strategies:

- Interviews with elected officials;
- Interviews with trail neighbor and residents;
- A stakeholder advisory group (residents, property owners, agencies);
- Public workshops;
- Online survey; and
- An open house.

Out of the community engagement processes and interactive tactical urbanism installation, the studies identified the following key elements and themes to be included in Rail Trail plans:

- Linear park with multi-use concrete trails and a landscape buffer between the trail and land uses;
- Beautiful atmosphere with shops and restaurants;
- Local and regional connectivity;
- Safety (open, well-lit, etc.);
- Celebration of history, culture, environment, and memories of Chamblee;
- Preservation of the Downtown Chamblee character;
- Improved mobility; and
- New businesses and pedestrian activity.

Chamblee Self-Driving Shuttle Feasibility Study

// 2018

The Chamblee Self-Driving Shuttle Feasibility Study, completed in 2018, explores the possibility of Shared Autonomous Vehicles (SAVs) in Chamblee. The study and plan focus on using SAVs to create meaningful first and last mile connections to the Chamblee MARTA train station, while keeping the following community vision and goals in mind:

- Improve mobility through increased transit and pedestrian services.
- Attract people from across the region to support a thriving business environment.
- Develop and maintain strong multi-modal options to alleviate parking challenges.
- Reduce transportation related greenhouse gas emissions to improve air quality.

Key Findings

- Chamblee is more than a bedroom community – it is an employment destination.
- Chamblee is experiencing significant job growth.
- The greatest housing density is north of the rail corridor
- There is room for higher frequency of transit services to enable spontaneous travel.
- Stakeholder views of SAVs were generally very positive.

The study also included an online survey to better understand residents' opinions of SAVs. Key themes included:

- More than 80% of respondents had a positive view of SAVs and believed they would help lower emissions and reduce the number of crashes.
- The top three destinations in Chamblee are Peachtree Station (Whole Foods), Peachtree Road (Downtown Chamblee), and the Chamblee MARTA station.
- Most people drive as their primary form of transportation.
- The most popular MARTA destination is Hartsfield-Jackson Atlanta International Airport.
- Most respondents live beyond a 10-minute walk of the Chamblee MARTA station.

SAV Route Alternatives

Seven route alternatives were identified based on stakeholder and public input and transportation best practices. These destinations included:

- City Civic Complex
- PDK Airport
- Peachtree Station
- Chamblee Plaza
- Keswick Park
- Third Rail
- CDC/IRS

A comparative analysis was performed based on a set of measurable criteria that support the City's goals, values, and priorities. The two highest ranked alternatives connect Peachtree Station to Third Rail and future development at Assembly (shown below).



Cost, Feasibility, and Next Steps

Cost may seem like a deterring factor for implementing new technology; however, the study states that today, an SAV is estimated to be 70 percent cheaper to operate than a regular bus. The study concludes that it is indeed feasible to have a self-driving shuttle service along Peachtree Road. Including SAVs in Chamblee's transportation plan could be an exciting opportunity to use new technology to alleviate long-time problems.

Chamblee Automated Shuttle Detailed Design Plan // 2019

The Chamblee Automated Shuttle Detailed Design Plan, completed in 2019, addresses the operational details, risks, and the corresponding conditional improvements for an automated shuttle route on Peachtree Road. The plan categorizes these improvements as either required, recommended, or optional. The automated shuttle route is separated into seven districts along Peachtree Road with each district anchored by one of the following proposed stops:

- Peachtree Station;
- Mercy Park;
- Chamblee MARTA station;
- Chamblee Dunwoody Way;
- Broad Street;
- Third Rail Studios; and
- Assembly Yards.

Route Analysis and Design

Merging and lane-changing movements can be difficult for automated shuttles; therefore, the plan recommends shuttle stops in the travel lane along Peachtree Road, which could potentially increase traffic delays while also calming traffic. Additional considerations for the entire route include the following:

- ADA-accessible transit stops and connected signalized intersections (required);
- Advisory signs/lane painting along Peachtree Road and at designated automated shuttle stops (recommended); and
- Flashing beacons at intersections (optional).

The plan further details operational and corresponding conditional improvements and considerations for each of the seven districts and proposed stops. Preferred stop locations as well as alternate stop locations for each district are provided based on existing conditions and preferred stop infrastructure. Infrastructure modifications to consider include the following:

- ADA-accessible concrete landing pad and sidewalk connection at proposed stops;
- Stop amenities (pavement delineation paint, bus stop sign, bench, and systems map);
- All-way-stop-controlled intersections in the Chamblee MARTA station area;
- Raised table pedestrian crossings with flashing beacon and/or signage to enhance safety;
- Additional traffic control at the Peachtree Road and American Industrial Way Intersection; and
- Speed reduction in certain areas.

Vehicle Secure Storage and Charging

The Plan states that a secure storage space with charging capabilities is required. Minimum storage, charging, and solar array standards for automated shuttles are further detailed in The Plan.

Operations and Cost

Automated shuttle operations can vary based on service type and target user groups. The service profiles detailed in the Plan assume a 1-vehicle fleet with a maximum 10-hour service day and the potential to run 7-days/week.

Infrastructure, vehicle, and operational costs will be incurred upon automated shuttle implementation. Infrastructure requirements and costs for the automated shuttle will be minimal and the ongoing Peachtree Road streetscape improvements will help to create a very automated shuttle-friendly environment. Vehicle costs can range from \$225,000 - \$400,000 with the option to lease from around \$120,000 - \$420,000/year. The operational costs will vary based on the purchasing option. Start-up costs will include shipping, staff training,

and site commissioning (approximated at \$35,000). An onboard attendant is also included in the operational cost. As the technology and federal and state regulations improve, the City can realize a cost savings when the vehicle truly becomes autonomous.

Timeline and Next Steps

Upon stakeholder support and funding, deployment will take between 4 and 6 months. The timeline includes the following:

- Procurement (8 weeks)
- Manufacturer's site review (1-3 weeks)
- Vehicle manufacturing and import (4-12 weeks)
- Route programming and testing (1-2 weeks)
- Operator training (1 week)

Existing shuttle pilots may serve as case studies and a guide for successful automated shuttle implementation in the City of Chamblee.



Strategic Economic Development Plan // 2017

At the time of its writing, the City of Chamblee had experienced several notable changes that impacted the local economy over the previous few years, including two annexations, the closure of the GM Plant in neighboring Doraville, and the 2008 recession. Past economic development efforts to assess development potential in the City focused on identifying best uses and target industries for specific locations. While these assessments provided a range of recommendations, they were not a unified approach to economic development for the entire city. To provide greater direction to economic development efforts, consultants were hired to complete a Strategic Economic Development Plan, a comprehensive approach to creating wealth, attracting jobs, and sustaining its existing commercial base.



Major Findings

- Chamblee's large Asian and Hispanic populations are an economic development asset in terms of attracting and developing culturally influenced business.
- Socioeconomic differences between the northern and southern sides of the city present opportunities and challenges.
- Since the recession, labor force participation has steadily increased for both Fulton and Gwinnett Counties, but has remained consistent in DeKalb County.
- Chamblee is an ideal 'tweener' community that offers urban/city amenities and access with many of the benefits for suburban living.
- There is an opportunity for focused entrepreneurial development within Chamblee.
- Some target industry clusters for the city may benefit from the industrial and flex buildings that remain from Chamblee's industrial past. Other target industry clusters benefit from the affordable office space in Chamblee, its location inside I-285, and its proximity to Downtown Atlanta.
- Development activity was strong prior to the recession. More than 2,500 residential units were added before the recession as well as more than 1.9 million square feet of non-residential space.

Economic Development Goals

- Create a place where people feel comfortable leaving their offices to interact with the community.
- Create a community where people can live their whole lives.
- Enhance the live/work/recreate aspect of downtown by creating a sense of place.
- Draw a mix of businesses that makes Downtown and other commercial centers work.
- Identify real estate and financial resources to advance new and existing businesses.
- Attract higher paying jobs.
- Create opportunities for the city's existing residents to benefit from the growth.

Strategies

Short-Term

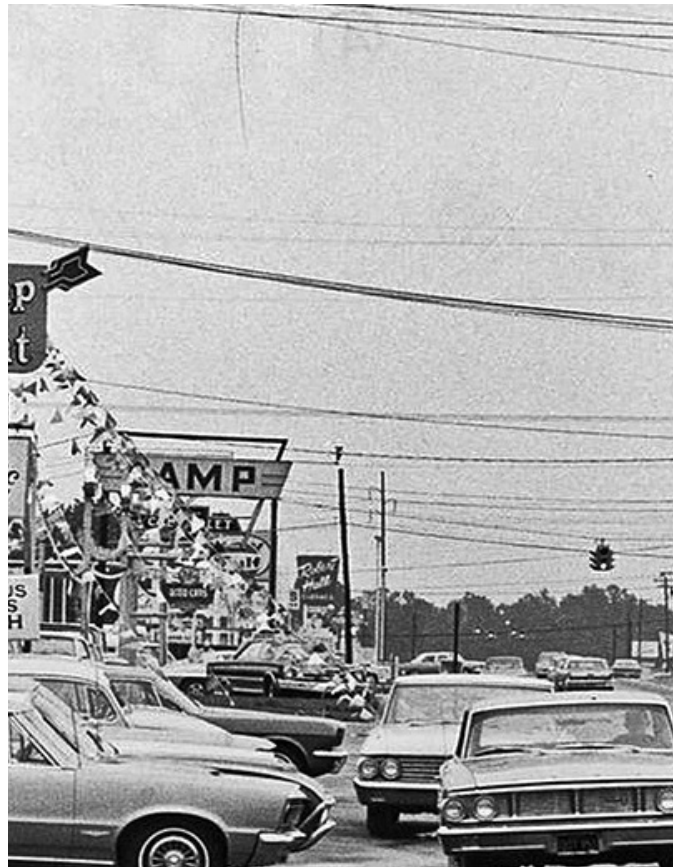
- Infill at Perimeter Park.
- Redevelop Chamblee Plaza as a catalytic mixed-use development.
- Continue to pursue the development of a Town Center.
- Expand transit-oriented development along New Peachtree Road.
- Activate the intersection of Buford Highway and Chamblee Tucker Road.

Mid-Term

- Create mixed-use gateway development along Savoy Drive.
- Expand the downtown area.
- Create an airport commercial area along Clairmont Road abutting DeKalb-Peachtree Airport.
- Assemble parcels at Laventure Drive to create a mixed-use development with a live-work focus.
- Infill at Century Center.

Long-Term Strategies

- Convert isolated neighborhood along Parsons Drive into commercial use, and connect to Peachtree Boulevard.
- Convert homes on Lawson Way into a new commercial activity center.
- Continue transformation of Peachtree Boulevard through commercial infill.
- Continue the creation of a transit-oriented development south of the Chamblee MARTA station.
- Engage existing business owners along Buford Highway to identify needs such as facade improvements, business mentorship, and forming a Community Improvement District (CID).
- Infill at Plaza Fiesta that maintains the character of the area.
- Maximize density at Century Center.



Buford Highway LCI Study // 2017

Buford Highway is a 50-mile thoroughfare designated as State Route 13 that stretches from Midtown Atlanta to Gainesville, Georgia, and bisects Chamblee. The Buford Highway LCI was a joint effort of the Cities of Chamblee and Doraville that focused on six miles of the roadway, from Clairmont Road to Oakcliff Road.

This Buford Highway stretch did not emerge until the mid 1970s and early 1980s. Before that time, Chamblee and Doraville functioned as small agricultural communities connected by the railroad to Atlanta. In 1947, General Motors strategically placed its new assembly plant along that railroad line in Doraville. The construction of Interstate 85 (and later Interstate 285) in the 1950s, combined with affordable home loans, ensured that a family could stay away from the hustle and bustle of the city, but commute quickly using the network of interstates through the city.

As manufacturing slowed in the 1960s, rental vacancy rates climbed and rental prices dropped. The multi-family units once home for Atlanta singles and new couples became vacant quickly. The area became extremely affordable, and as a result, the Buford Highway corridor of Doraville and Chamblee was a natural and accessible destination for Atlanta's growing immigrant populations.



Source: Buford Highway LCI

Purpose

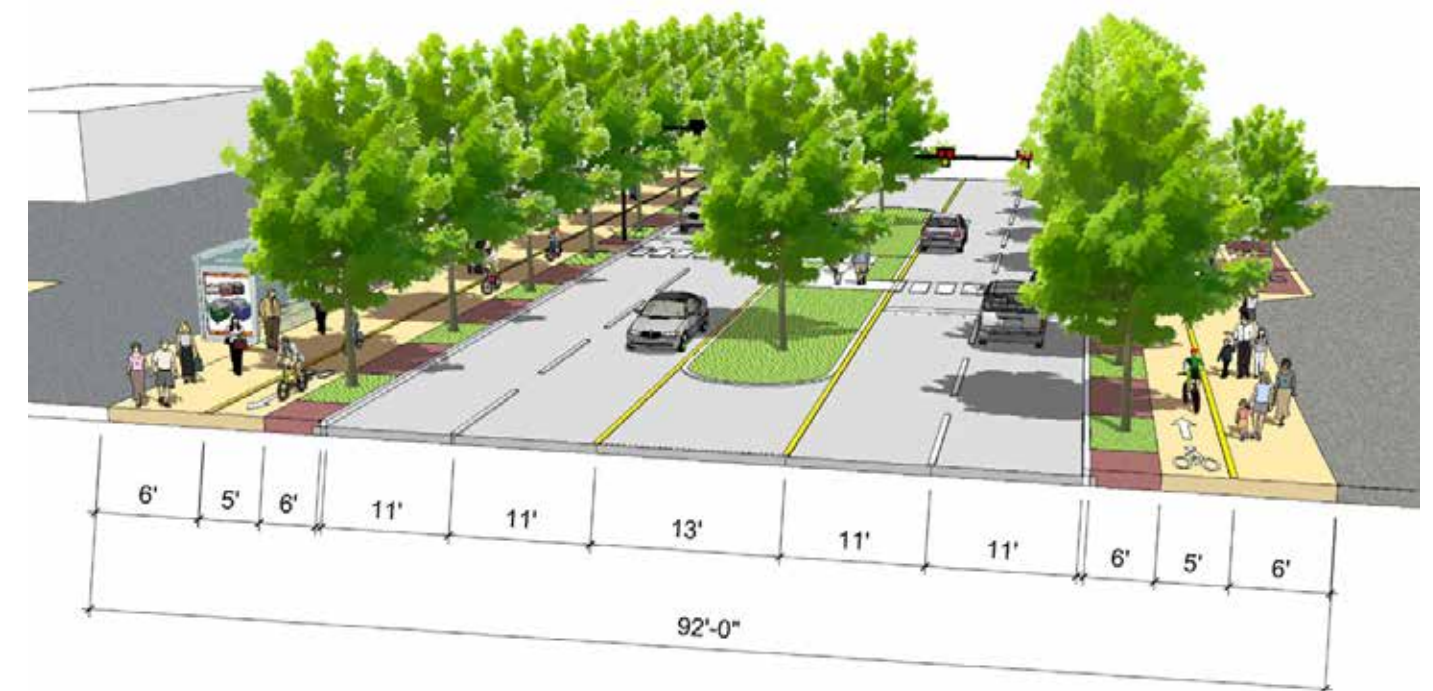
The recommendations of the Buford Highway LCI are rooted in the purpose and goals of the LCI Program to establish plans and policies promoting alternative forms of transportation. This plan went a step further by identifying concepts that aim to preserve, enhance, and cultivate a unique identity for the corridor. Because of Buford Highway's role in both Chamblee and Doraville, this study provided an opportunity for the two cities to coordinate efforts and create a unified vision that would guide future development.

Recommendations

This study yielded recommendations that are high in impact, yet low in cost, rather than recommendations that are bold and big dollar. The resulting plan represents the intent of the community based on documented consensus. Recommendations were broken up into 23 "big ideas."

Chamblee-Specific Projects

- Chamblee Tucker Road Bicycle-Pedestrian Project (from Chamblee MARTA station to Buford Highway).
- Clairmont Road Bicycle-Pedestrian Project (from Peachtree Road to Buford Highway; joint coordination with City of Brookhaven).
- Peachtree Road Bicycle-Pedestrian Project (from Chamblee MARTA station to the Assembly; joint coordination with City of Doraville).
- Multi-use path along Buford Highway (joint coordination with City of Doraville).
- Zoning changes to allow more multi-family units in commercial and mixed-use districts, minimize auto-oriented uses, allow more amenities, allow more hotels in mixed-use zoning districts, and update regulations to allow more food-related industries along the corridor.



Source: Buford Highway LCI

Chamblee Town Center LCI Study // 2014

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 land immediately surrounding the Chamblee MARTA station. 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 station.

In 2007 and 2012, the City of Chamblee completed Five-Year Plan Updates to the original 2001 LCI plan. The updates provided an extensive review of Chamblee's LCI history and implementation. The 2014 update to the Chamblee Town Center LCI provided the City with an opportunity to reevaluate and build upon 12 years of planning near the MARTA station.

Vision

- 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.



Source: Chamblee Town Center LCI

Goals

- Improve the Chamblee Downtown and MARTA 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.

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.

Key Development Recommendations

- Continue to encourage mixed-use developments in key locations.
- Seek opportunities along the Peachtree Boulevard Corridor.
- Seek high-quality development immediately adjacent to the MARTA station.
- Extend historic architectural "look and feel" of downtown Chamblee.
- Create architectural standards for historically designated areas, such as Antique Row and the Downtown Subarea.

- Focus additional senior housing near retail and other services.
- Incorporate the Chamblee Rail Trail and Open Space into redevelopment efforts.

Key Transportation Recommendations

- Make streetscape improvements along:
 - Chamblee Dunwoody Road.
 - Chamblee Tucker Road.
 - Malone Drive.
 - Broad Street.
- Pedestrian crosswalk improvements at Peachtree Road at Pierce Drive.
- Corridor improvements on Peachtree Road from Clairmont Road to Pierce Drive, and from American Industrial Way to Chamblee Dunwoody Road.
- Chamblee Dunwoody Road Gateway Improvements.
- Gateway Improvements on Peachtree Boulevard.
- Enact time-limited parking.
- Work with developers to encourage at least 20% of affordable housing for residential developments on MARTA-owned property.

Parks & Recreation Master Plan // 2018

The Chamblee Parks and Recreation Department currently has 10 park locations on approximately 100 acres. The Department's goals and objectives are to provide quality activities, programs, and events that enhance the quality of life for the city. With these goals in mind, the master plan evaluated the Department's current facilities and programs to develop recommendations to meet Chamblee's recreational needs over the next 10 years.

High-Priority Recommendations

Below are some of the recommendations made by the Parks & Recreation Master Plan:

- Explore real estate opportunities for immediate use as an indoor recreation facility.
- Implement new programs and events within the framework of existing facilities and potential facilities.
- Develop a revenue-producing facility to include a recreation center, a cultural activities center, a fitness center, and an aquatic center.
- Coordinate with other community groups that provide programs to see how the City can assist with items such as transportation, lease of space, etc.
- Develop facility design standards.
- Implement regulatory tools for mandatory parkland and greenway rights-of-way or easements in the zoning code.
- Address facility ADA deficiencies and general site recommendations.

- Develop a master plan for Canfield Park, begin construction, and hold an official opening of the park (see concept plan on the right).
- Acquire additional parkland (e.g. properties taken over by FEMA) for development following recommendations from a feasibility study and begin construction documents.
- Complete construction of Chamblee International Village Park (see concept plan on the right).
- Develop a master plan for the Savoy Drive parcel and complete construction.
- Develop a master plan for the Keswick Park Softball, T-Ball, and Dog Park, and complete construction.
- Develop a master plan for Dresden Park.
- Create a master plan for the Hearn Property to include additional surveys, design development, construction documents, etc.
- Survey the land for trail bridges and obtain construction documents with specifications.
- Continue the replacement of park amenities and signage to meet City standards and provide uniformity to the parks.

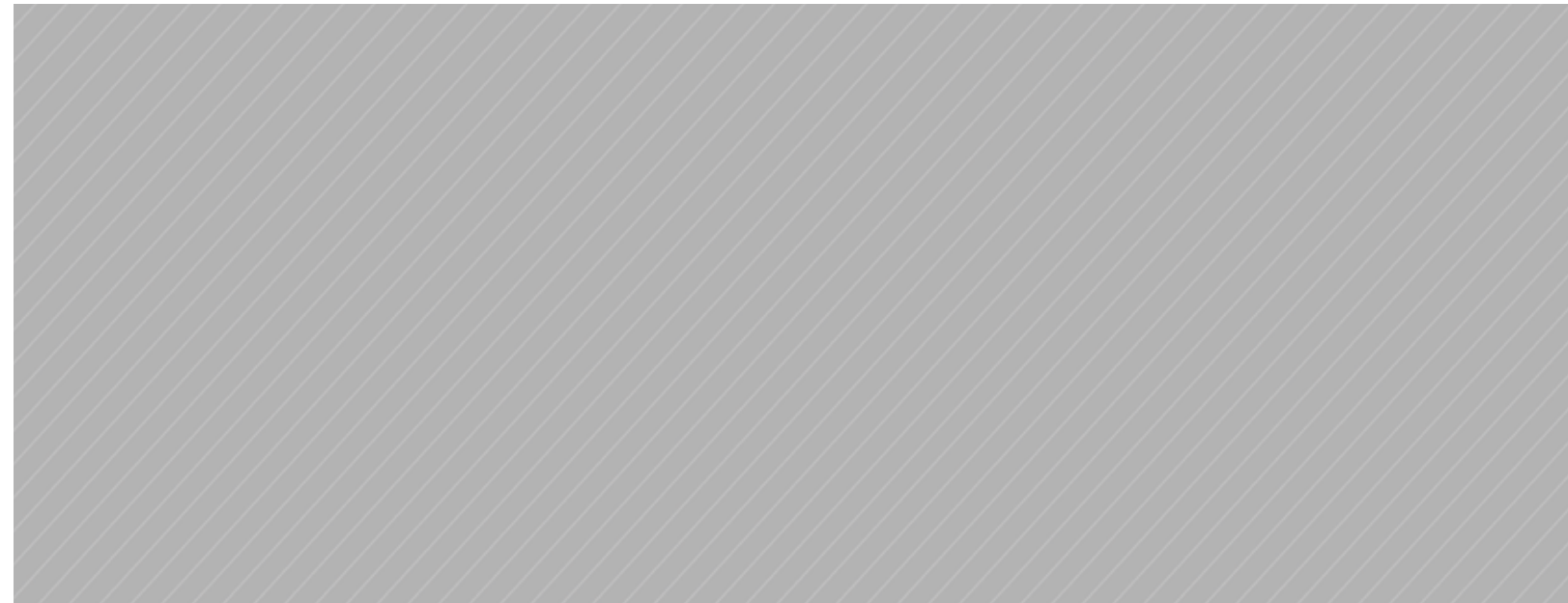


CANFIELD PARK - CITY OF CHAMBLEE
CONCEPT PLAN



CHAMBLEE INTERNATIONAL VILLAGE PARK
MASTER PLAN

Source: Parks & Recreation Master Plan



EXISTING CONDITIONS

*An inventory of the on-the-ground and regulatory conditions
that shape Chamblee today.*

EXISTING CONDITIONS

Land Use

Existing Land Use

Residential

Chamblee's most prevalent land use (one-third of all land) is low-density residential. Low-density residential uses, primarily comprised of single-family detached housing units, are grouped in large, established neighborhoods throughout the city. Medium-density and high-density residential make up an additional 12% of the city's land. Medium-density residential uses, usually townhomes and other attached housing developments, are primarily located along major roads like Clairmont Road, N. Peachtree Road, and Chamblee Dunwoody Road. Nearly all high-density residential uses, typically multi-family housing, are located off of I-85 and Savoy Drive. Altogether, residential lands make up 45.5% of the city.

Commercial & Office

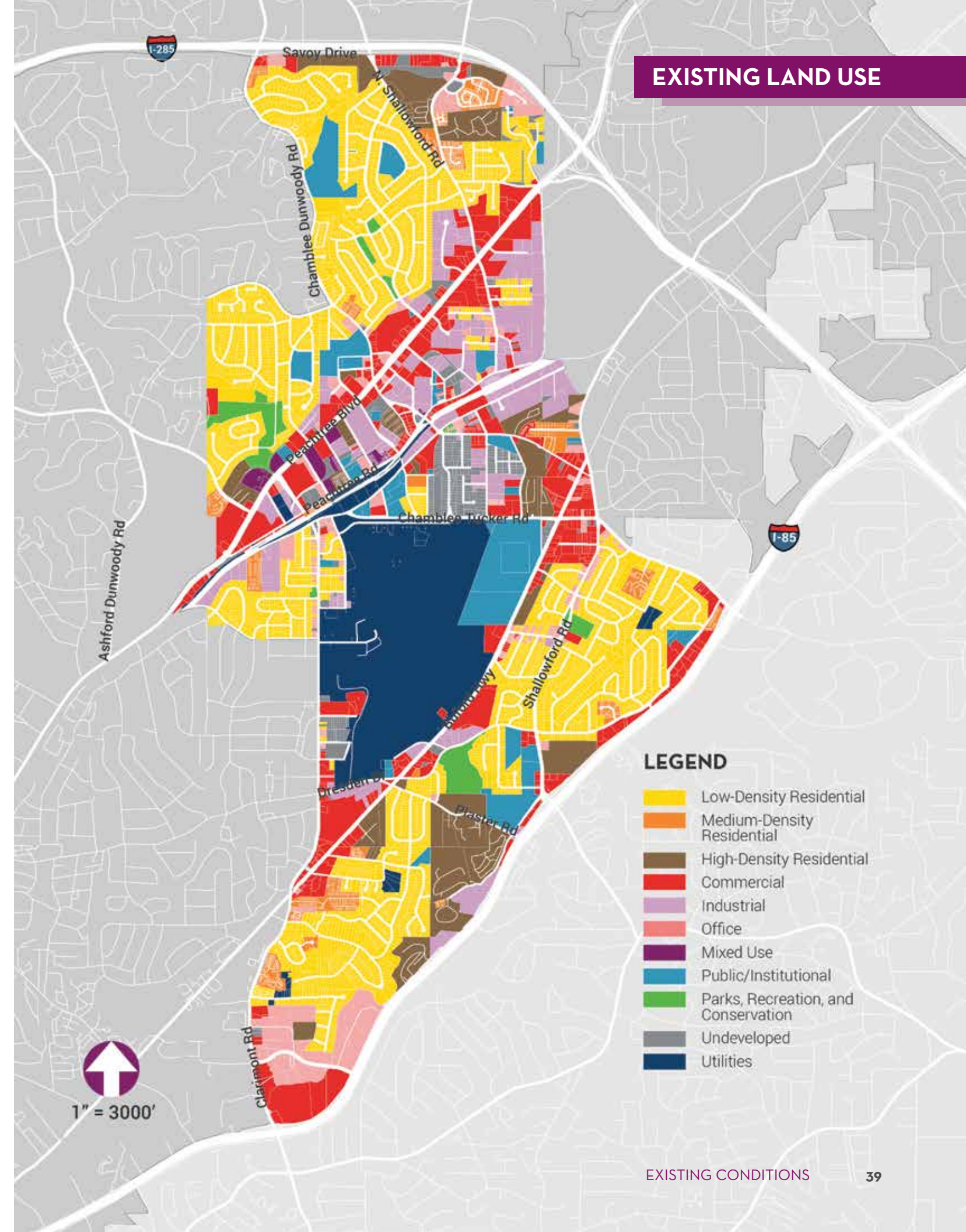
Together, commercial and office land uses total 19.2% of the city's land, the second largest land use behind residential. These uses are all located along major road corridors, like Clairmont Road, Peachtree Boulevard, and Buford Highway.

Industrial

As mentioned previously, industry is a big part of Chamblee's history. Today, around 8.3% of land in Chamblee is devoted to industrial development, primarily made up of light industrial and uses that support automotive dealerships along Peachtree Boulevard and DeKalb-Peachtree Airport.

All Other Uses

Utilities comprise 14% of Chamblee's land. Chamblee has an active railroad, MARTA heavy rail, and DeKalb-Peachtree Airport located right in the middle of the city. Other land for utilities are scattered around the city, primarily made up of service stations and cellular towers. The city has about 100 acres (2% of all land) of parks and recreation facilities, both privately owned and publicly owned by the City of Chamblee. 6.4% of land is devoted to public and institutional uses, primarily schools, churches, and civic facilities. Most notable of these facilities are the Centers for Disease Control (CDC), and the Internal Revenue Service (IRS).



EXISTING LAND USE

LEGEND

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Industrial
- Office
- Mixed Use
- Public/Institutional
- Parks, Recreation, and Conservation
- Undeveloped
- Utilities

Existing Land Use Categories

Land Use & Description	% of City
Low Density Residential. Single-family detached and attached housing, less than 6 units per acre.	33.4%
Medium Density Residential. Single-family attached housing and multi-family housing, 6-19 units per acre.	3.3%
High Density Residential. Multi-family housing, live-work units, 20-80 units per acre.	8.8%
Commercial. Retail, restaurants, and services.	14.1%
Industrial. Light industrial uses (production of smaller consumer goods), warehousing, and supportive office and retail uses.	8.3%
Office.	5.1%
Mixed-Use. Any combination of residential, commercial, office, and public/institutional uses, with 6-80 residential units per acre if residential is involved.	0.8%
Public/Institutional. Schools, places of worship, libraries, and City or County services.	6.4%
Parks, Recreation, and Conservation. Parks, playgrounds, recreational facilities, and protected open space.	2.0%
Utilities. Power lines, railroad, airport, communications, and cellular towers.	14.0%
Vacant. Undeveloped land.	3.6%

Zoning

The City of Chamblee has 13 base zoning districts, one special district, and one overlay district as part of the Unified Development Ordinance (UDO), originally adopted in June 2015. The City's zoning practices will ultimately influence how future development can be carried out.

Residential

The City has four zoning districts that are primarily used for residential development: Neighborhood Residential 1 District (NR-1), Neighborhood Residential 2 District (NR-2), Neighborhood Infill District (NR-3), and Village Residential (VR). NR-1 and NR-2 are intended for single-family residential development and accessory uses, and are mostly found in the city's older, more established neighborhoods. NR-3 is intended to provide standards for residential infill in existing neighborhoods. VR is intended to create standards for higher-density residential developments and their supportive non-residential uses. All of these permit single-family detached dwellings. NR-3 and VR permit townhouse dwellings, as long as they meet Supplemental Use Standards. Of these districts, multi-family developments are only permitted in VR districts, provided they meet Supplemental Use Standards.

Other defining differences between these districts are shown below.

Commercial

The City has five zoning districts that are primarily used to regulate commercial development: Low-Density Neighborhood Commercial District (NC-1), Medium-Density Neighborhood Commercial District (NC-2), Corridor Commercial District (CC), Corridor Village Commercial District (CVC), and Village Commercial (VC). NC-1 is intended to provide locations for neighborhood-level business to serve residents in adjacent single-family neighborhoods.



NC-2 is similar to NC-1, but permits more density, and is not intended to be adjacent to single-family neighborhoods. The intent of CC is to create commercial and mixed use developments that can serve residents and businesses at a medium density. CVC is intended primarily for any non-residential development at a medium density where auto-oriented uses are inappropriate. Lastly, VC is intended for mixed-use and similar types of developments at a higher density to serve the city's commercial core and to create regional-level businesses and services. All commercial districts in the Unified Development Ordinance strongly encourage a pedestrian-friendly, traditional urban form to limit conflicts between vehicles and pedestrians.

Industrial

The City has two zoning districts that are used for industrial development: Light Industrial (I) and Industrial Transitional District (IT). Both zoning districts permit uses related to motor vehicle sales and services; landscaping services; trade shops and services for upholstery, electrical, plumbing, and carpentry; laboratories; film production; manufacturing operations; breweries and distilleries; warehousing and storage; and assembly plants. The key difference is that I is intended for properties that are located on or nearby major roads that can accommodate light industrial development, while IT is intended for properties that have proximity to residential or commercial districts and would need to limit operations that would otherwise prove to be a nuisance.

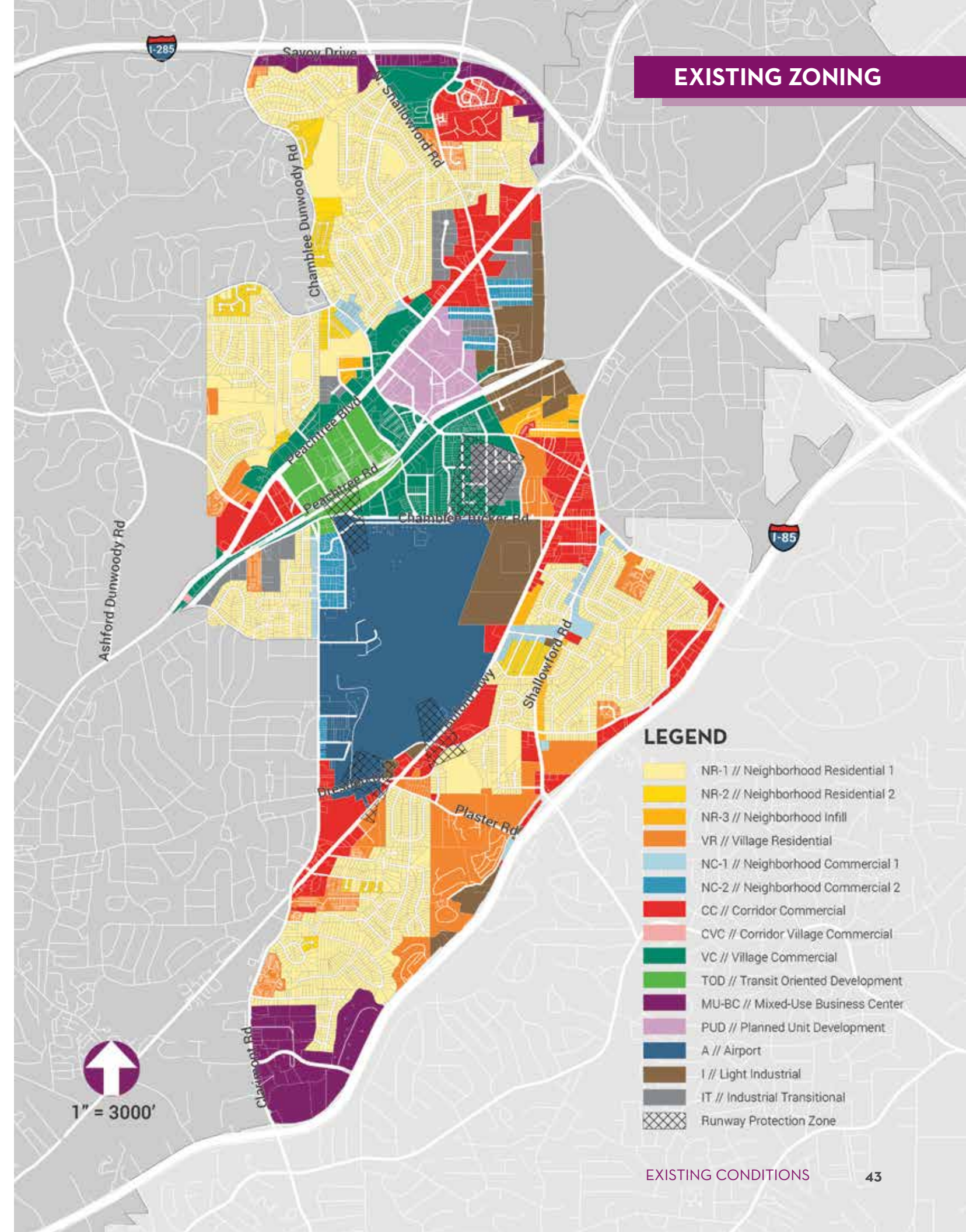
Mixed-Use

The City has two zoning districts that are primarily used for mixed-use developments: Transit-Oriented Development District (TOD) and Mixed Use-Business Center District (MU-BC). The TOD district is intended to support the development of mixed use development around the Chamblee MARTA Station to minimize the use of personal vehicles and maximize the use of public transportation, cycling, and walking. MU-BC is a new zoning district that is intended to facilitate high-rise urban developments to support a multi-modal environment. One key difference between the two zoning districts is that building height and FAR are limited in TOD (90 feet and 6.0, respectively), while neither are limited in MU-BC.



Airport

The City has a special zoning district for DeKalb-Peachtree Airport, aptly called Airport (A). This district is intended for properties adjacent to the airport that provide commercial and industrial services associated with the airport's operations. Uses include aviation facilities, hangars, service establishments geared toward employees and airport users, and warehousing and storage facilities.



EXISTING ZONING

LEGEND

	NR-1 // Neighborhood Residential 1
	NR-2 // Neighborhood Residential 2
	NR-3 // Neighborhood Infill
	VR // Village Residential
	NC-1 // Neighborhood Commercial 1
	NC-2 // Neighborhood Commercial 2
	CC // Corridor Commercial
	CVC // Corridor Village Commercial
	VC // Village Commercial
	TOD // Transit Oriented Development
	MU-BC // Mixed-Use Business Center
	PUD // Planned Unit Development
	A // Airport
	I // Light Industrial
	IT // Industrial Transitional
	Runway Protection Zone

Overlay Districts

The City has two overlay districts, the Runway Protection Zone (RPZ) and the Neighborhood Preservation Overlay District. RPZ limits the use and design of properties within the airport's flyzone. The overlay prohibits all residential, retail, industrial, places of worship, and institutional uses — anything that would attract large congregations of people. The conditions outlined in the RPZ have made it challenging to develop a large swath of vacant properties on Chamblee Tucker Road.

The Neighborhood Preservation Overlay District was developed to allow individual neighborhoods the opportunity to ensure that new and remodeled single-family dwellings and related accessory uses and structures are compatible with the height, size, and level of tree canopy of the existing dwellings and lots. Neighborhoods that wish to use this overlay must have at least 20 contiguous lots of record and have a defined boundary consistent with historic patterns of neighborhoods and subdivisions. The overlay district imposes standards such as height, building materials, square footage, setbacks, and roof forms. New developments and re-modelings that take place within each district are subject to review by the City's Architectural Design Review Board.

Planned Unit Developments

Planned Unit Development (PUDs) are defined by the City's UDO as a parcel or combination of parcels under control by a single corporation, firm, partnership, or association. They are planned and developed as an integral unit, in a single development operation, or a definitively programmed series of development operations and according to a development plan approved by a zoning amendment. In other words, PUDs regulate larger developments so that they are developed in a way that is consistent with a vision.

The City requires that PUDs meet the following requirements:

- A minimum of one contiguous acre;
- Must provide a mix of a minimum of two land uses in a vertical mixed-use configuration (multi-family, offices, retail, hotel, or civic uses);
- A minimum of 20% of open space; and
- The boundaries of the PUD must be shown on the Zoning Map and be in conformance of the adopted comprehensive plan.

The City recently approved a PUD for downtown Chamblee that prescribes a regulating plan with street and open space standards, a streetscape and hardscape manual, and an architectural pattern book.

What Does This Mean for Chamblee?

An analysis of the City's UDO reveals a strong code that has been consistently updated to reflect Chamblee's changing needs. One area of the UDO that may need improvement is the tree ordinance — it rewards property owners for saving trees but doesn't penalize them enough for removing trees. This determination was confirmed by the community throughout the public participation process. This will be explored in the Community Vision section of this report. Also notable is the lack of graphics and illustrations in the UDO, the addition of which would help clarify regulations. Depending on the vision of this comprehensive plan and future plans, there may be opportunities to adjust the UDO to accommodate the City's updated vision(s).

Recent Developments

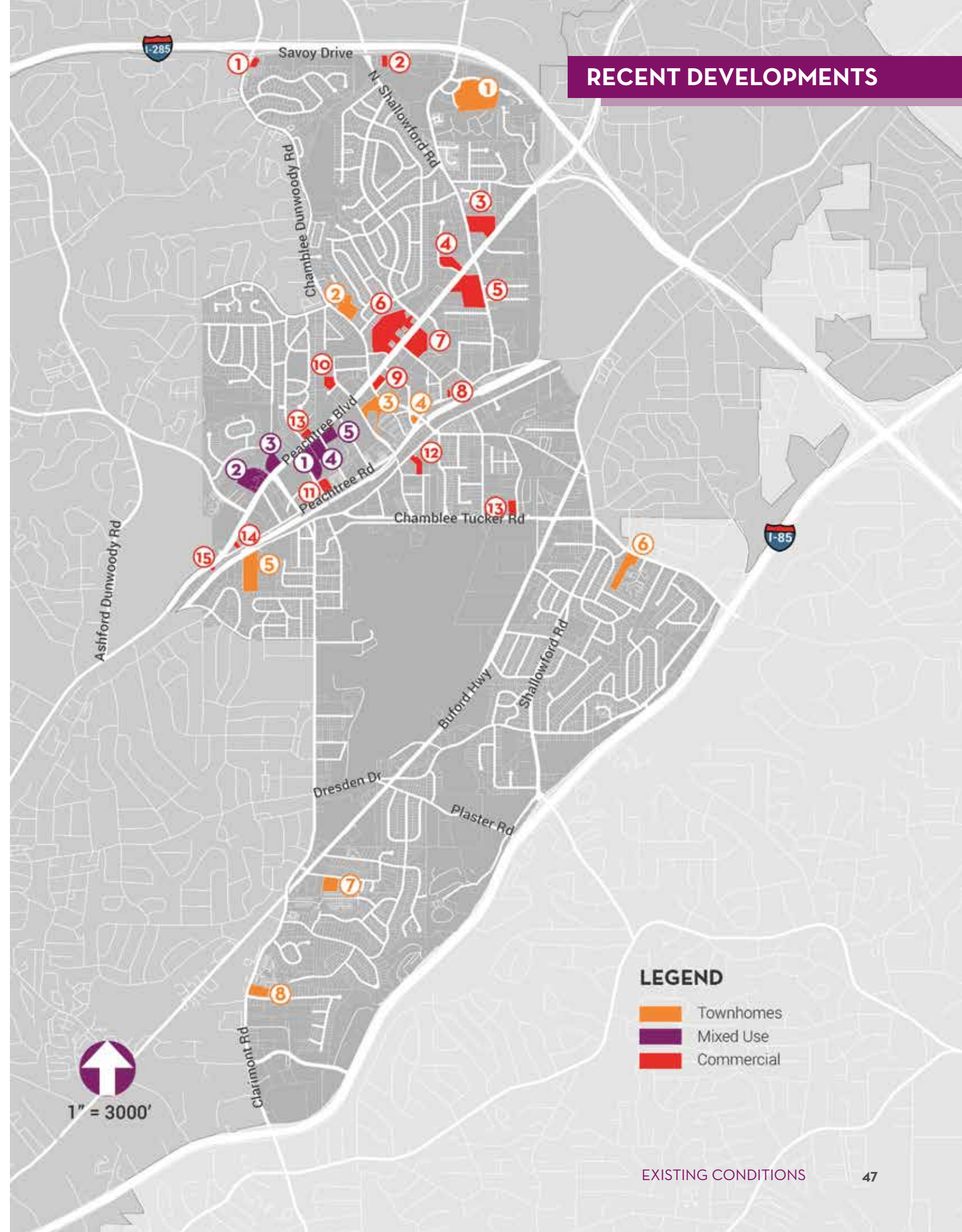
Since 2015, Chamblee has seen a tremendous amount of development, with more planned for the future. The table below discusses these developments, and the map on the following page shows where these are located within Chamblee.

#	Townhome Development	Description
1	The Collection at Perimeter Park	116 fee simple townhome units, 32 single-family detached houses.
2	Townsend at Chamblee	42-unit fee simple townhome development.
3	Peachtree Town Park	39-unit fee simple townhome development.
4	The Bristol	17-unit fee simple townhome development.
5	Townsend at Ashford Park	95-unit fee simple townhome development.
6	Avalon Townhomes	46-unit fee simple townhome development.
7	Ashford Place at Dering	39-unit fee simple townhome development.
8	Peachtree Creek Township	37-unit fee simple townhome development.
#	Mixed Use Development	Description
1	The Oliver	Mixed-use development with 283 apartment units and 9,939 SF of commercial/retail space.
2	Parkview on Peachtree Phase I	Mixed-use development with 303 apartment units and commercial/retail space.
3	Parkview on Peachtree Phase II	Mixed-use development with 200 apartment units and commercial/retail space.
4	SLX Atlanta	Mixed-Use Development. 7-story, 651,593 total SF building with: 306 apartment units, 10,130 SF retail, 6,398 SF commercial, 5,922 SF of restaurant space.
5	Attiva Malone	466,057 total SF mixed-use development. 205 apartment units (age-restricted), 16,831 SF retail, 6,678 SF restaurant.
#	Commercial Development	Description
1	Holiday Inn and Suites	5-story hotel with 143 guest rooms.
2	Mad Italian	Renovate building and site improvements for restaurant.
3	World Toyota Service Building	Building interior renovations and site improvements.
4	Ed Voyles Acura	Addition of a 1-story, 7,524 SF building.

#	Commercial Development	Description
5	Hennessy Ford Lincoln Dealership	Redevelop the site for a 76,973 SF dealership building, a 1-story 18,400 SF service building, and remodel a 7,000 SF building.
6	Chamblee Plaza	Renovations and site improvements to 176,000 SF shopping center, including renovations and additions for a Home Goods, TJ Maxx, Five Below, and Rack Room Shoes.
7	Curry Honda Expansion	New 30,400 SF service/repair/office building.
8	The Michelle	Entitlements to renovate a 2-story building for commercial/retail space and convert a 1-story garage building for commercial innovator space.
9	Kids Learning Academy	Site improvements, building renovations, installation of playground for Kids Learning Academy daycare, and installation of streetscape.
10	3586 Pierce Drive Renovations	Installation of required streetscape for project to renovate 1-story, 29,277 SF building for commercial loft offices.
11	Trackside Chamblee	2 buildings with 80,000 total SF of Class A commercial office space.
12	Eastside Chamblee	Redevelopment of an existing 48,000 SF building for loft offices, install streetscape, and redo parking lot.
13	Life Storage	4-story self-storage facility.
14	Gusto!	Construction of a Gusto! restaurant with a drive-thru and site improvements.
15	AllState Insurance / Glo Sun Spa	Renovations to existing commercial building for AllState Office and Tanning Salon, installation of streetscape.



Parkview on Peachtree, Phase II



RECENT DEVELOPMENTS

LEGEND
■ Townhomes
■ Mixed Use
■ Commercial

Community Facilities

Chamblee has many facilities that serve residents and those in nearby communities. The map on the right shows where each of these facilities are located.

Parks & Recreation

- ① Keswick Park
- ② Huntley Hills Park
- ③ City Hall Park
- ④ Clairmont Park
- ⑤ Dresden Park
- ⑥ Shallowford Park
- ⑦ International Village Park

Schools

- ① Huntley Hills Elementary School
- ② Chamblee Charter High School
- ③ Chamblee Middle School
- ④ Dresden Elementary School
- ⑤ St. Pius X Catholic High School*
- ⑥ North DeKalb Stadium

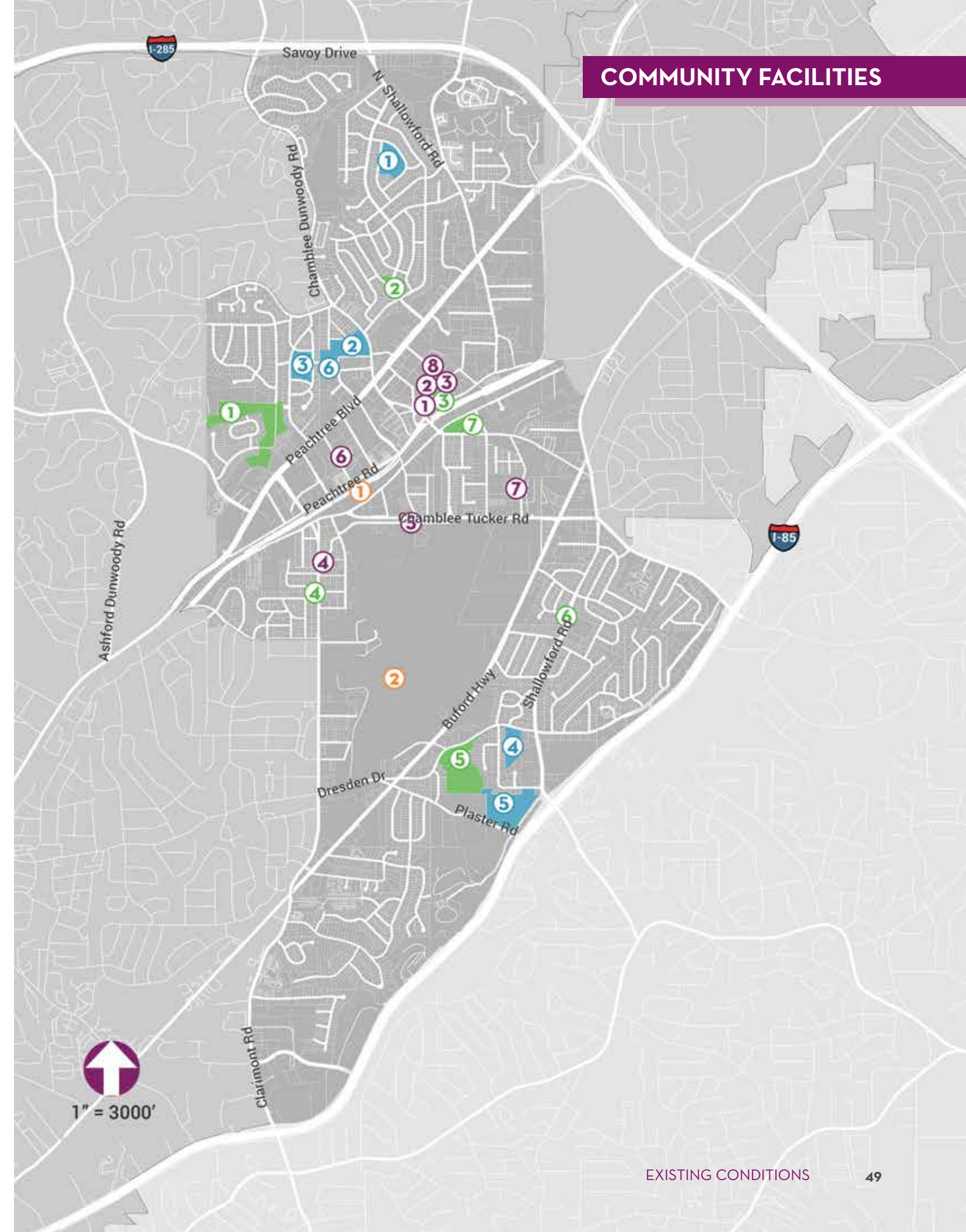
* Not affiliated with DeKalb County Schools

Transportation Facilities

- ① Chamblee MARTA Station
- ② DeKalb-Peachtree Airport (PDK)

Civic Facilities

- ① Chamblee City Hall
- ② Chamblee Police Department
- ③ U.S. Post Office
- ④ Chamblee Library
- ⑤ DeKalb County Fire Station No. 15
- ⑥ North DeKalb Senior Center
- ⑦ Public Works
- ⑧ Civic Center



COMMUNITY FACILITIES

Historical & Cultural Resources

Historical Areas

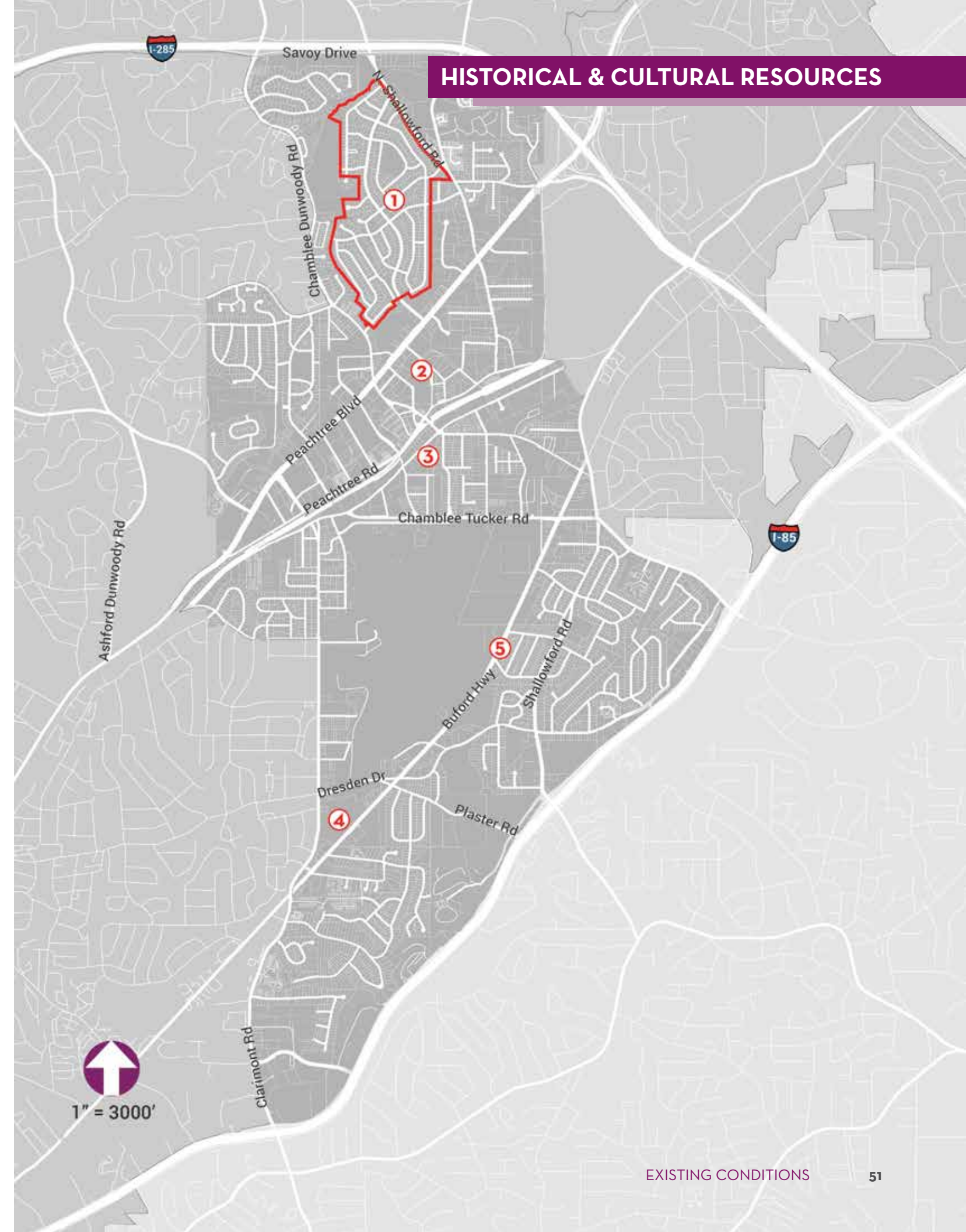
Chamblee is an historic railroad town, peppered with older buildings and homes that have witnessed key moments of American history. Currently, Chamblee has only one listing on the National Register of Historic Places (NRHP) — the Longview-Huntley Hills Historic District. Placed on the NRHP in 2017, the nomination was sponsored by the Huntley Hills Neighborhood Association, and the submission was prepared by graduate students in Georgia State University's Heritage Preservation Program. The Longview-Huntley Hills neighborhood was developed in response to rapid population growth north of Atlanta in the years following World War II, and was intended to provide affordable housing to workers of the nearby General Motors manufacturing plant. The neighborhood's 13 platted subdivisions with 800 lots reflect planning trends of the era, such as easy access to schools and shopping centers, curvilinear streets, and mid-century modern homes. Many of the houses were based on plans by W. D. Farmer, an Atlanta native considered a pioneer in the production of stock designs found in pattern books.

The neighborhood was constructed in several phases between the 1950s and the early 1970s. Residential architecture includes good examples of the American Small House, the split-level house, split-foyer house, and various styles and sub-types of ranch houses.

Cultural Resources

Chamblee is known for its Antique Row, a district adjacent to downtown that features the southeast's largest and most distinctive collection of antique stores. It attracts many visitors each year, both local and beyond. Chamblee's large international population has made it a destination for those seeking a multi-cultural experience. Atlanta's Chinatown Mall, which opened in the late 1980s, serves as a cultural center for Chinese-Americans and the growing Asian population in the Atlanta region. Plaza Fiesta is a 350,000 square-foot retail center with specialty stores and restaurants catering to the Hispanic and Latino communities that draws 4.4 million visitors a year. Moreover, Chamblee is becoming known around the Atlanta region for its restaurants, particularly the variety of international restaurants along Buford Highway, and its festivals and events.

- ① Longview-Huntley Hills Historic District
- ② Antique Row
- ③ Chinatown Mall
- ④ Plaza Fiesta
- ⑤ Buford Highway



HISTORICAL & CULTURAL RESOURCES

EXISTING CONDITIONS

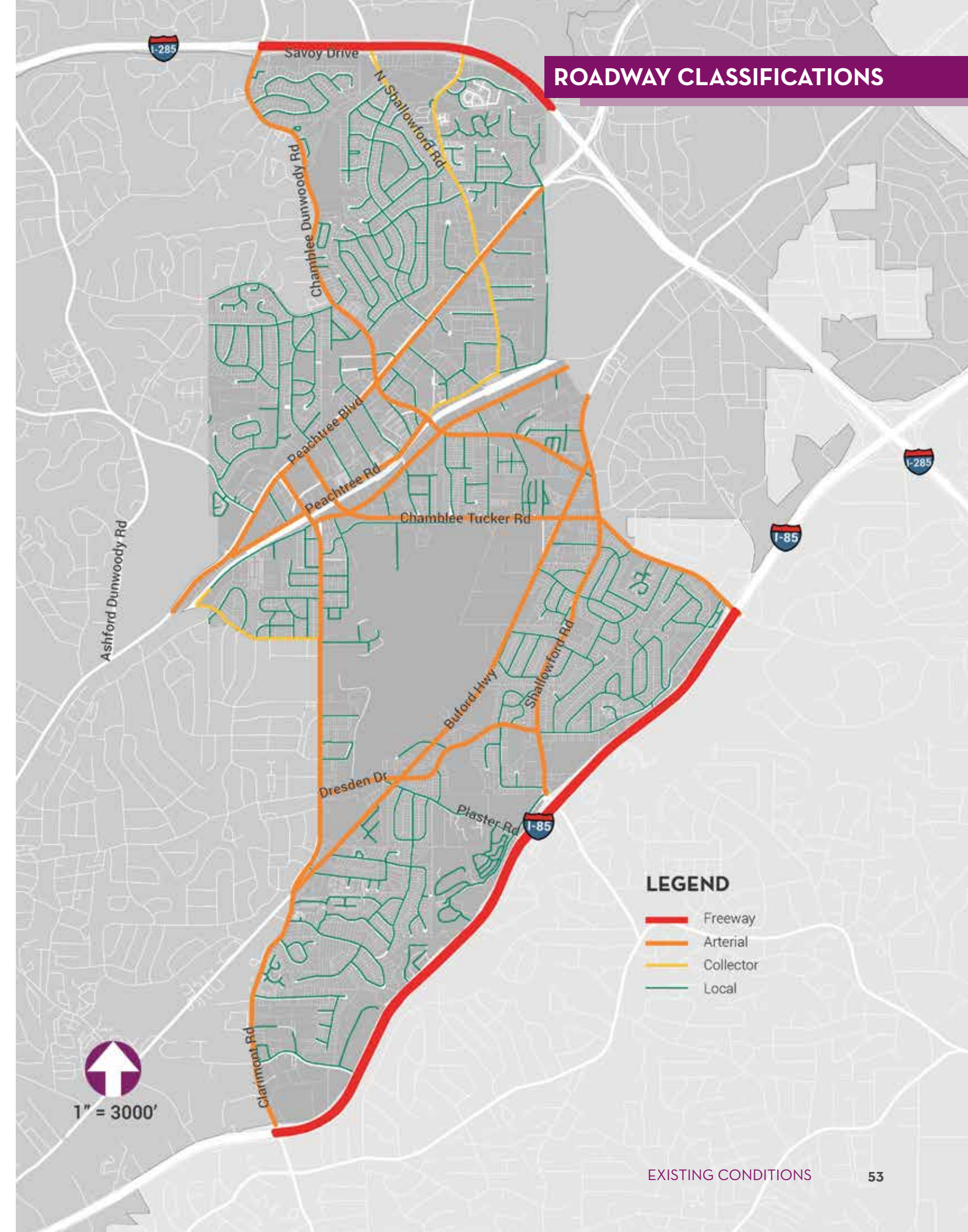
Transportation

The transportation existing conditions analysis provides an overview of Chamblee's vehicular network, which includes roadway classification, vehicular traffic, and crash data; and its non-vehicular network, which includes transit service and bicycle and pedestrian facilities. The City's existing vehicular and non-vehicular networks were extensively studied as part of the 2019 Mobility Plan, resulting in key recommendations that are summarized on page 17, and are incorporated in this plan's recommendations.

Roadway Classification

- Arterials are thoroughfare roads that are intended to move large amounts of traffic and connect over longer distances within a city or region;
- Collectors are roads and streets that distribute moderate amounts of traffic between arterials and local destinations; and
- Local streets are streets that are intended to provide access to private properties. They are largely the responsibility of the City of Chamblee and less likely to be eligible for state or federal funding sources for enhancements or major changes unlike arterials and collectors.

Most of Chamblee's main thoroughfare streets are classified as arterial roadways, with only a few connecting streets, such as N. Peachtree Road and N. Shallowford Road, through residential neighborhoods classified as collectors. However, some local streets such as Plaster Road and Dresden Drive between Shallowford Road and Chamblee Tucker Road, provide more than access to private properties.



WHAT IS LEVEL OF SERVICE?

Level of service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures, such as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

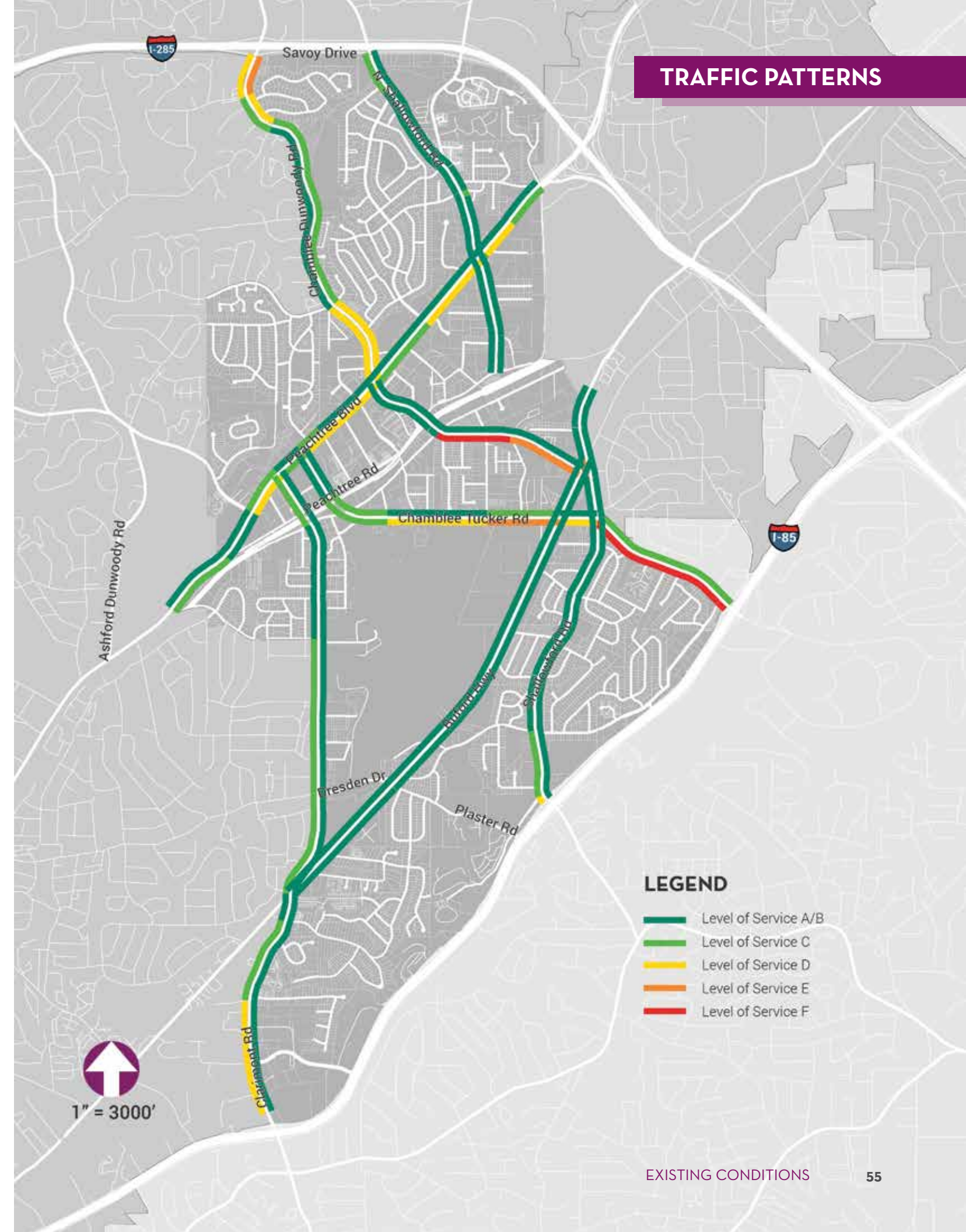
Six levels of service are defined for each type of facility that has its own set of analysis procedures. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels.

Analytical methods attempt to establish or predict the maximum flow rate for various facilities at each level of service – except for LOS F, for which the flows are unstable or the vehicle delay is high. Thus, each facility has five service flow rates, one for each level of service (A through E). For LOS F, it is difficult to predict flow due to stop-and-start conditions.

Source: Transportation Research Board

Vehicular Traffic

Congestion in Chamblee is characterized on the map to the right with a volume over capacity analysis for the afternoon peak period in both directions. The eastbound segments of Chamblee Tucker Road and Chamblee Dunwoody Road are shown as Level of Service (LOS) F and indicate peak afternoon volume nearing capacity on these smaller roads. It also highlights the travel pattern towards I-85 on arterials that inadvertently serve as a cut-through for regional drivers bypassing afternoon traffic on I-285.



Crash Data

An in-depth analysis on crashes was conducted for the Chamblee Mobility Plan and revealed over a three-year period (September 2015 – September 2018) there were over 3,300 crashes, with approximately 1,100 injuries and six fatalities. Major corridors, such as Clairmont Road and Buford Highway, experience the highest volumes of crashes, nearly 700 crashes and over 600 crashes respectively, and the intersection of these two roads is the most dangerous area along both roads. Crash severity, shown in the map to the right, is often an indication of high volume, high speeds, and where improvements can be made for the safety of all transportation network users.

3,330
CRASHES
2015-2018



700
CRASHES ON
Clairmont Road

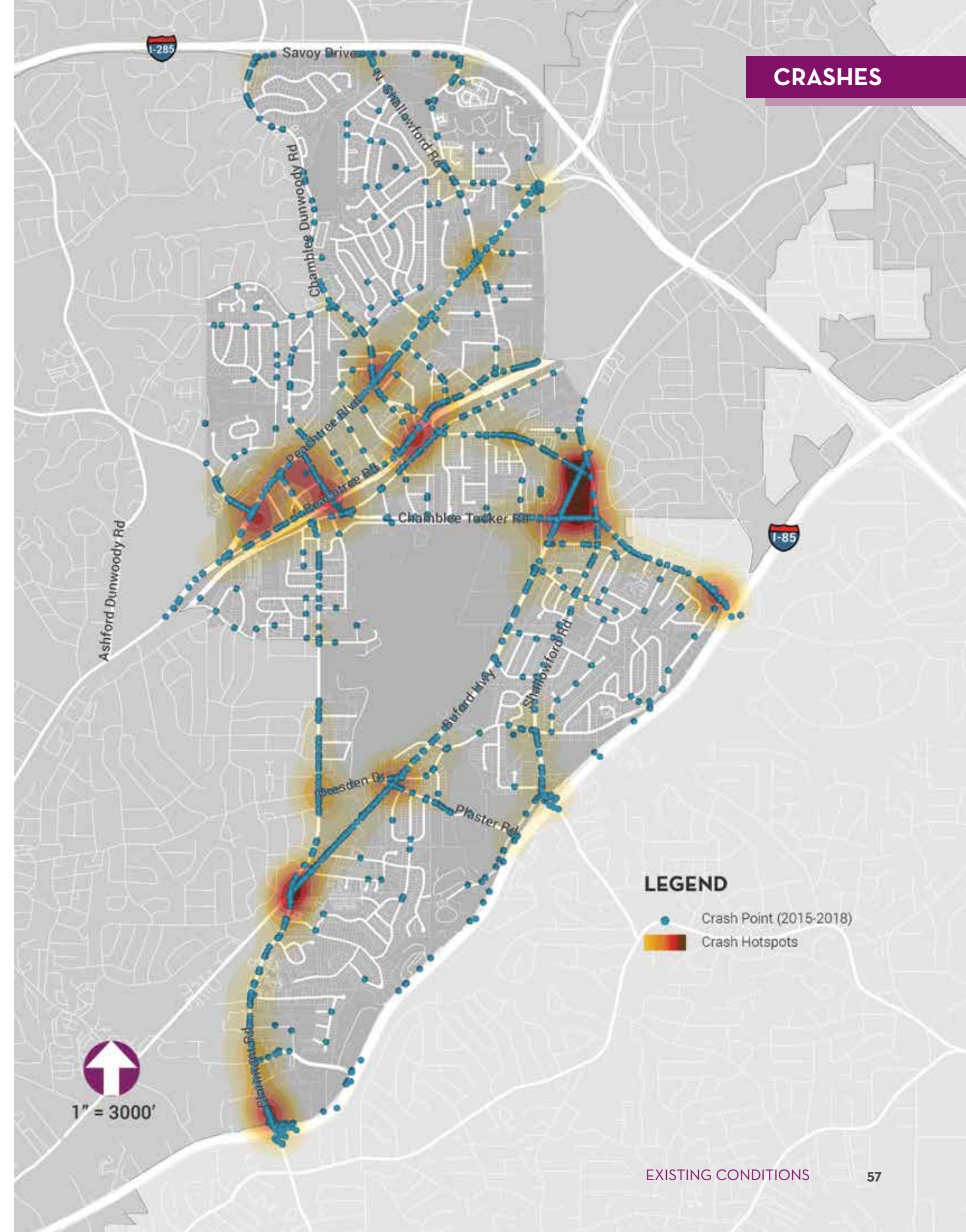


600
CRASHES ON
Buford Highway



+
1,110
INJURIES
2015-2018

CRASHES





93
MILES OF
STREETS



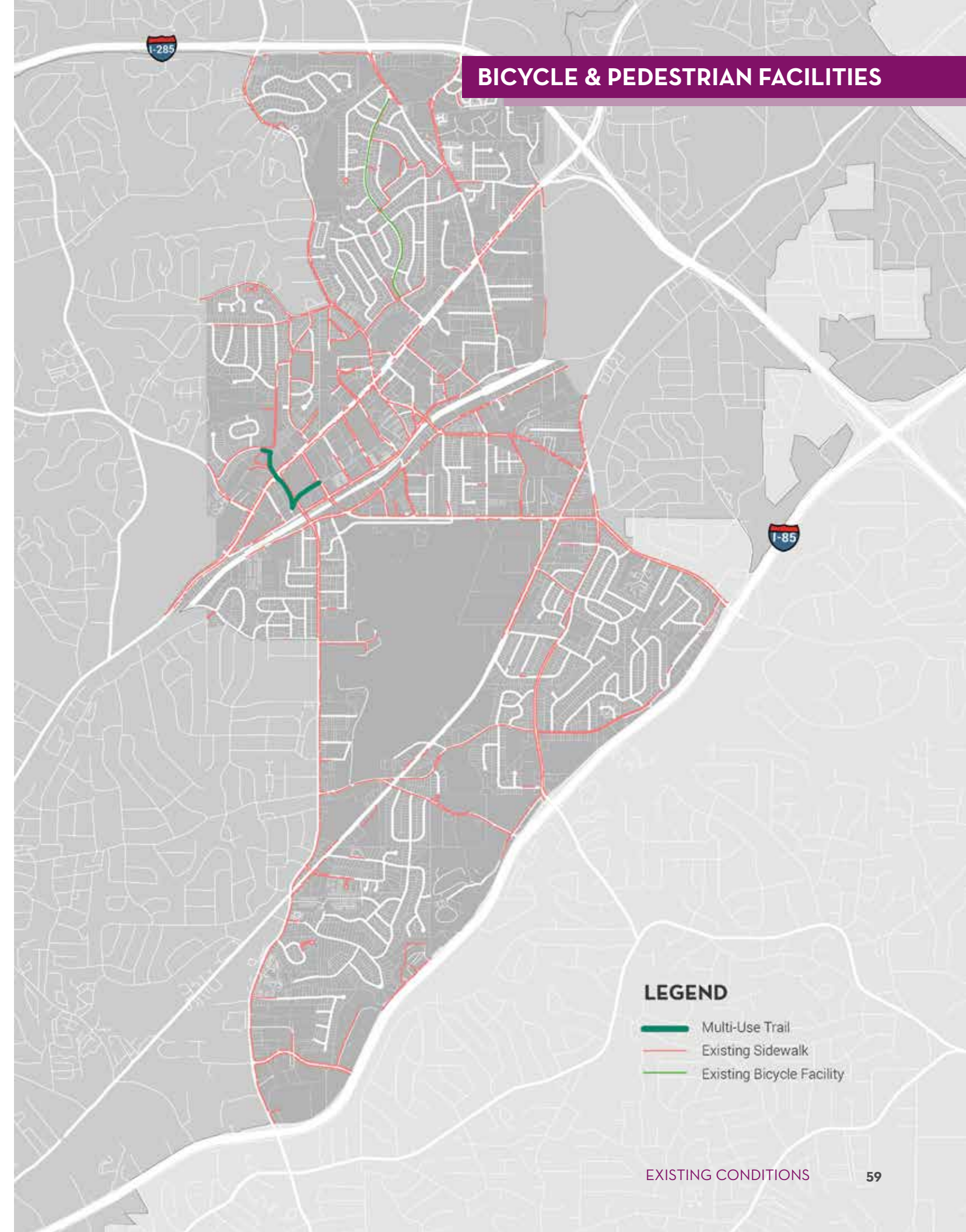
56
MILES OF
SIDEWALKS

Bicycle & Pedestrian Facilities




Chamblee's bicycle and pedestrian facilities are severely limited compared to the overall street network, but with recent sidewalk installation and plans for off-street multi-use paths, Chamblee has proven its commitment to improving infrastructure for people moving around the city without a car. According to a recent sidewalk inventory, 56 miles of sidewalk make up 60.2% of the 93 miles of the local street network. In 2017, the Peachtree Road streetscape improvement project installed a six-foot sidewalk and street trees on the east side of the roadway between Pierce Drive and Broad Street. In 2019, further improvements will be made to Peachtree Road with sidewalks, street trees, parallel parking with bulb-outs, and raised intersections. These improvements highlight the strategy of targeted improvements in places with dense development and more opportunities for walking and biking trips.

Additionally, a 2000 LCI study conceptualized a multi-use path along an abandoned rail line to connect Keswick Park with the Chamblee MARTA station and commercial development on Chamblee Tucker Road. Phase 1 (0.6 miles) of the Rail Trail was completed in the late 2000s, extensions were recommended in the 10-year LCI study update, and they were completed in 2012. Phase 2 (1.6 miles) is currently under construction, and concepts have been developed for Phase 3 (4.2 miles). The Chamblee Rail Trail has spurred additional proposed trail connections throughout Chamblee, including a north Chamblee trail system, south Chamblee / Dresden East trail system, Chamblee Tucker Road multi-use path, and Brookhaven trails that would connect to the Rail Trail and the regional network.

BICYCLE & PEDESTRIAN FACILITIES



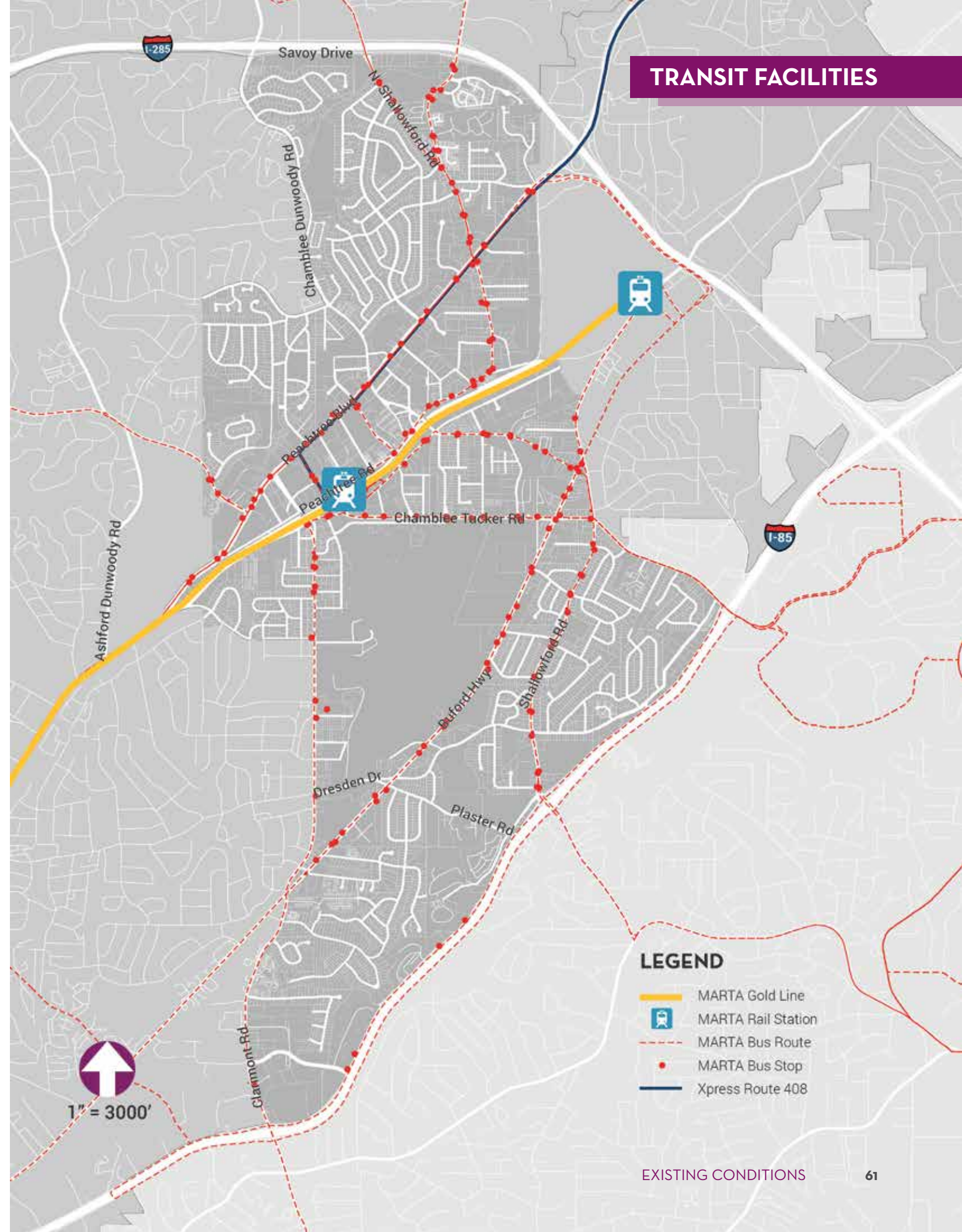
LEGEND

-  Multi-Use Trail
-  Existing Sidewalk
-  Existing Bicycle Facility

Transit Service

Chamblee is served by MARTA heavy rail service on the Gold Line with a station in Downtown Chamblee and nine fixed-route bus lines that cross through the city. Six of these bus routes connect to the Chamblee MARTA station. MARTA bus route 39 operates along Buford Highway and is the busiest route in the entire MARTA bus system with over 6,000 daily riders. Buford Highway is also served by a private company, Georgia Bus Lines, with an estimated ridership of 50-80% of Route 39, based on past studies. Additionally, the GRTA Xpress bus Route 408 operates between the Chamblee MARTA station and Johns Creek to serve weekday commuters in Peachtree Corners and Johns Creek along Georgia State Highway 141. MARTA local bus frequency is provided in the table below.

MARTA Route Number and Name	Weekday (peak/off-peak)	Saturday	Sunday
19 – Clairmont Road	30 min / 45 min	45 min	45 min
25 – Peachtree Industrial	45 min / 45 min	45 min	45 min
39 – Buford Highway	15 min / 20 min	20 min	20 min
47 – I-85 Access Road	45 min / 45 min	60 min	60 min
103 – Peeler Road	40 min / 60 min	60 min	60 min
126 – Chamblee Tucker Road	40 min / 60 min	60 min	60 min
132 – Tilly Mill Road	30 min / 60 min	60 min	60 min
133 – Shallowford Road	40 min / 60 min	60 min	60 min
825 – Johnson Ferry	60 min / 60 min	No Service	No Service



TRANSIT FACILITIES

LEGEND

- MARTA Gold Line
- MARTA Rail Station
- MARTA Bus Route
- MARTA Bus Stop
- Xpress Route 408

EXISTING CONDITIONS

Population & Housing

The City of Chamblee grew significantly through annexation in 2010 and 2014, making a direct comparison of decennial Census data and current estimates more difficult.

Population and Households

Currently, the City of Chamblee has an estimated 31,400 residents. The area which now encompasses the city limits grew by 0.7% annually from 2000-2019, directly in line with DeKalb County's population growth. This growth is expected to increase in the coming years.

Chamblee is home to nearly 11,750 households. The number of households has risen much more quickly than population, with the area which now encompasses the City of Chamblee adding households at the rate of 1.5% annually since 2000.

Population	Pre-Annexation	2019 City Limits	DeKalb County	Atlanta MSA
2000 Census	9,952	27,245	665,866	4,263,447
2010 Census	9,892	27,232	691,893	5,286,728
2019 Estimate	11,532	31,388	765,814	6,017,552
2024 Projection	12,413	33,562	809,288	6,409,749
Avg. Annual Growth 2000-2019	0.8%	0.7%	0.7%	1.8%
Avg. Annual Growth 2019-2024 (Forecasted)	1.5%	1.3%	1.1%	1.3%
New Population 2000-2019	1,580	4,143	99,948	1,754,105

Source: Bleakly Advisory Group based on data from Environics Analytics

Households	Pre-Annexation	2019 City Limits	DeKalb County	Atlanta MSA
2000 Census	3,076	8,876	249,343	1,559,711
2010 Census	3,404	10,166	271,809	1,943,885
2019 Estimate	3,947	11,743	308,098	2,224,325
2024 Projection	4,234	12,555	327,982	2,373,564
Avg. Annual Growth 2000-2019	1.3%	1.5%	1.1%	1.9%
Avg. Annual Growth 2019-2024 (Forecasted)	1.4%	1.3%	1.3%	1.3%
New Households 2000-2019	287	812	19,884	149,239

Source: Bleakly Advisory Group based on data from Environics Analytics

Age Distribution

The City of Chamblee's population tends to be younger than the rest of DeKalb County, with a much higher proportion of residents aged 25-34.

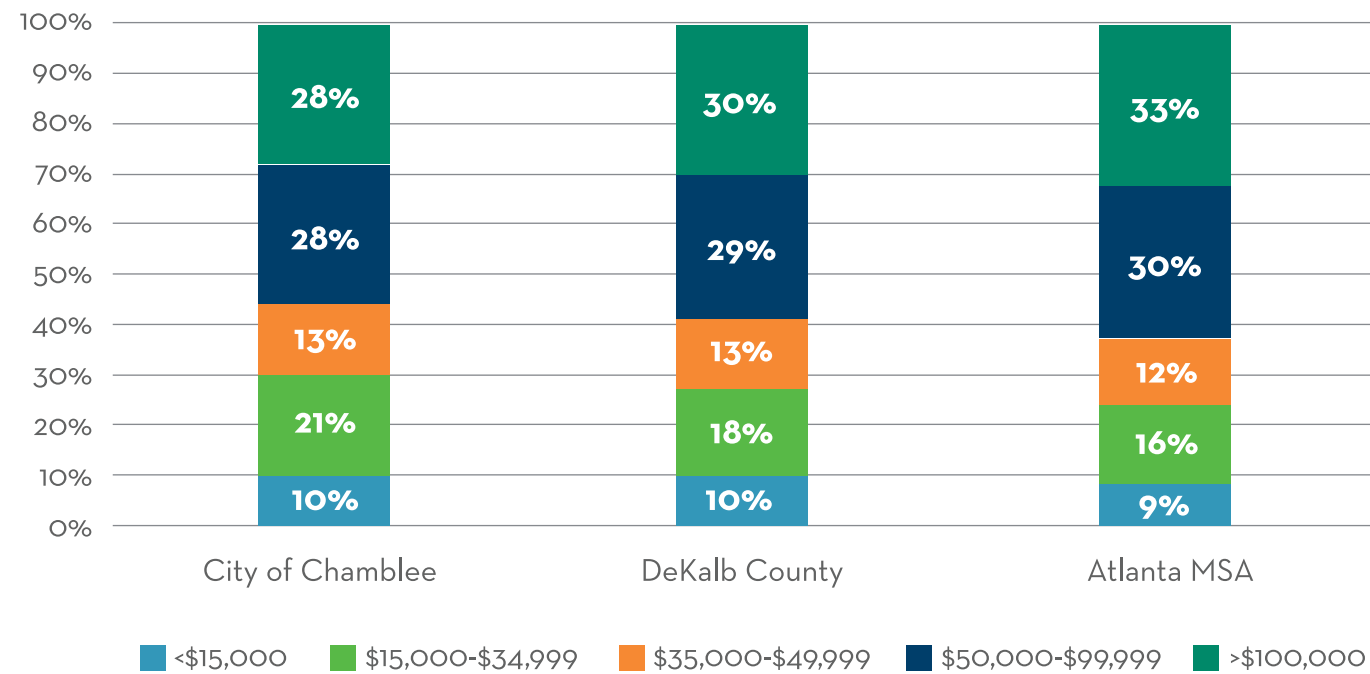
Median age:

- Chamblee: 33.6
- DeKalb County: 36.3
- Atlanta MSA: 37.0

Household Income

The median household income in the City of Chamblee is \$57,940 – \$10,500 below the Atlanta region-wide average. This is driven by a relatively high concentration of households earning less than \$35,000.

Distribution of Households by Income, 2019



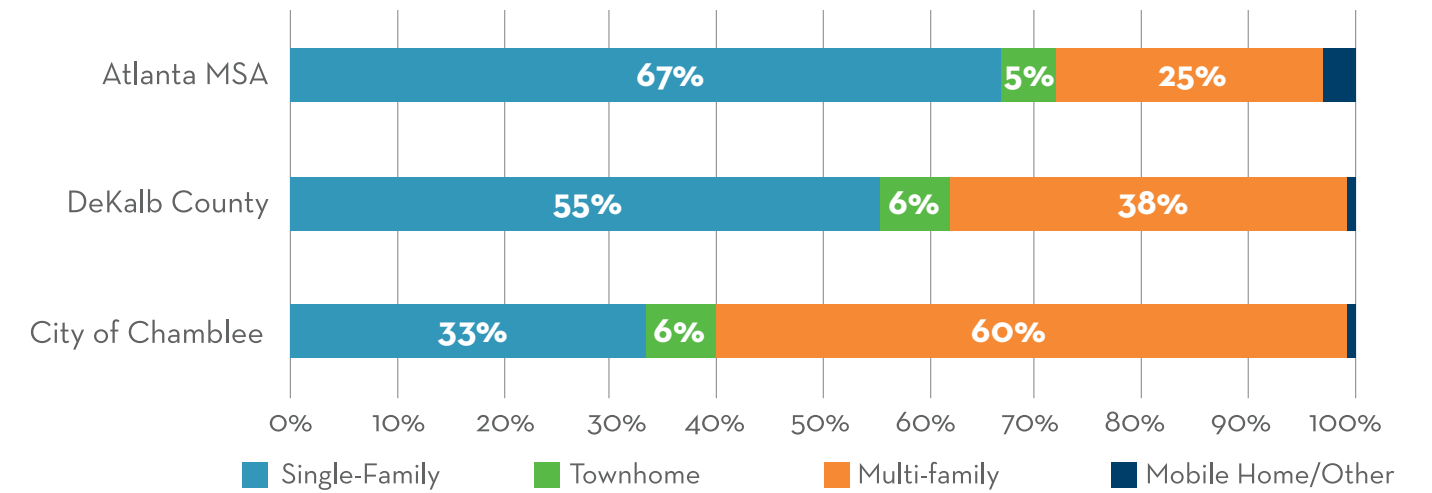
Source: Bleakly Advisory Group based on data from Environics Analytics

Housing Assessment

Housing Type & Tenure

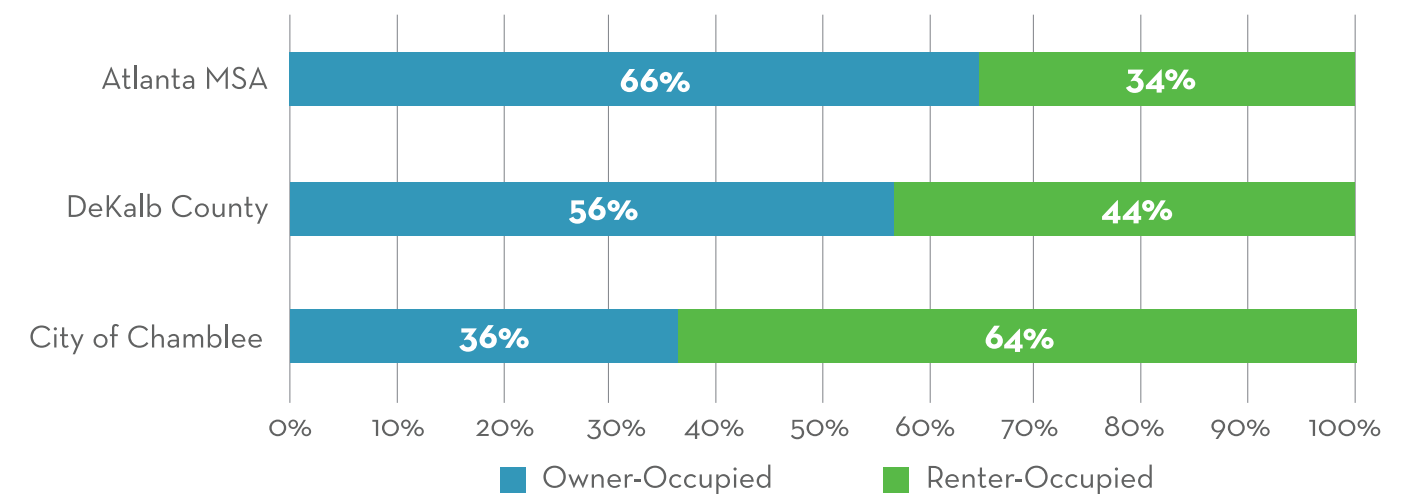
The City of Chamblee has an abundance of multi-family housing (60%), much higher than DeKalb County or the Atlanta region. Consequently, Chamblee also has a significantly higher rental rate (64%) than the county or region.

Occupied Housing Unit Type, 2019



Source: Bleakly Advisory Group based on data from Environics Analytics

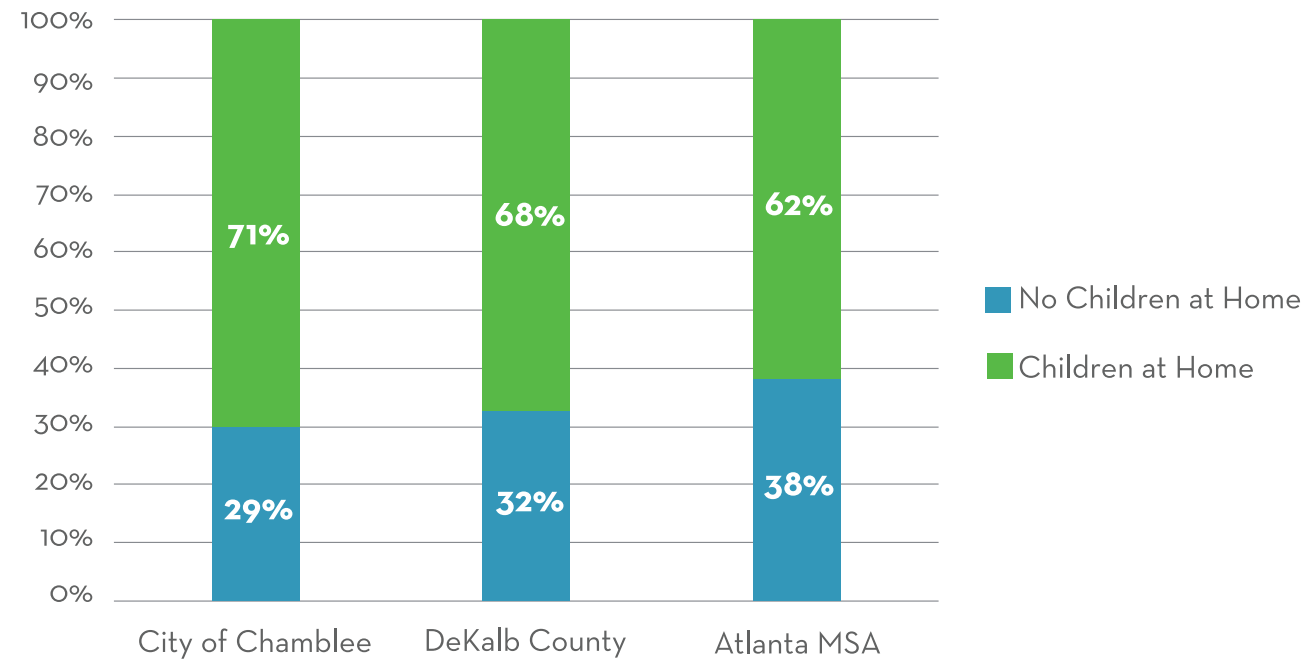
Tenure of Occupied Housing Units, 2019



Source: Bleakly Advisory Group based on data from Environics Analytics

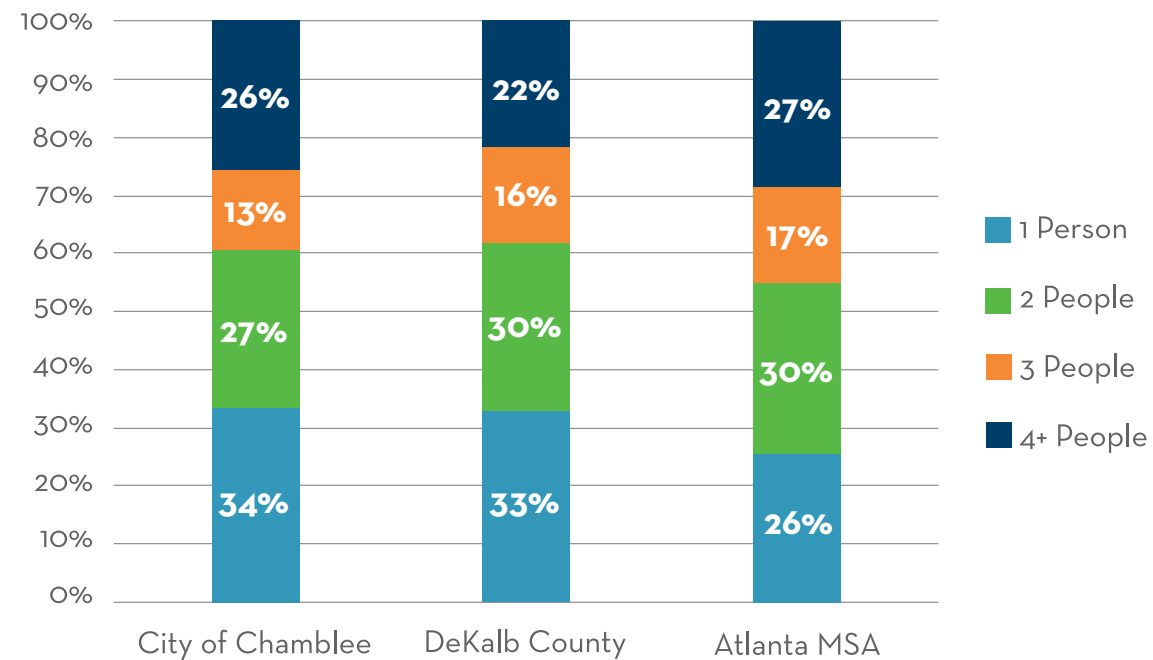
Chamblee has a relatively low percentage of homes with children present (29%). Similarly, Chamblee has a higher percentage of smaller households (one or two people) than the county or region.

Percent of Households with Children, 2019



Source: Bleakly Advisory Group based on data from Environics Analytics

Households by Size, 2019



Source: Bleakly Advisory Group based on data from Environics Analytics

Housing Unit Mix and Tenure Preference

A majority (55%) of all housing units in the city are in multi-family developments. In addition to the rental housing in multi-family developments, 25% of all single-family and townhome units are occupied by renters, accounting for 18% of the rental market.

Unit Type	% of All Housing Units	% of All Renter Housing Units	% of All Owner Housing Units	% Renter-Occupied	% Owner-Occupied
Single-Family Detached	37.9%	14.2%	78.7%	23.7%	76.3%
Townhome	6.6%	3.2%	12.5%	30.6%	69.4%
Single-Family Detached & Townhome Subtotal	44.5%	17.4%	91.2%	24.8%	75.2%
Duplex	3.2%	4.0%	1.7%	80.2%	19.8%
3 or 4 Units	7.0%	10.6%	0.7%	96.3%	3.7%
5 to 9 Units	12.3%	19.0%	0.9%	97.3%	2.7%
10 or more Units	32.2%	47.6%	5.5%	93.7%	6.3%
Multi-Family Subtotal	54.7%	81.2%	8.8%	94.1%	5.9%
Mobile Home or Other Type	0.9%	1.5%	0.0%	100.0%	0.0%

Source: Bleakly Advisory Group based on data from US Census 2017 American Community Survey

Housing Income and Tenure

While renters are generally clustered at the lower end of the income scale, Chamblee shows a mix of high-income renters. This group likely includes those who wish to purchase homes but are limited by a tight housing market, “renters by choice” who chose higher-amenity rental communities, and holdovers from the foreclosure crisis or with heavy student loan debt who are unable to qualify for mortgage financing despite being income-qualified.

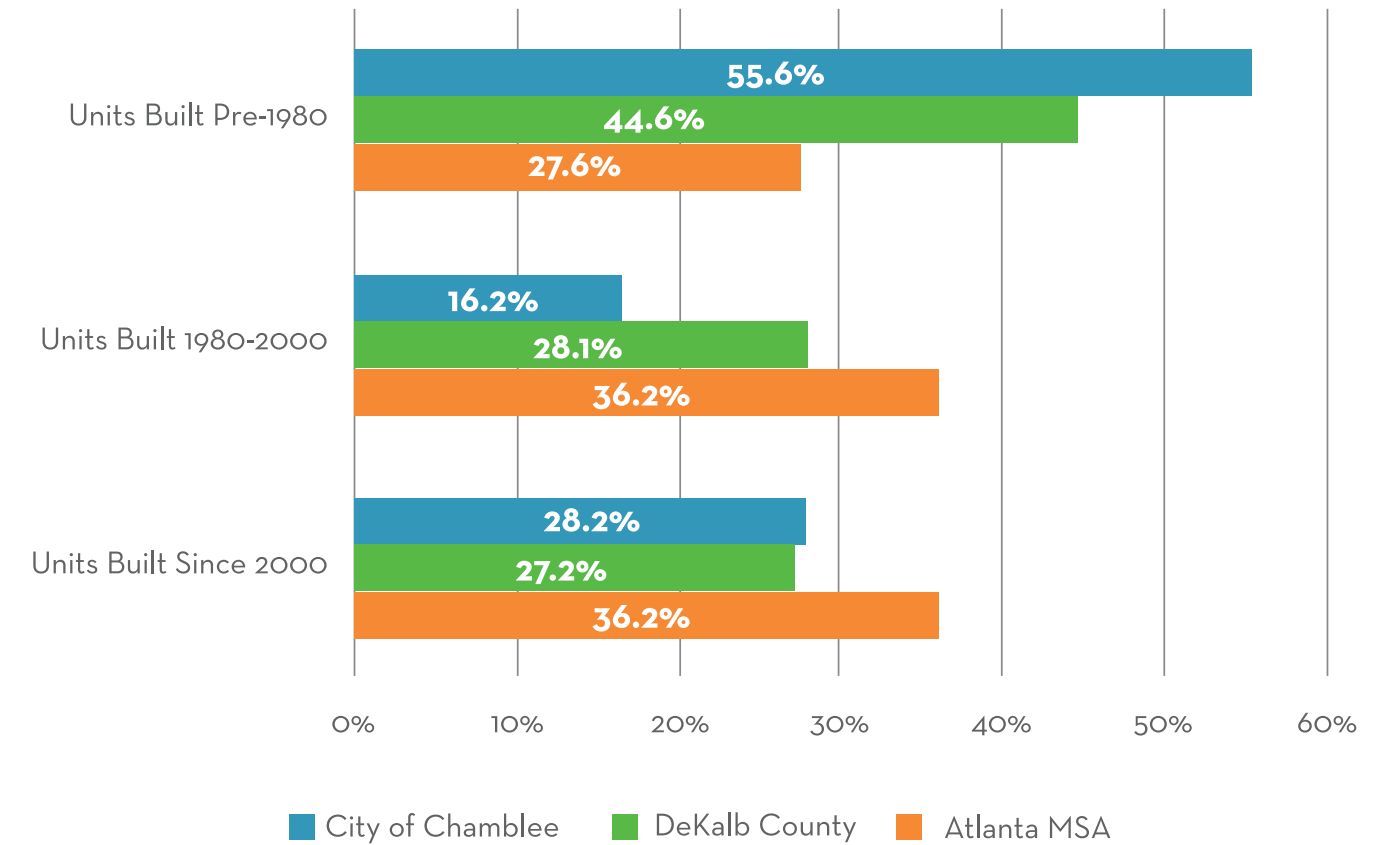
Income Category	% of All Households	% of All Renters	% of All Owners	% Owners	% Renters
Less than \$25,000	19.7%	24.2%	11.8%	22.0%	78.0%
\$25,000 to \$49,999	26.8%	31.9%	18.0%	24.6%	75.4%
\$50,000 to \$74,999	16.4%	18.1%	13.6%	30.3%	69.7%
\$75,000 to \$99,999	13.0%	12.0%	14.6%	41.3%	58.7%
\$100,000 to \$149,999	14.5%	10.9%	20.8%	52.5%	47.5%
\$150,000 or more	9.6%	2.9%	21.2%	80.9%	19.1%

Source: Bleakly Advisory Group based on data from US Census 2017 American Community Survey

Age of Housing

Available housing in Chamblee shows an aging housing stock – over 55% of housing units were built before 1980. More recent construction, built since 2000, accounts for just under 30% of housing units in the city. Most of this stock was built from 2000-2009.

Age of Housing, 2019



Residential Building Permits

Building permit issuance has increased for both single-family detached and attached and multi-family construction in Chamblee. Multi-family construction has surpassed pre-Recession peaks since 2016, and single-family construction far exceeded the pre-Recession trends in 2017 and 2018.

Building Permits, 2000-2018

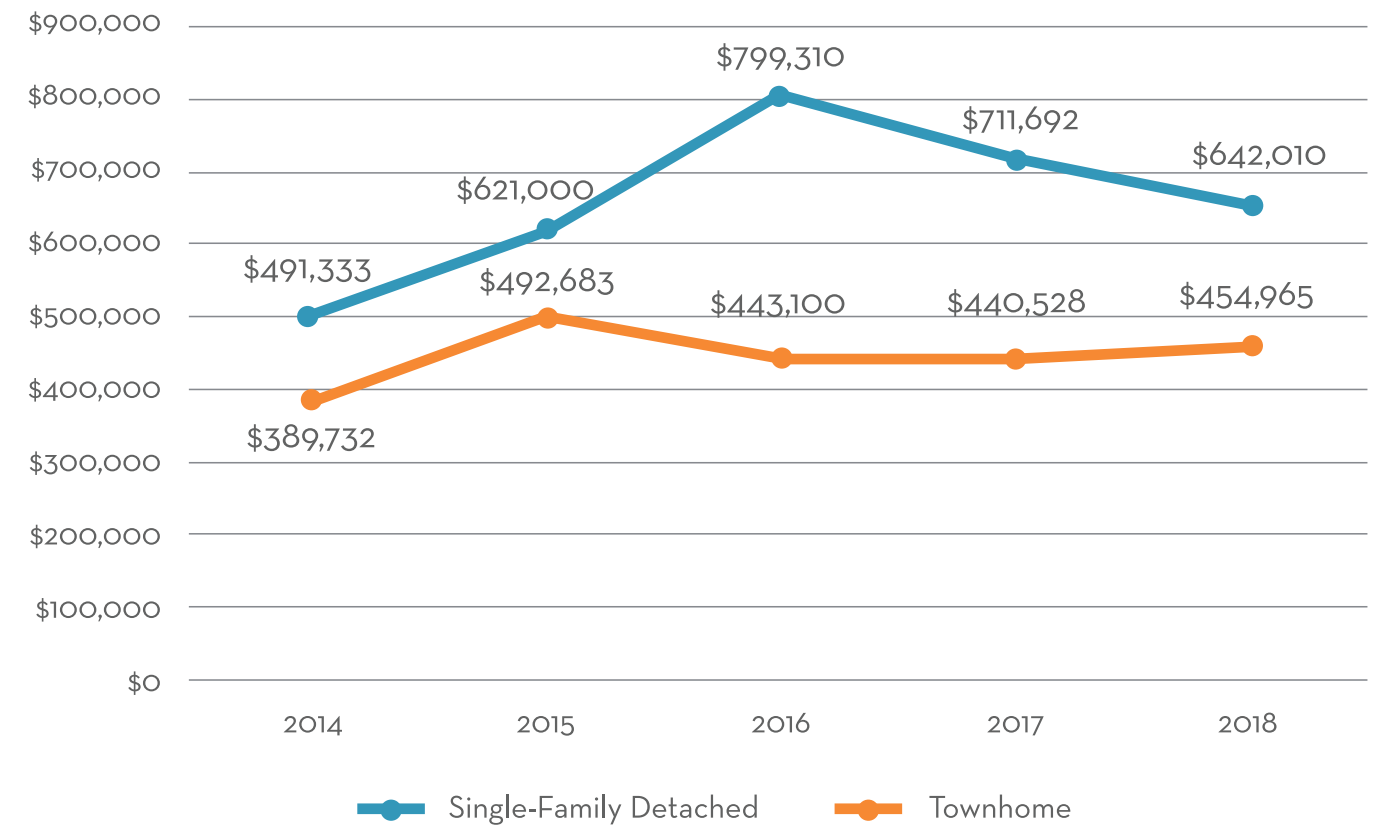
Year	Single-Family Detached / Townhome	Mult-Family	Total
2000	0	0	0
2001	0	100	100
2002	9	0	9
2003	6	16	22
2004	33	242	275
2005	7	192	199
2006	6	60	66
2007	101	0	101
2008	4	0	4
2009	0	0	0
2010	2	0	2
2011	1	0	1
2012	9	0	9
2013	20	0	20
2014	40	0	40
2015	35	0	35
2016	28	303	331
2017	135	58	193
2018	151	205	356

Source: Bleakly Advisory Group based on data from HUD SOCDS

Many of the new homes offered for sale in Chamblee are townhomes, which make good use of the infill opportunities found within the city. However, the pricing of new homes tends to be high in relation to household incomes, placing many new homes well out of reach to the average household.

- The average new single-family home sale price in Chamblee has risen 31% in the past five years, to a 2018 average of \$642,000.
- New townhome sale prices have risen 17% in the same period, to a 2018 average of \$454,965.
- The development of several new townhome projects caused a dramatic increase in the number of townhome sales in 2018.
- The number of new single-family home sales have also increased significantly in recent years, to a recent high of 14 sales each in 2017 and 2018.

Average Price of Chamblee Home Sales, 2014-2018



Source: Bleakly Advisory Group based on data from HUD SOCDS

Multi-Family Rental Market

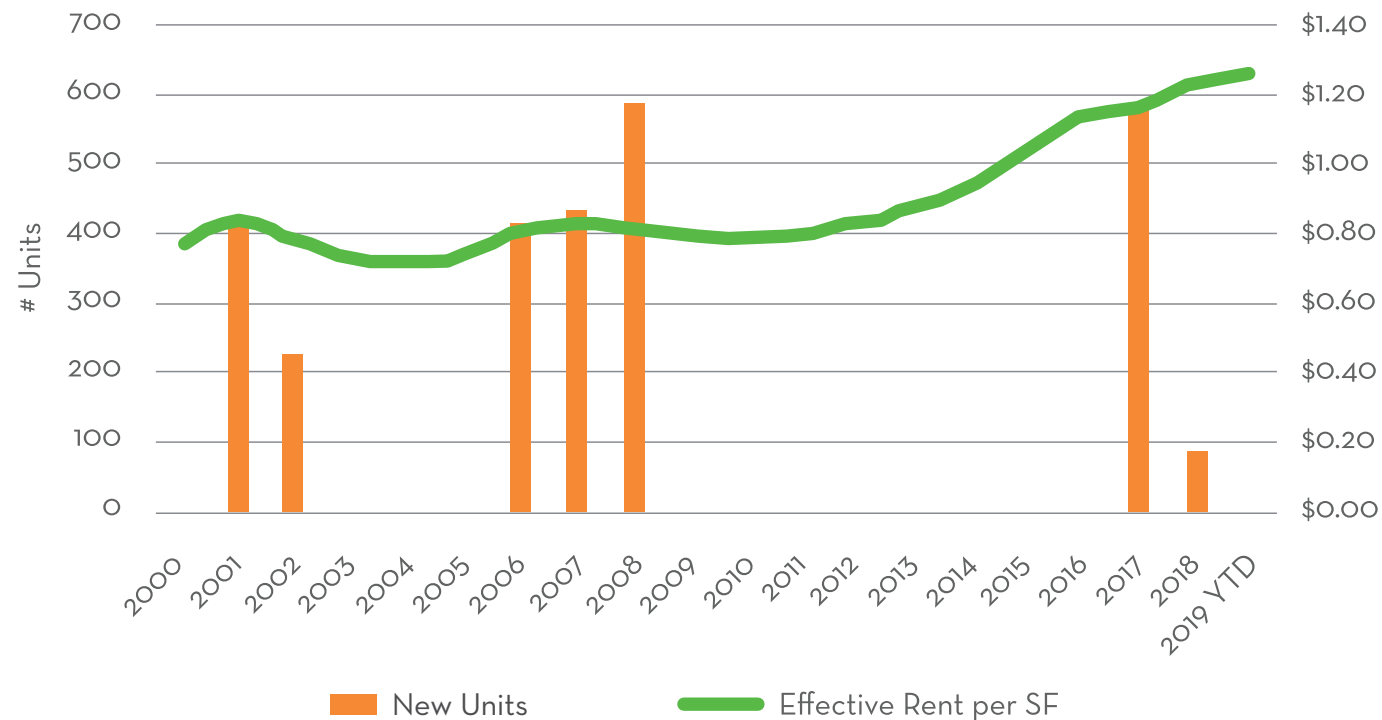
Chamblee has 6,512 apartment units in 46 properties, and has added 665 multi-family units in the past three years. Five additional multi-family developments are currently under construction. When these are complete, they will bring an additional 726 units to the Chamblee apartment market. Average rents have risen by nearly 60% since 2010. Currently, apartment units in Chamblee are receiving \$1.25/SF, or \$1,266/unit in rent.

Chamblee & DeKalb County Apartment Inventory, 2019

	City of Chamblee	DeKalb County
Existing Units	6,512	100,446
Occupancy	95.3%	92.5%
Avg. SF/Unit	1,009	1,001
Avg. Rent/Unit	\$1,266	\$1,152
Avg. Rent/SF	\$1.25	\$1.14

Source: Bleakly Advisory Group based on data from CoStar

Chamblee New Apartment Deliveries & Average Asking Rent/SF, 2000-2019



Source: Bleakly Advisory Group based on data from CoStar

Housing Trends

Chamblee, like many cities nationwide, is facing a distinct set of challenges, which are likely to contribute to the mismatch between the supply of housing and the demand for housing in coming years.

- Demographic trends suggest shifts in the housing and lifestyle preferences of families and individuals.
- Economic trends have shifted dramatically, largely shaken up by the 2008 housing crisis, leading to major shifts in local economies, savings, and housing finance.
- Consumer preferences have changed, and large segments of the home-buying and renting market are looking for different home types than in the past.

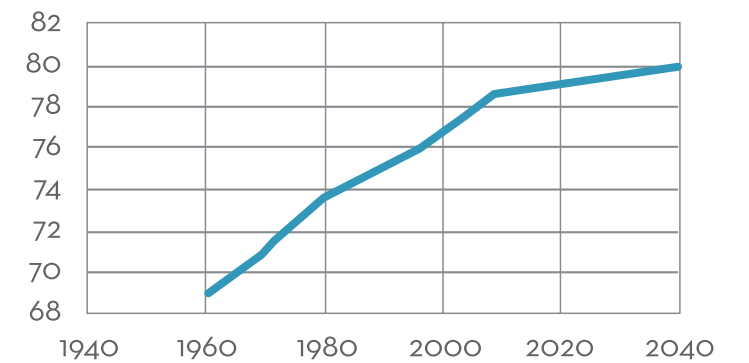
All these trends and factors combine to create a new reality of housing markets and demand that is distinctly different from what we have been seeing for the past 50 years. The housing needs of the future will be vastly different than those of the past, which were largely responsible for shaping Chamblee as we know it today.

People Are Living Longer, Healthier Lives

Improved health, longer lifespans, and generational trends mean that the share of the county's population that is 65 or older is expected to increase significantly in coming decades.

- The Baby Boomers are aging into retirement.
- Older residents will become an increasingly larger share of the population over the next 25 years.
- In 2019, 13% of Atlanta Metro population is over the age of 65.
- By 2040, 19% of the population will be over 65 (Source: Atlanta Regional Commission).

U.S. Life Expectancy



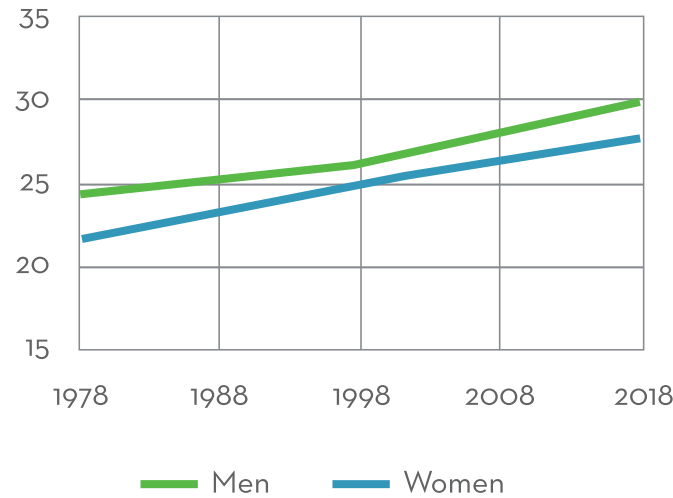
Source: The Lancet



People Are Waiting Longer to Start Families

Young people are waiting longer to marry, have children, and establish households. The average age of first marriage has risen by 3 to 4 years since 1998.

Age of First Marriage, USA



The mean age of mothers at first birth has also increased:

- 1970: 21.5 years
- 2000: 24.9 years
- 2014: 26.3 years

These trends, combined with others, mean that people spend more years as singles, childless couples, or other non-family groups. This correlates with increased demand for smaller housing units (studios, one- or two-bedrooms), or shared roommate homes.

Smaller Households Are Driving Growth for Smaller Homes

New households in the Atlanta region have trended smaller since 2000:

- 57% of Chamblee residents live in households with just one or two people.
- By 2030, 83% of US households will have no children present.

At the regional level, this demographic shift towards fewer people per household represents demand for 378,000 additional housing units across the Atlanta region without considering additional demand from new households moving into the region.

As an example: Imagine a young person moves from their parents' home to their own apartment. This represents demand for one new housing unit, without a change in the underlying population.

Average persons per household, Atlanta Region 2000-2018:

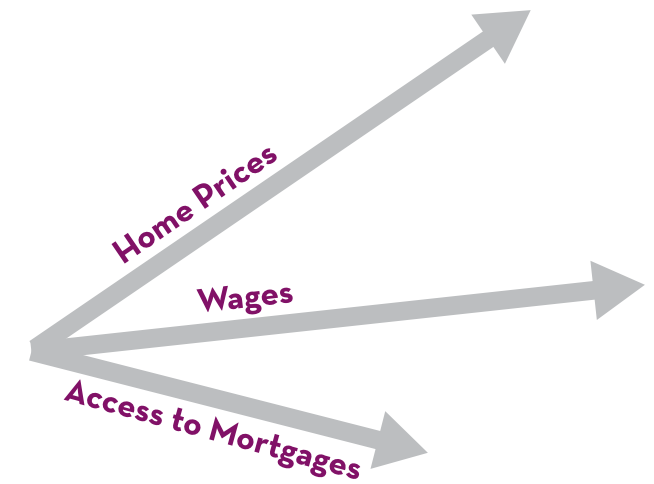
- 2000: 2.5 persons/household
- 2018: 2.2 persons/household

(Source: Atlanta Regional Commission)

Access to Home Finance

It is more difficult for people to save for down payments and qualify for mortgages than it was before the recession. Three economic trends are working together to make it more difficult for people, especially younger and moderate-income households, to access homeownership:

- Home prices are increasing steadily – the average Atlanta region home sale price has increased by 50% since 2012.
- Wage growth and purchasing power are stagnant, with real inflation-adjusted purchasing power increasing by just 12% over 50 years.
- Access to mortgages has plummeted since lenders have tightened standards and personal savings have declined since the 2008 Recession.



Demand for Rental Housing is Climbing

Since the Recession in 2008, the share of households renting has increased to upwards of 37% – some renting by necessity, others by choice. Some housing experts posit that to meet growing demand for rental housing by 2030, 75% of new housing product added will need to be rental.

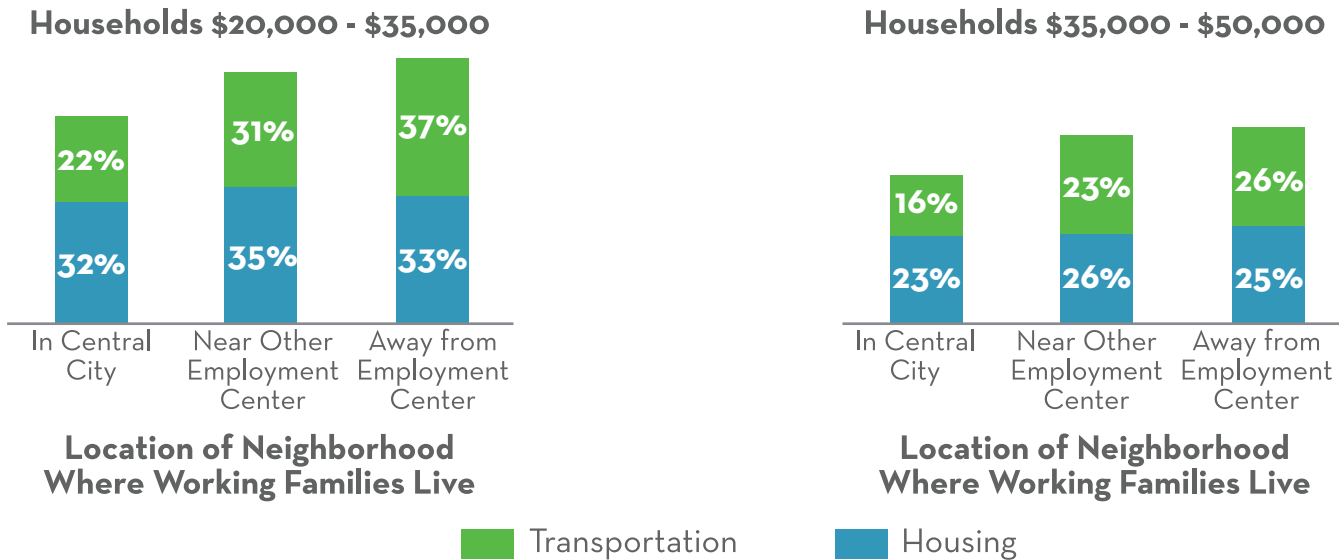
National Housing Supply Shortage

Even though the United States emerged from the 2008 Recession into one of the longest periods of economic expansion in American history, the housing sector never fully recovered. Most parts of the country have seen housing construction return to less than half of pre-Recession construction activity. The 2008 crash wiped out smaller and more speculative homebuilders. The survivors are cautious about working on speculation. A tight supply has caused housing prices to climb steadily. Tighter financial regulation has ended dangerous practices, such as no-documentation loans, which put people into houses they could not afford. These changes have also made it harder for people to buy a house.

Transportation Costs Are Just As Important As Housing Costs

As cities grow and become more congested, the costs of transportation become an increasingly larger part of household expenses. Many households, particularly in suburban areas, pay as much for transportation as they do for housing. This is especially true of lower-income households. Proximity to jobs and access to transit networks significantly reduces the share of household income going to transportation and housing. Chamblee's access to the MARTA rail and bus system increases its housing affordability by providing better access to employment.

Share of Income Spent on Housing & Transportation



Source: Center for Neighborhood Technology calculations

Consumer Housing Preferences Have Changed

Consumer preferences have changed. Younger first-time homebuyers are less likely to strive for the suburban model of a starter tract-home on a cul-de-sac. People of all ages are becoming more interested in urban, walkable, and amenitized communities. Quality urban design attracts households to vibrant urban areas. This includes:

- Walkability;
- Quality public gathering places; and
- Transportation options to and through the area.



How Do All These Housing Trends Impact Chamblee?

These related demographic, consumer, and economic trends combine to create housing demand that is fundamentally different than what drove housing markets in the past:

Less demand for large, single-family homes

More households without children

Smaller households

More demand for rental homes

More interest in towns, mixed-use areas, and walkability

More demand for affordable and workforce housing

This begins to help people understand why the residential development that they are seeing today is so different from the homes and neighborhoods that many grew up with. This new model of housing demand will define cities for the foreseeable future. While many families will continue to live in single-family homes, most of the demand for new housing will be met by a variety of housing types and models, like those listed below:

Smaller homes

Loft apartments

Duplexes and triplexes

Cottage homes

Homes for seniors

Homes for 20-somethings

Small townhomes

Single-family suburban homes

Urban apartments

Condominiums

Affordable housing

Roommate housing

EXISTING CONDITIONS

Economic Development

How Does Economic Development Relate to Comprehensive Planning?

Economic development is the collection of policies, programs, and activities that seek to enhance the quality of life of a community by encouraging economic activity, expanding and retaining employment, and supporting a sustainable and stable tax base to fund public investment and government activity.

Around the edge of the economic development cycle are the fundamental functions that define our economies: jobs and services; production and logistics; public infrastructure; public services; commerce, entertainment, and quality of life; and housing and development.

These functions work together like parts of an engine to power the local economy. The gears and machinery at the heart of the engine that link all those functions together are transit and transportation and money, taxes, and public revenues.

Transit and transportation are the crucial element that connect people to institutions, both as employees and customers. Transit and transportation connect suppliers to businesses,

residents and businesses to public services, and employees to housing. A robust and equitable transit system is crucial to ensure that a local economy is sustainable, and that economic opportunities are available to all. Traditionally, economic development has been focused almost exclusively on the retention and recruitment of new employers. In recent years, economic development professionals have broadened that focus to emphasize the role that places, people, and community have in driving economic prosperity. Now, economic developers focus much more on creating an environment that attracts both employers and their potential workforce, not only as a place to work but also a place to live, shop, eat, and find entertainment and community.

Economic Geography

The following series of maps use GIS technology to visualize the shape of Chamblee's economy by mapping its commercial building stock. These maps help answer the questions:

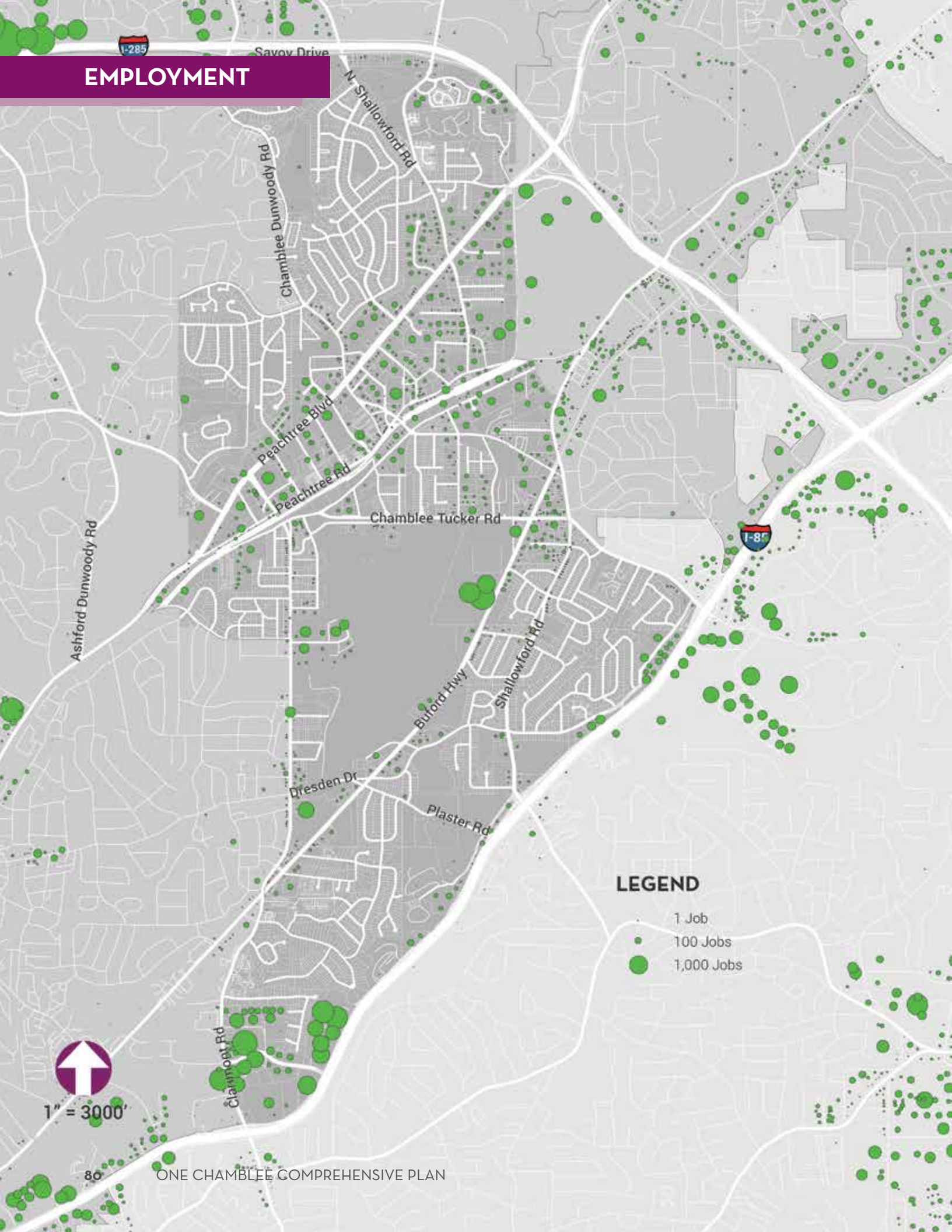
- Where are Chamblee's jobs?
- Where does Chamblee's retail activity happen?
- Where are Chamblee's office jobs? Where are the industrial jobs?
- How are apartments distributed throughout Chamblee?

THE ECONOMIC DEVELOPMENT CYCLE

(explained using an infographic)



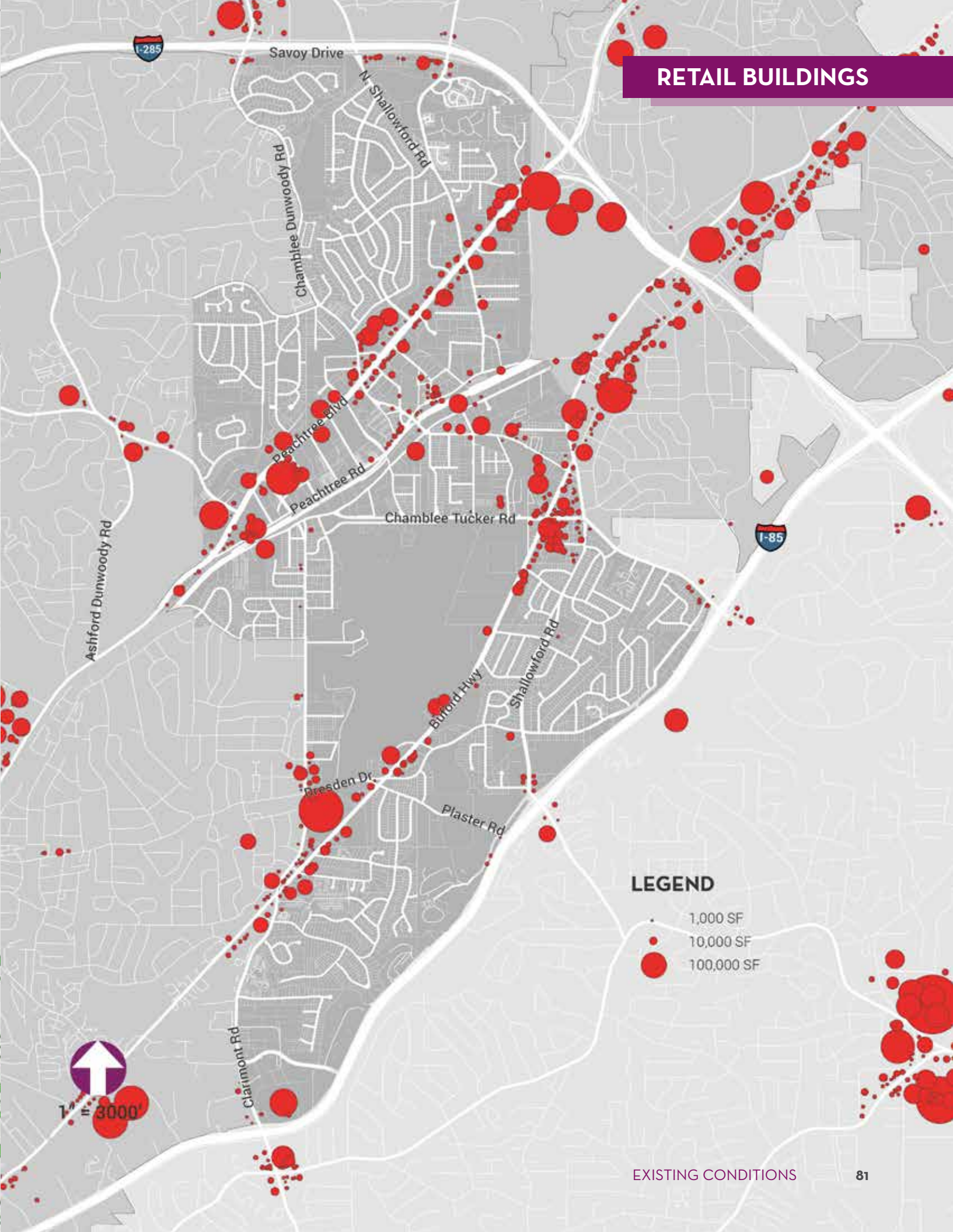
EMPLOYMENT



LEGEND

- 1 Job
- 100 Jobs
- 1,000 Jobs

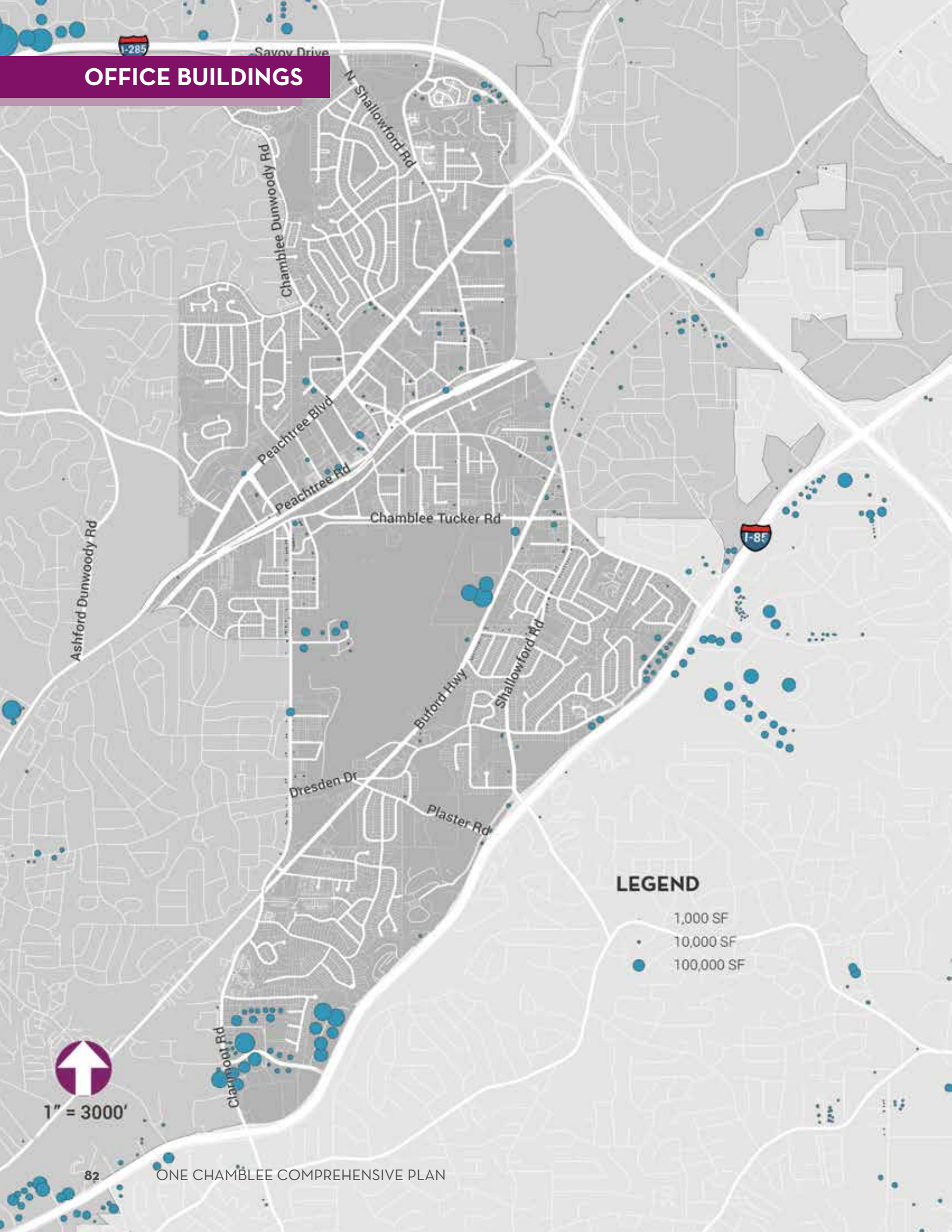
RETAIL BUILDINGS



LEGEND

- 1,000 SF
- 10,000 SF
- 100,000 SF

OFFICE BUILDINGS

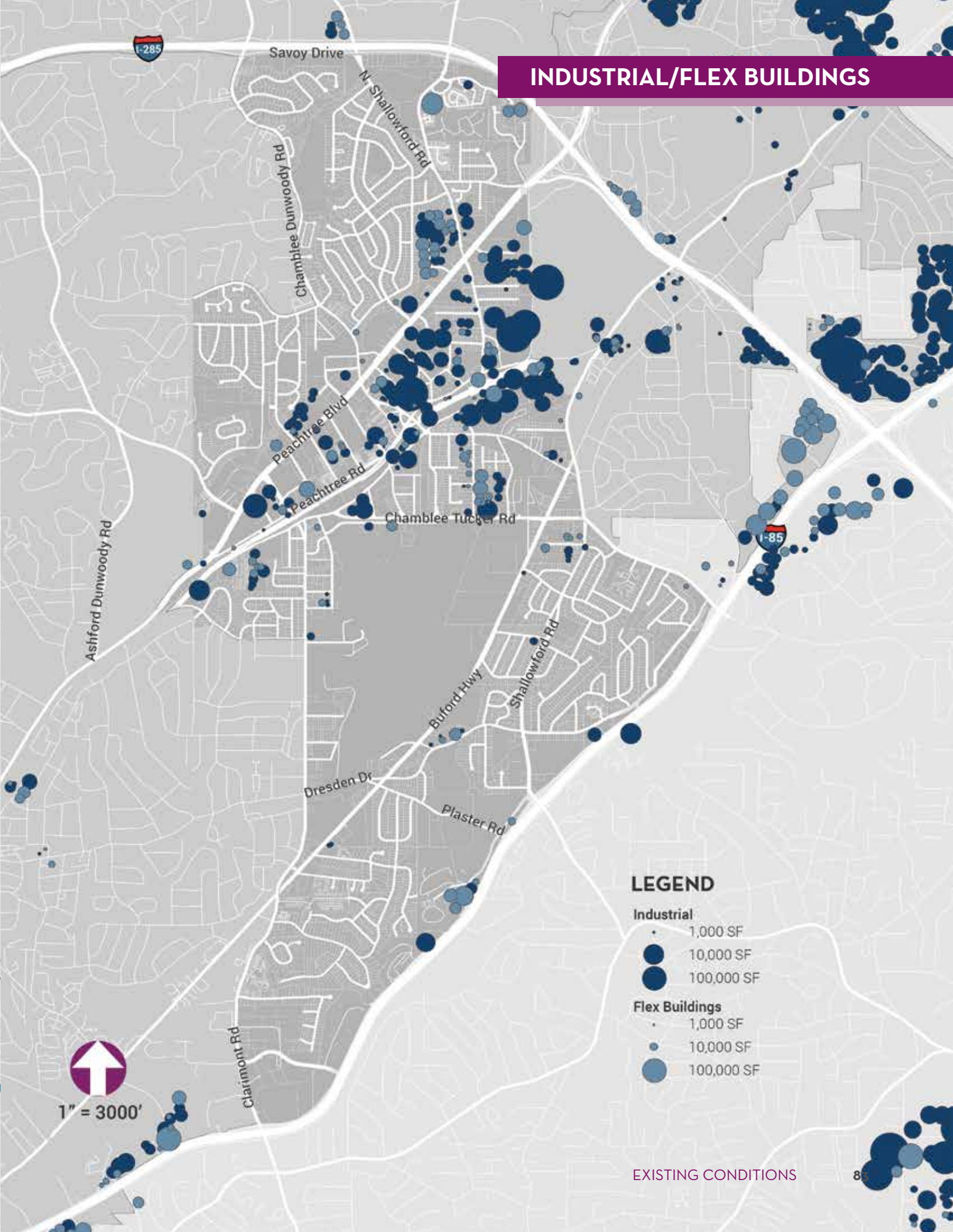


LEGEND

- 1,000 SF
- 10,000 SF
- 100,000 SF

1" = 3000'

INDUSTRIAL/FLEX BUILDINGS

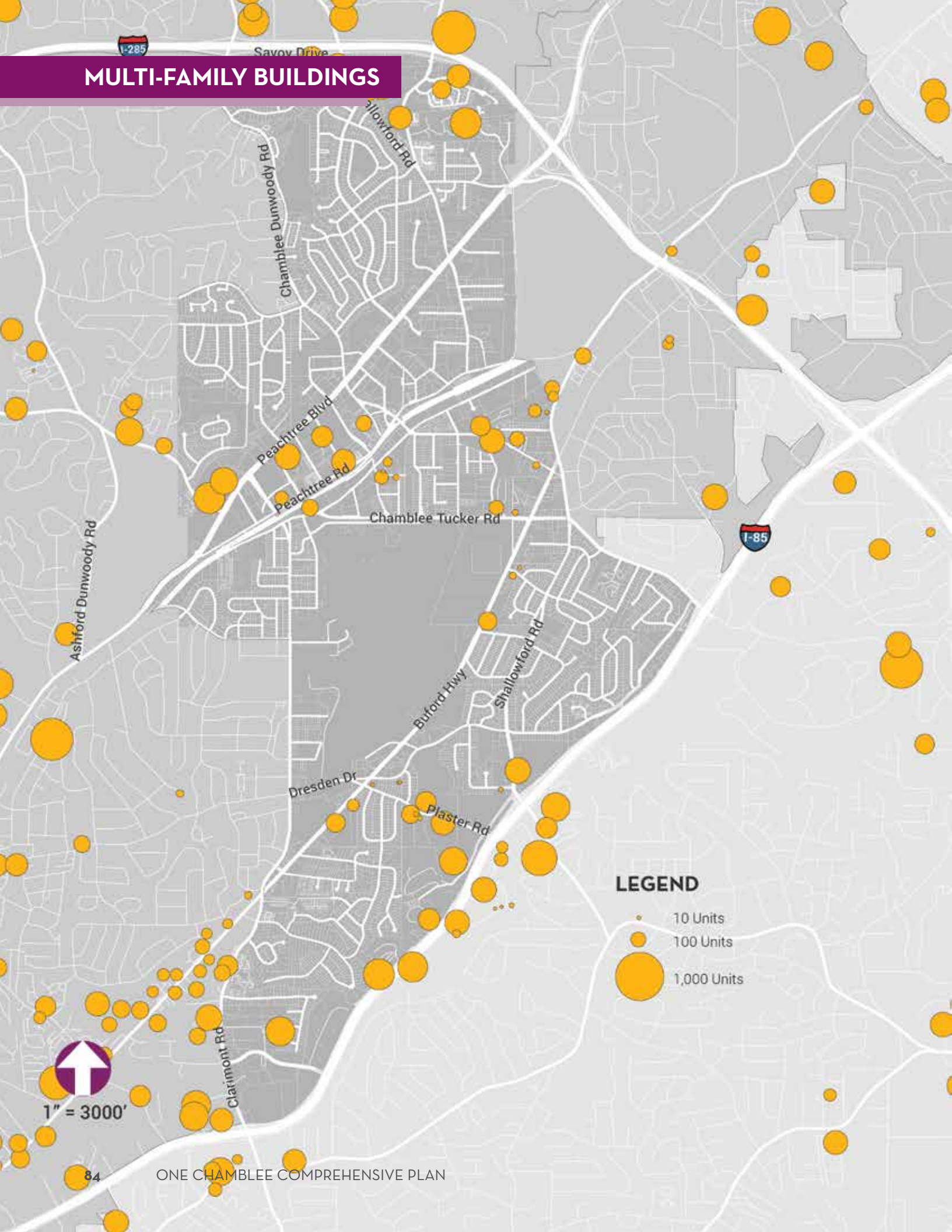


LEGEND

- Industrial**
- 1,000 SF
- 10,000 SF
- 100,000 SF
- Flex Buildings**
- 1,000 SF
- 10,000 SF
- 100,000 SF

1" = 3000'

MULTI-FAMILY BUILDINGS

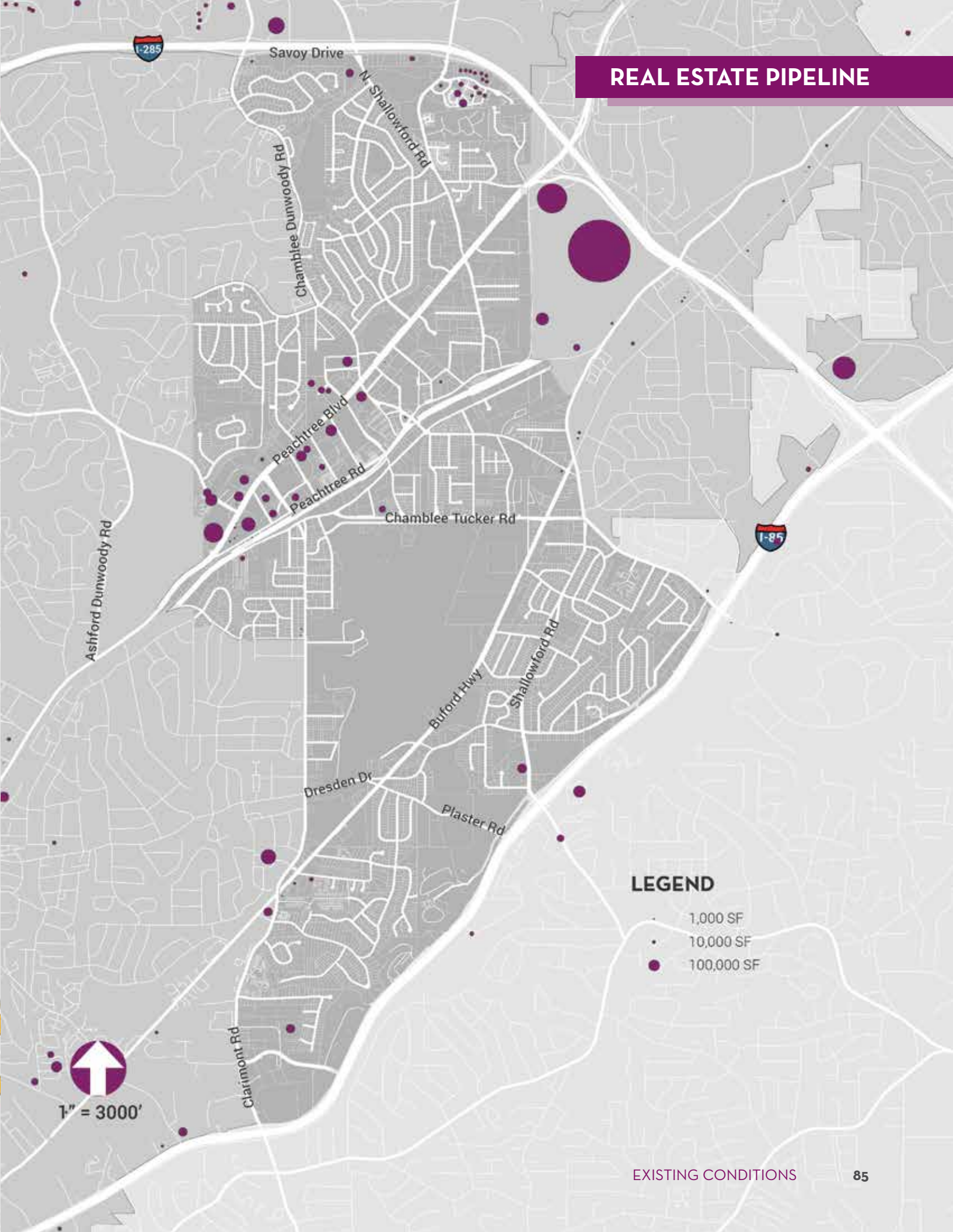


LEGEND

- 10 Units
- 100 Units
- 1,000 Units

1" = 3000'

REAL ESTATE PIPELINE



LEGEND

- 1,000 SF
- 10,000 SF
- 100,000 SF

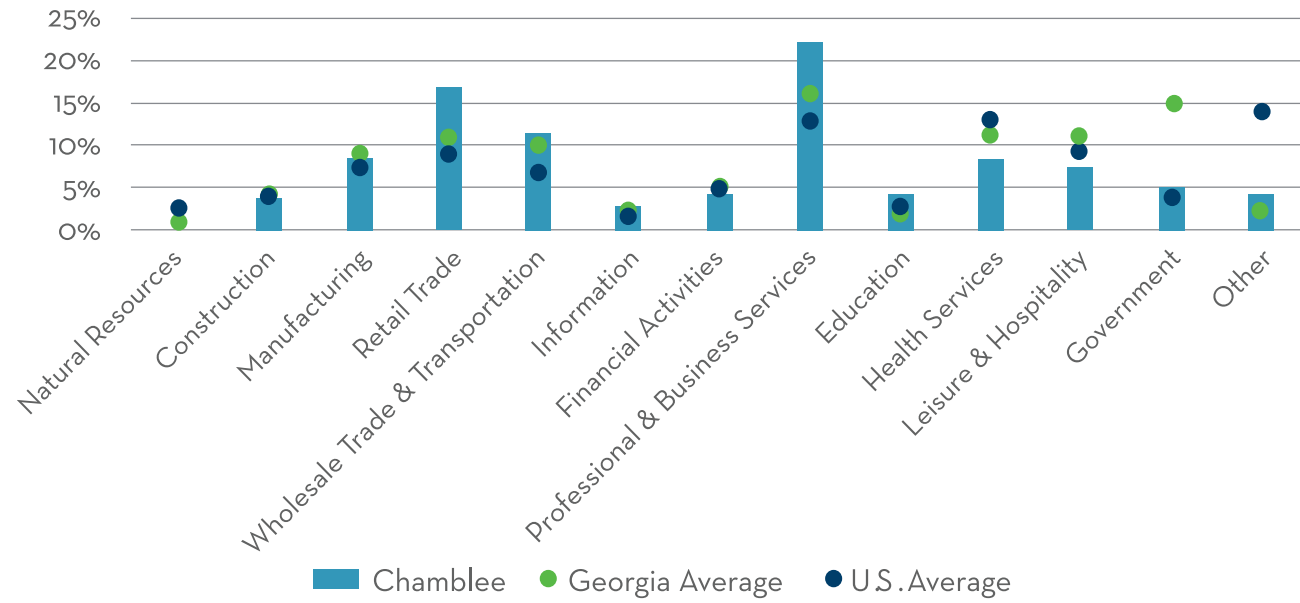
1" = 3000'

Employment Assessment

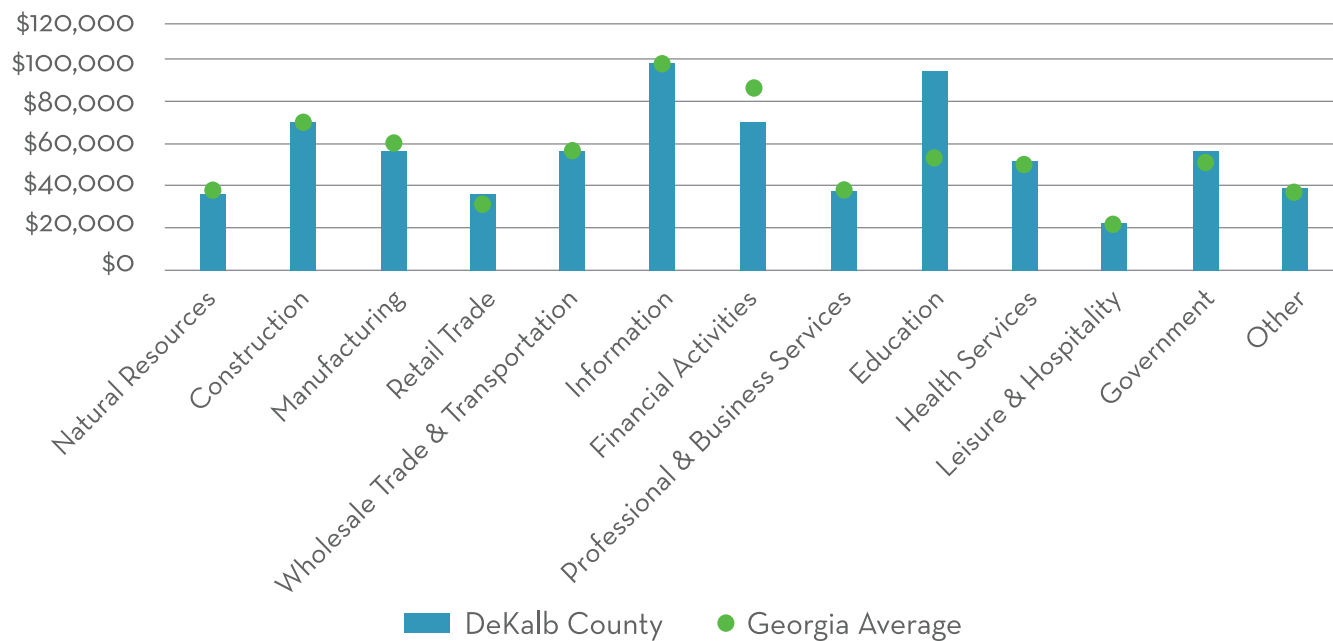
Chamblee's employment is largely concentrated in two industry sectors: Professional & Business Services and Retail Trade. Average salaries in DeKalb County generally correlate well with the Georgia averages, with two exceptions:

- Financial Activities employees in DeKalb County earn lower salaries than the overall Georgia average.
- Education employees in DeKalb County earn salaries significantly higher than the overall Georgia average.

Employment by Major Industry, 2015

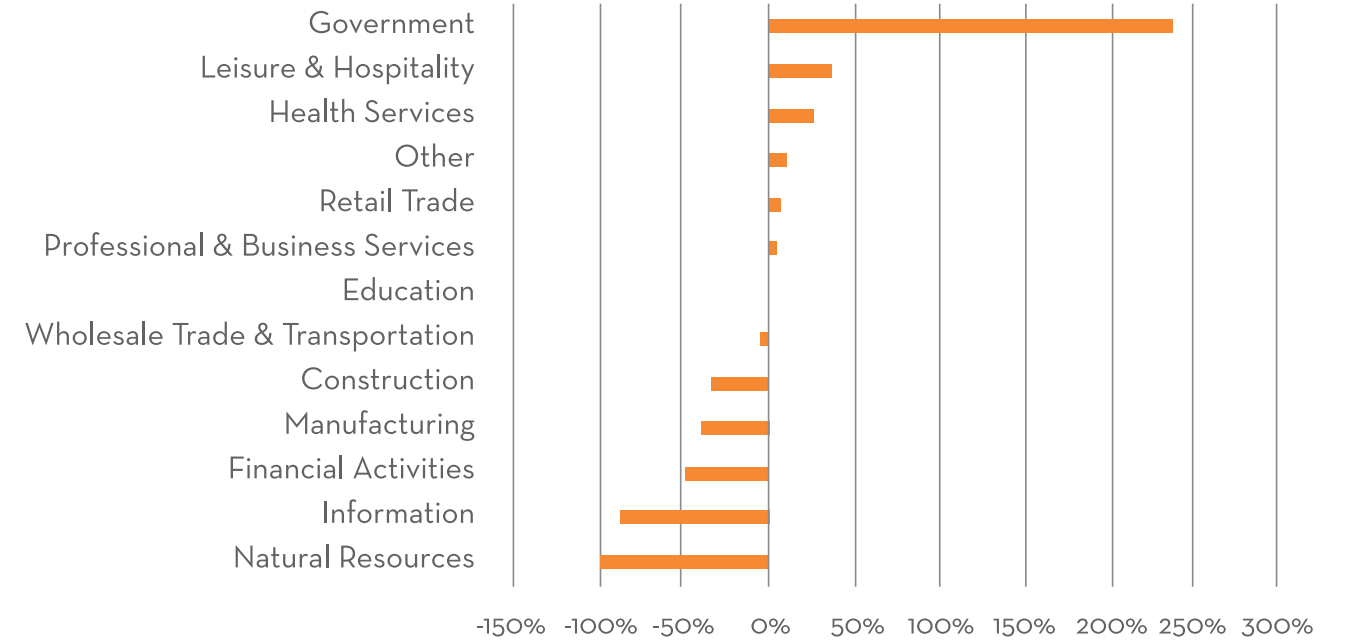


Average Salary, 2018

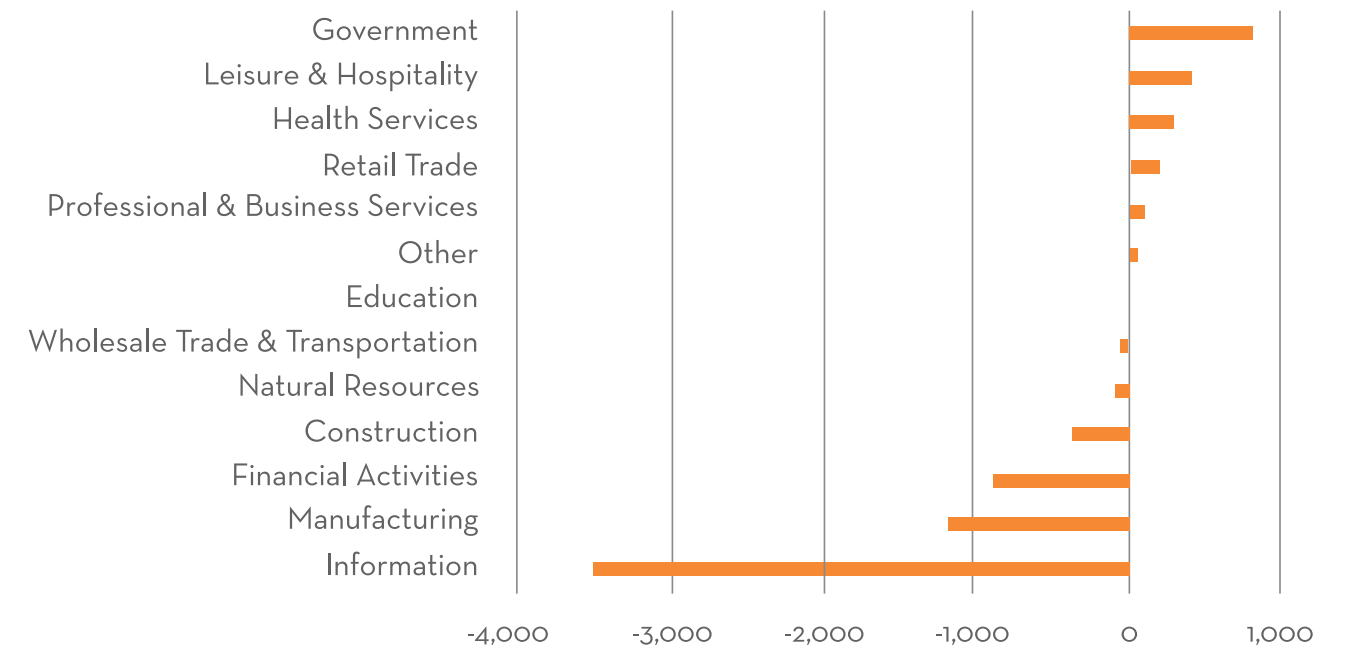


The highest percentage gains since 2002 in Chamblee employment sectors has been in Government. However, Leisure & Hospitality, Health Services, and Retail Trade have also seen absolute growth from 2002-2015. Despite being two of the largest industry sectors in the city, Professional & Business Services and Wholesale Trade & Transportation have seen little or negative growth since 2002. The Information sector has seen the largest employment decrease in Chamblee, moving from over 4,000 employees in 2002 to just over 500 employees in 2015.

Employment Change (Percentage) in Chamblee, 2002-2015



Employment Change (Absolute) in Chamblee, 2002-2015



Real Estate Assessment

Chamblee's commercial real estate is dominated by aging, lower-density buildings that were well-suited to the Chamblee of the 20th Century. The commercial, economic, and business demands of the 21st century will contribute to changes to this building stock. In nearly all cases, this evolution of the city's building stock will happen organically through market-based mechanisms. The City can guide and incentivize this process through zoning and land use policies, code enforcement, and an assortment of economic tools, including incentives and regulatory bonuses.

Change will occur through:

- Restoration, repositioning, or adaptive reuse of existing structures;
- Redevelopment of older functionally or economically obsolete buildings;
- Redevelopment of obsolete parcels in order to make more efficient and better-quality use of land; and
- Infill buildings.

Several key trends will drive change over the next 20 years:

- The shift from a manufacturing economy to a service economy;
- Growing appreciation of downtown, mixed-use, walkable, and transit-oriented development;
- Atlanta's emerging technology economy; and
- A shift in housing preferences towards smaller units and multi-family housing.

Retail Real Estate

There is currently nearly 4,000,000 SF of retail space in the City of Chamblee, making up approximately 9% of all retail space in DeKalb County.

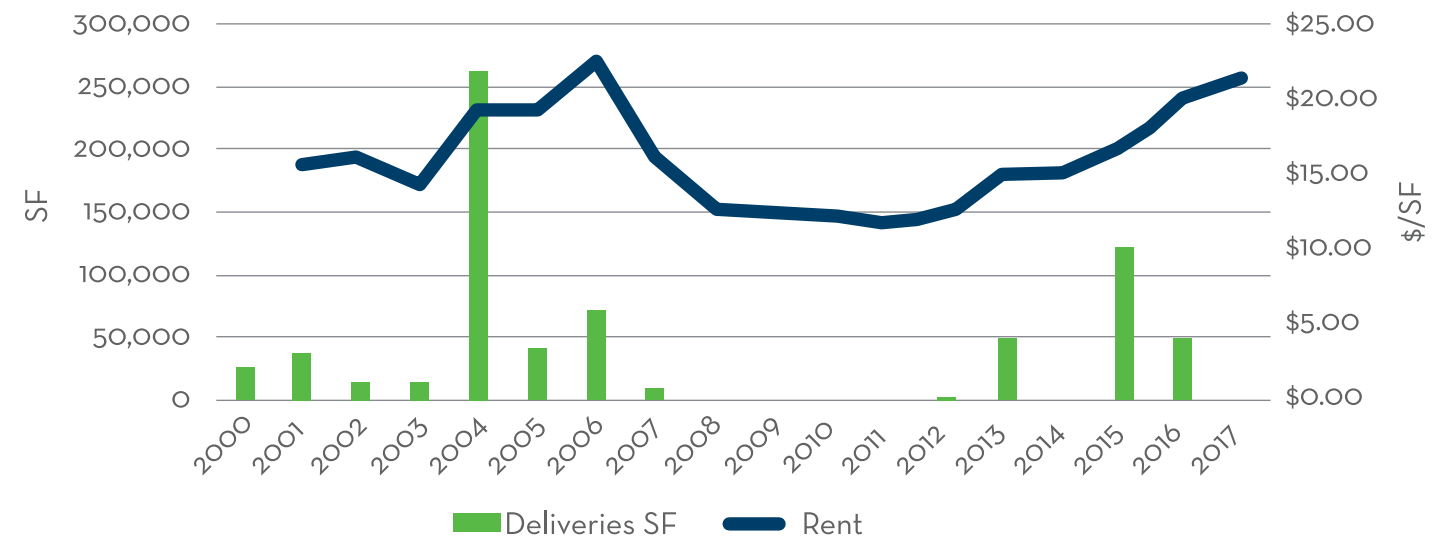
- Chamblee has added nearly 1 million SF of retail space since 2000. This includes major national brands and locally-owned stores.
- Retail rents have risen steadily since the Recession. Average retail rents in Chamblee, at \$20.92/SF, are significantly higher than the overall average for DeKalb County (\$14.46).
- The average age of retail buildings in Chamblee is 43.8 years, showing an aging stock.

Chamblee & DeKalb County Retail Inventory, 2019

	City of Chamblee	DeKalb County
Existing Buildings	334	3,448
Existing SF	3,906,291	44,541,167
Vacancy %	3.70%	6.30%
Avg. Rent	\$20.92	\$14.46
Avg. Building Age (years)	43.8	42.7

Source: Bleakly Advisory Group based on data from CoStar

Chamblee Net Retail Deliveries and Average Retail Asking Rent/SF



Office Real Estate

Chamblee is already an established office location. There is an opportunity to build on this reputation by adding creative and loft office that is currently missing from the market.

- There is currently more than 4,500,000 SF of office space in Chamblee, accounting for more than 11% of DeKalb County's office space.
- Office rents in Chamblee have risen significantly in recent years. Office space in Chamblee achieves \$22.49/SF in base rents, slightly below the overall DeKalb County average of \$24.04/SF base rent.
- The average age of office buildings in Chamblee is 50.7 years, showing an aging stock.

Chamblee & DeKalb County Office Inventory, 2019

	City of Chamblee	DeKalb County
Existing Buildings	261	2,075
Existing SF	4,572,441	40,440,768
Vacancy %	6.60%	11.00%
Avg. Rent	\$22.49	\$24.04
Avg. Building Age (years)	50.7	50.4

Source: Bleakly Advisory Group based on data from CoStar

Industrial & Flex Real Estate

Chamblee is currently home to 5,400,000 SF of industrial and flex space, accounting for nearly 9% of all industrial and flex space in DeKalb County.

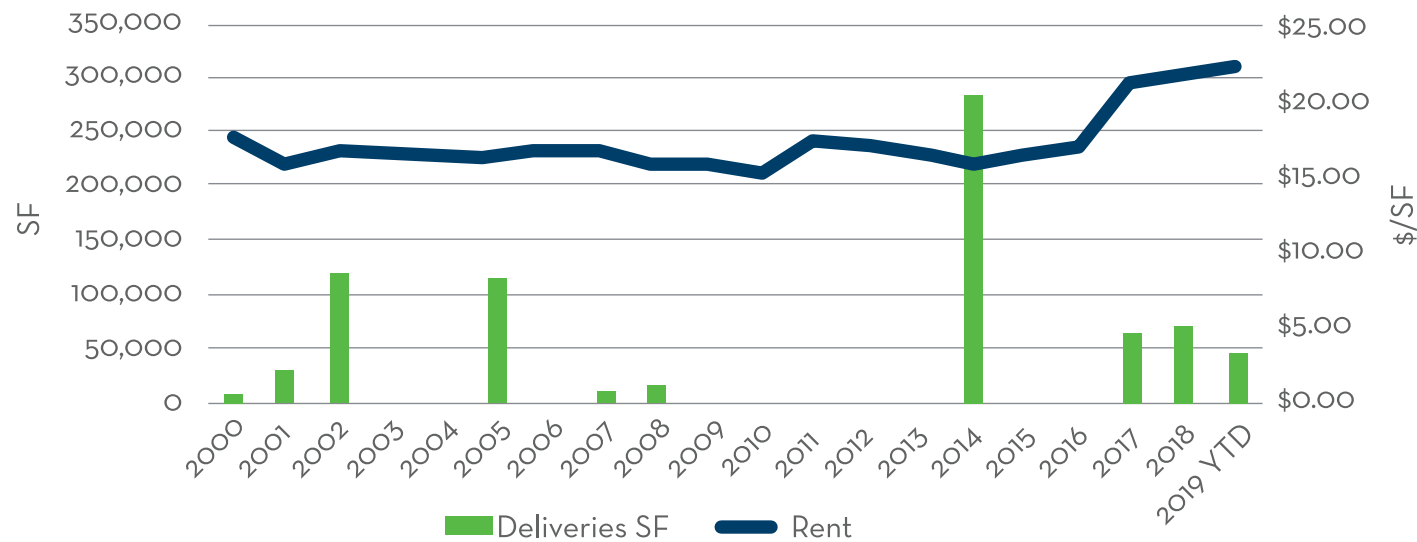
- Despite the lack of new industrial and flex deliveries and extremely low vacancy, rents fell slightly in recent years to a current rate of \$7.10/SF.
- The average age of industrial and flex buildings in Chamblee is 47.3 years, showing an aging stock.

Chamblee & DeKalb County Industrial & Flex Inventory, 2019

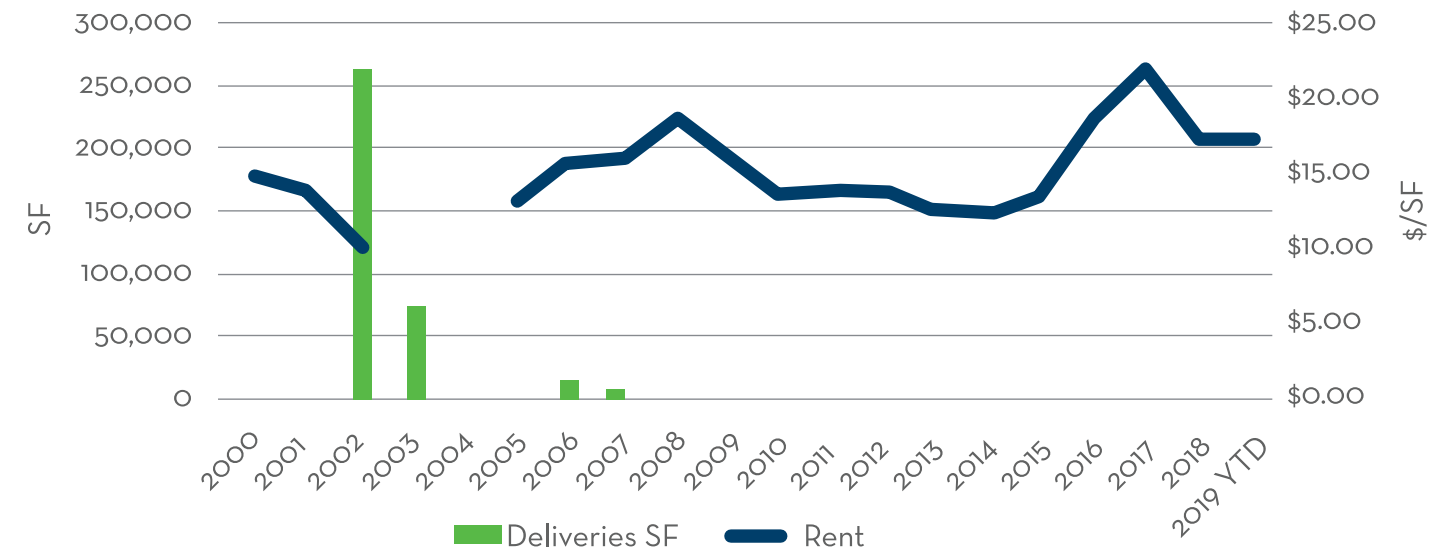
	City of Chamblee	DeKalb County
Existing Buildings	250	1,830
Existing SF	5,403,297	60,942,715
Vacancy %	2.10%	3.60%
Avg. Rent	\$7.10	\$6.05
Avg. Building Age (years)	47.3	44.2

Source: Bleakly Advisory Group based on data from CoStar

Chamblee Net Office Deliveries and Average Office Asking Rent/SF



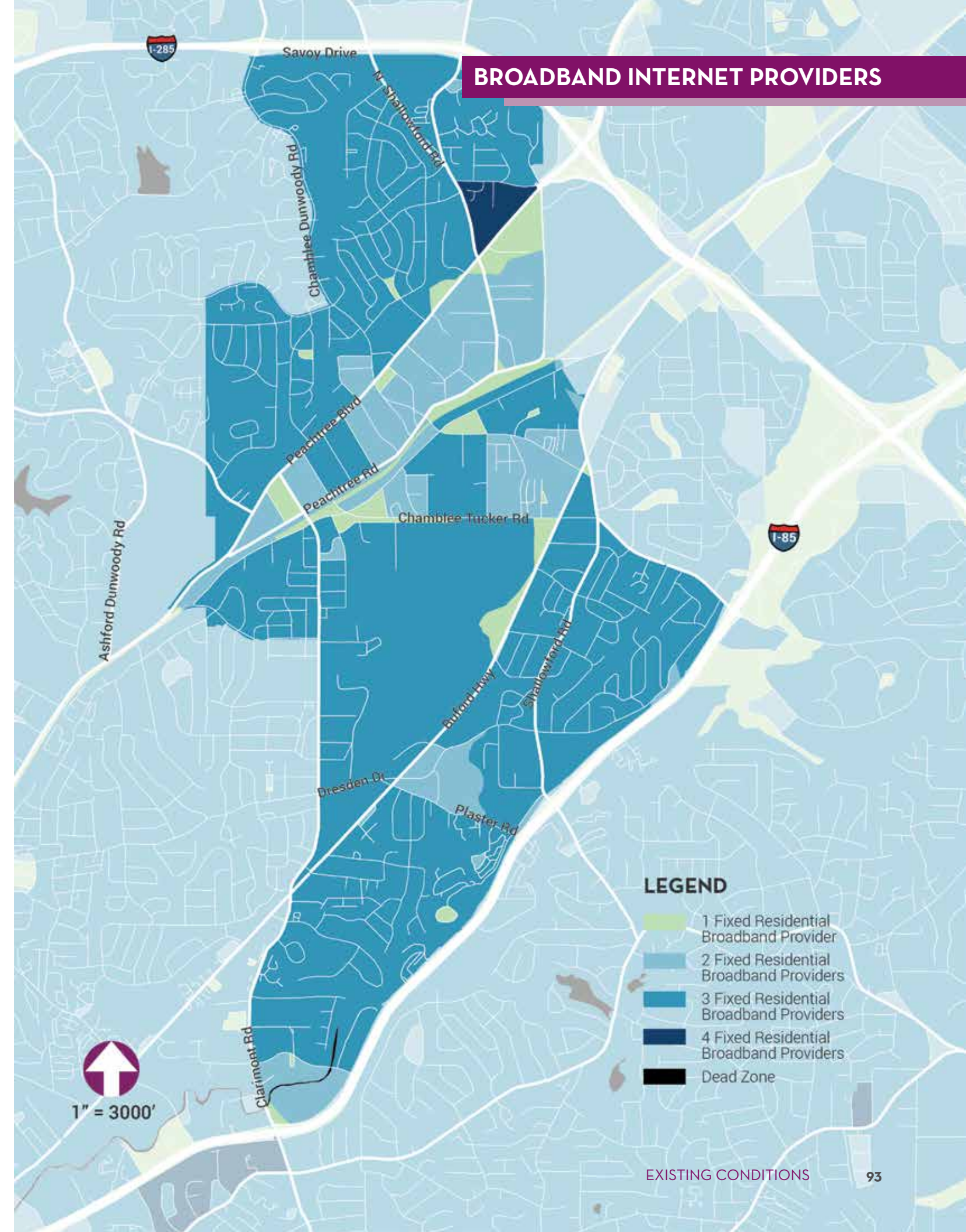
Chamblee Net Industrial & Flex Deliveries and Average Industrial & Flex Asking Rent/SF



EXISTING CONDITIONS

Broadband

Chamblee has complete 4G cellular data coverage. This is a key amenity to attracting new businesses and residents. The city is well-connected by high speed broadband internet service, with most of the city having the option of at least three fixed residential broadband providers. This type of service is necessary to attract employers in the digital and technology industries, as well as attract and retain younger households.



EXISTING CONDITIONS

Natural Resources & Sustainability

Watersheds

Chamblee is split between two watersheds, Nancy Creek and the North Fork of Peachtree Creek, located in the Upper Chattahoochee watershed. The Chattahoochee watershed is part of the Chattahoochee river basin. The river basin is the primary drinking water source for DeKalb County, which includes the City of Chamblee. Source water assessments required by the Environmental Protection Agency (EPA) determined the potential for pollution based on a number of characteristics. The susceptibility rankings throughout the basin were generally medium to high depending on the location of the water source, likely due to the urban and suburban nature of the surrounding areas.

Groundwater Recharge Areas

Groundwater recharge areas are important to the water cycle, as they collect precipitation and store it for later use. According to the Metropolitan North Georgia Water Planning District (MNGWPD), there is a probable area of thick soil in Chamblee, which may be indicative of a significant groundwater recharge area. This area is located north of Chamblee Tucker Road, in areas with a lot of industrial land. Although this area unlikely provides drinking water for the city, it needs to be protected from contaminants.

Wetlands

According to data compiled through the National Wetlands Inventory, there are wetlands in the southern tip of Chamblee, near Century Center. While wetlands aren't a big concern for the city, there are FEMA 100-year flood zones that can impact development.

Protected Mountains

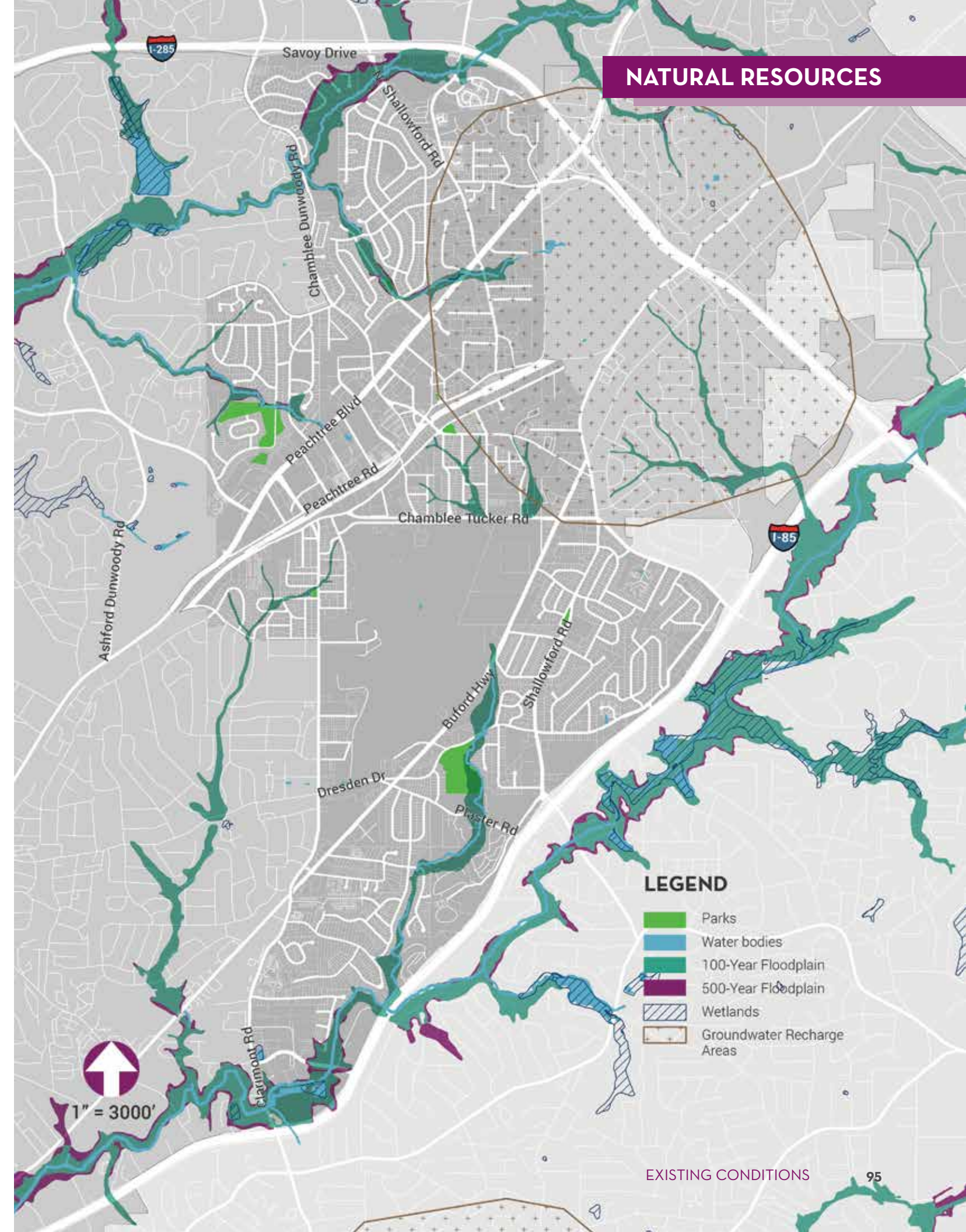
Chamblee does not contain any protected mountains.

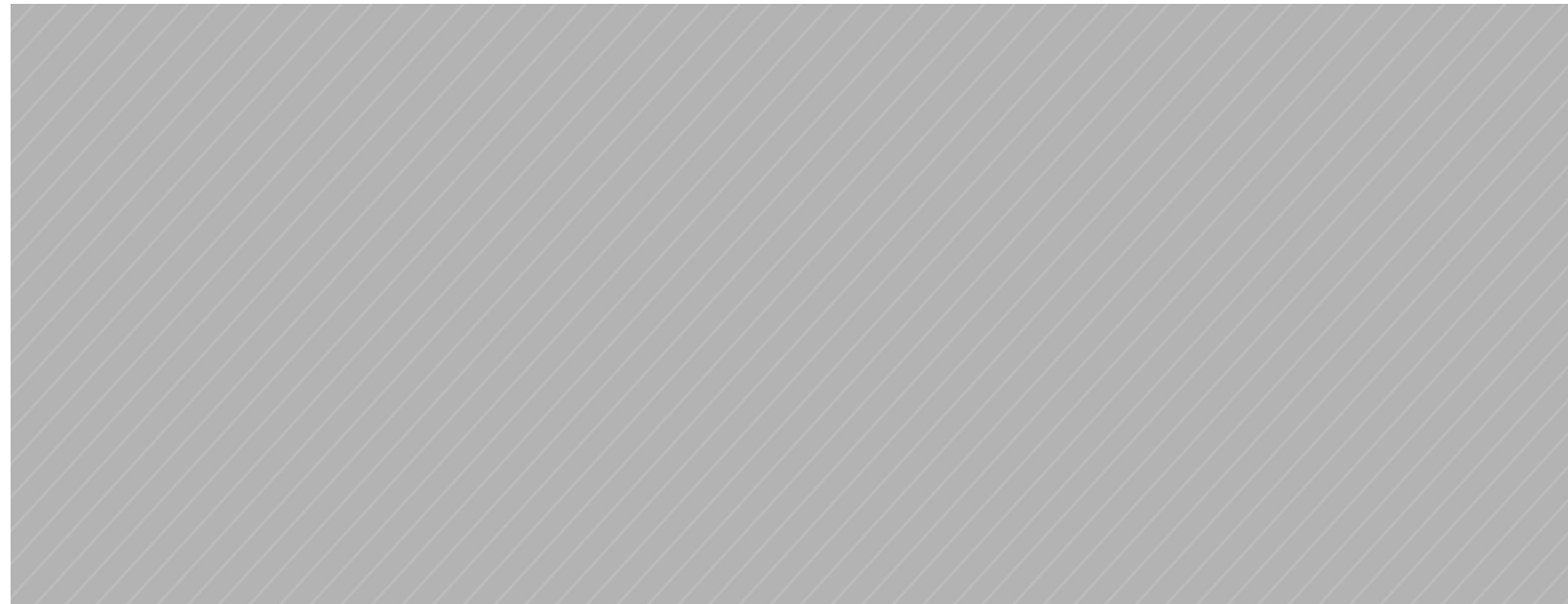
Protected River Corridors

There are no protected river corridors in Chamblee.

Greenspaces & Floodplains

Chamblee has a variety of greenspaces including seven public parks. Floodplains are plentiful throughout the county (see the map on page 95).





PUBLIC PARTICIPATION

The City and the Planning Team engaged the public at every opportunity to gather thoughts and ideas about Chamblee's future.

Outreach Methods

Meaningful community involvement is a crucial part of any planning process. The Planning Team used the following techniques to gather input from stakeholders within the City of Chamblee:

- A website for the public to access important information, upcoming meeting dates, and planning documents;
- An online survey to measure satisfaction of different elements of the area (land use, transportation, housing, etc), and gather input on types of improvements that need to be made;
- One-on-one stakeholder interviews;
- Regular Advisory Committee meetings;
- Pop-up events; and
- Public meetings.



Marketing

All members of the Planning Team worked together to conduct marketing and communications, and create materials for events. A website (www.onechamblee.com) was created to share information about upcoming meetings, host the community input survey link, and post materials presented at meetings. Before each public workshop, email blasts were sent to the City's listservs and the City's social media pages and printed flyers were created and distributed to community members. Business cards with the website URL were distributed to community members and businesses to provide public awareness of the planning process and encourage participation. All marketing materials were translated into Spanish.



Community Input Survey

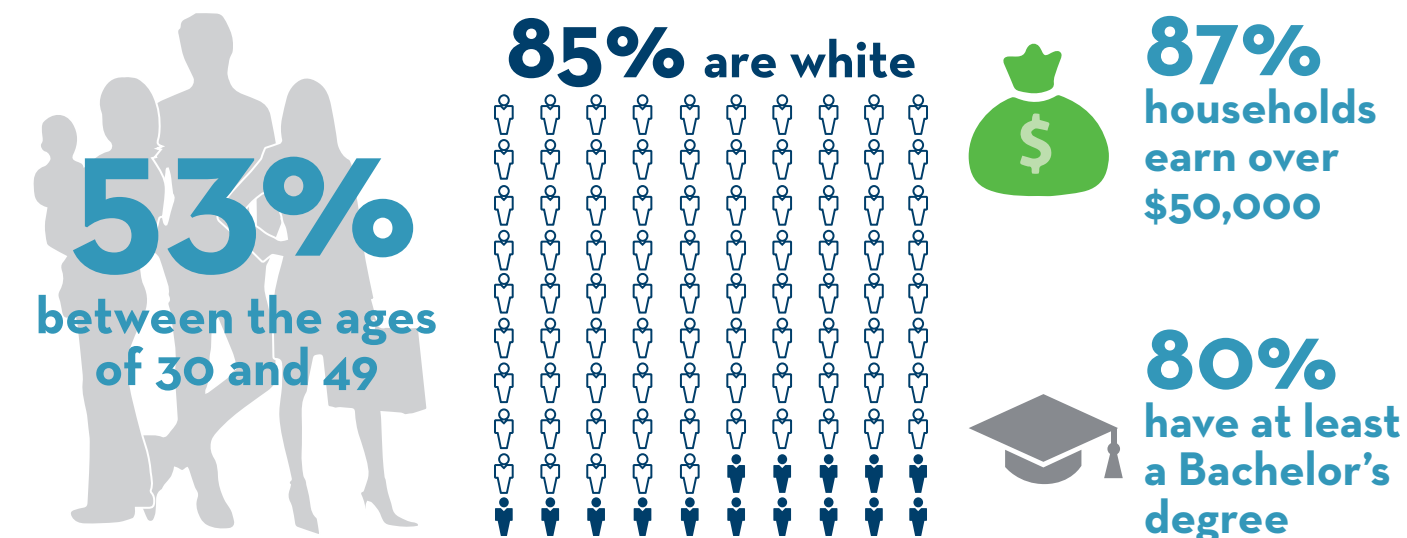
A community input survey was hosted through TypeForm, an online survey tool. The survey went live on April 10, 2019, and closed on June 9, 2018. The survey received a total of 148 responses. See pages 322-328 for a full list of questions. An optional section asked respondents demographic questions about themselves. Approximately 97% of respondents answered those questions. Based on the data received and the low response rate, the city's population composition is not well represented by those who responded to the survey. The results on the following pages reflect the opinions and preferences of a small and singular segment of the population.

The survey asked each person where they lived within the city. Respondents were asked to rank planning elements in order of importance to them, rate the quality of transportation, report on housing quality and affordability, and discuss sustainability. A Spanish language version of the survey was made available.

Respondents were given the option to participate in a Visual Preference Survey, where they were presented 25 images of potential housing types, commercial and industrial developments, and public space improvements, and were they asked to rank each one from 1 to 10, with 1 being "not at all appropriate" and 10 being "very appropriate." The infographics on the following pages illustrate the survey results.



Demographics of Respondents



“What one word would you use to describe Chamblee today?”



“What one word would you use to describe what Chamblee could be tomorrow?”



The size of the words represents how frequently that word was written relative to the others. The initial words have a mix of positive and negative connotations, reflecting the changes Chamblee has undergone over the past decade, as well as its assets and weaknesses. The words describing Chamblee's future are far more positive, indicating that residents are positive about the future.

What did people have to say about **development**?

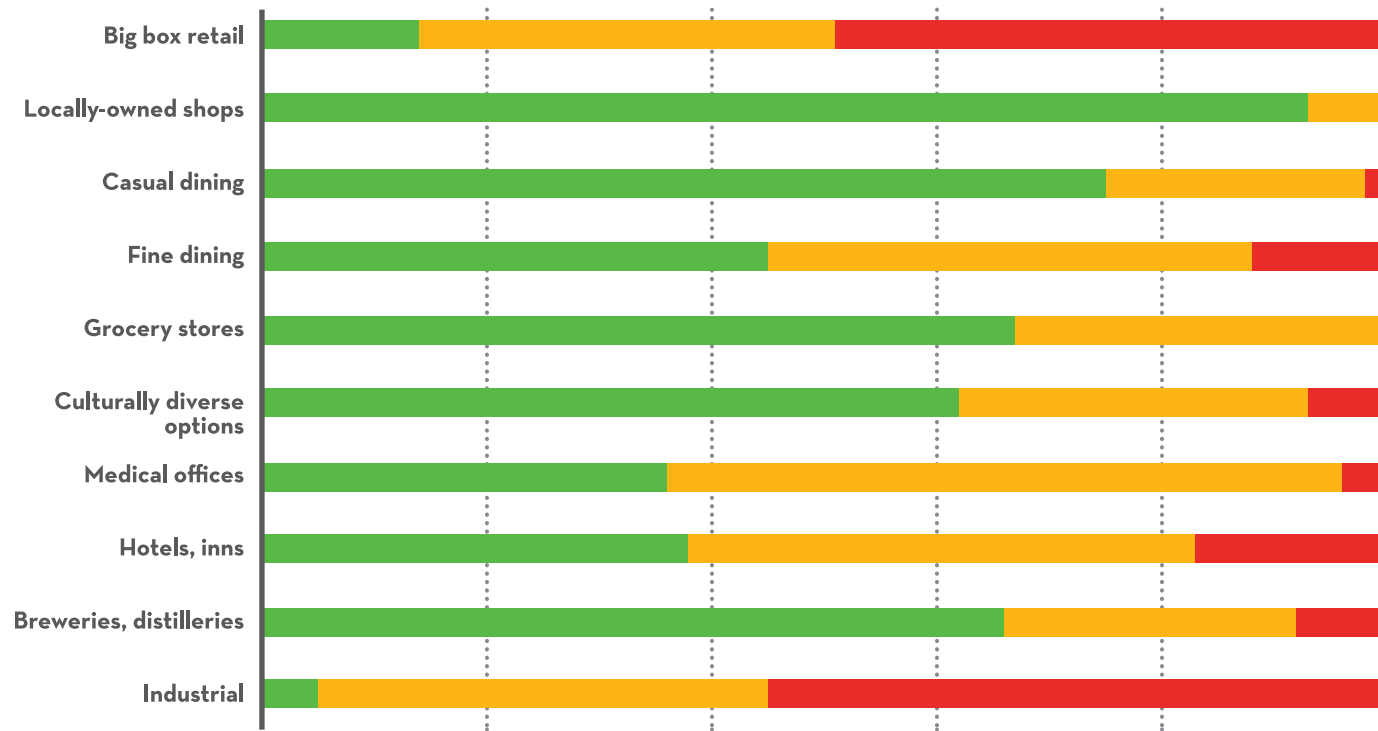
Respondents indicated transportation, economic development, and sustainability as top priorities for the plan.

Respondents also indicated that they would like to see less big box retail and industrial development, but would like to see more locally-owned businesses, casual dining options, grocery stores, breweries and distilleries, and entertainment options.

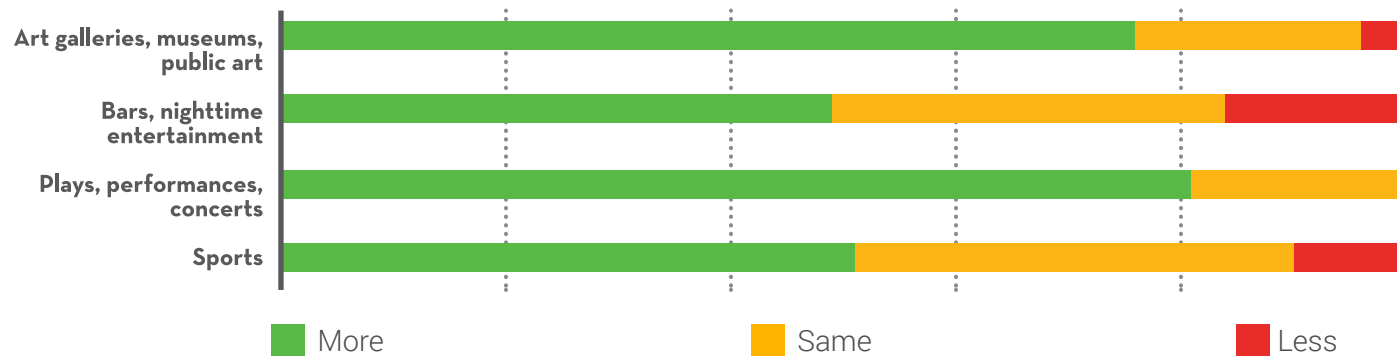
Top Planning Priorities:

- 1 **TRANSPORTATION**
- 2 **ECONOMIC DEVELOPMENT**
- 3 **SUSTAINABILITY**
- 4 **HOUSING**
- 5 **HISTORIC AND CULTURAL RESOURCES**
- 6 **INFILL DEVELOPMENT**

How much more or less of these businesses would you like to see?



How much more or less of entertainment would you like to see?



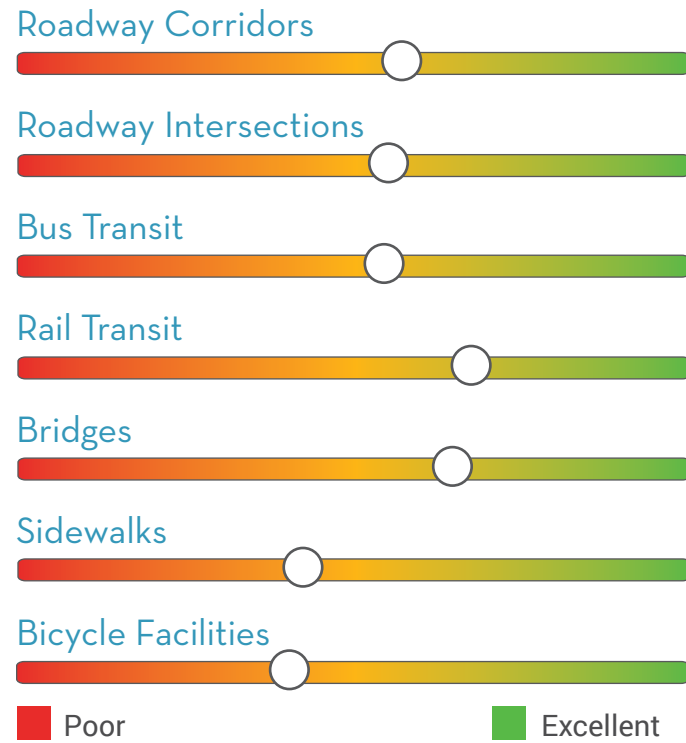
What kind of development is appropriate for Chamblee?



The images shown were the top-rated images from the Visual Preference Survey. The numbers show the average score given by 50 respondents. These images show that well-designed, walkable development is preferred — smaller homes, multi-family buildings, and two-three story buildings. Larger parks and greenspace are preferred over plazas and courtyards.

What did people have to say about **transportation**?

There appears to be neither satisfaction nor dissatisfaction with the overall transportation network – respondents noted that MARTA and the upcoming Rail Trail are great assets for the city. However, Chamblee is struggling from a lack of sidewalks, bicycle facilities, and trails for active transportation; traffic congestion along major road corridors due to future high-density developments; and safety for drivers, pedestrians, and cyclists. Despite higher-than-average transit ridership, 80% of respondents stated that they use personal vehicles for work and non-work trips.

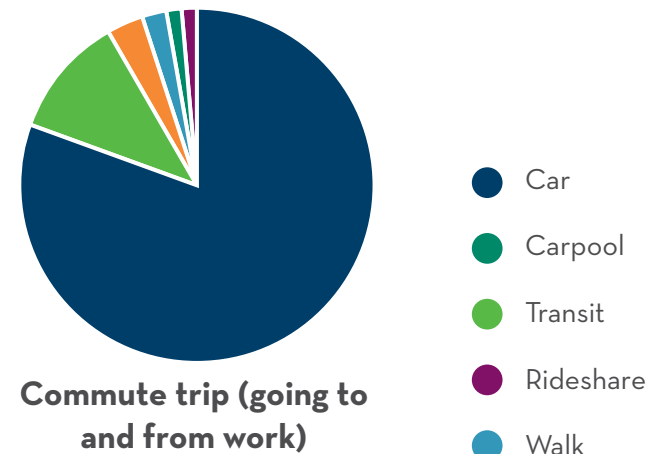


27% said that they are satisfied with Chamblee's transportation network.

What keeps people from walking or biking?

- 1 **THERE IS NO SIDEWALK, BIKE LANE, OR TRAIL NEARBY.**
- 2 **WALKING OR RIDING ALONG THE STREET IS UNCOMFORTABLE DUE TO TRAFFIC.**
- 3 **IT'S DIFFICULT TO CROSS THE STREET SAFELY.**

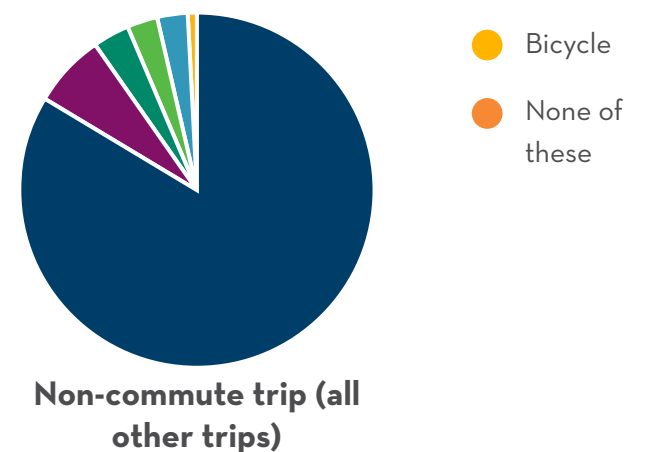
How do people get around?



Commuter trip (going to and from work)

What are Chamblee's biggest transportation issues?

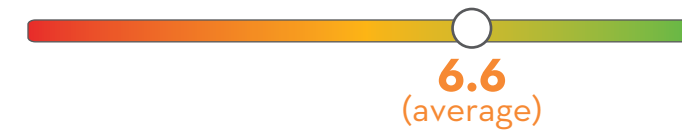
- 1 **LACK OF SIDEWALKS AND BICYCLE FACILITIES.**
- 2 **TRAFFIC CONGESTION ALONG MAJOR ROAD CORRIDORS.**
- 3 **ROADS ARE RUNNING OUT OF ROOM TO ACCOMMODATE PROJECTED TRAFFIC.**



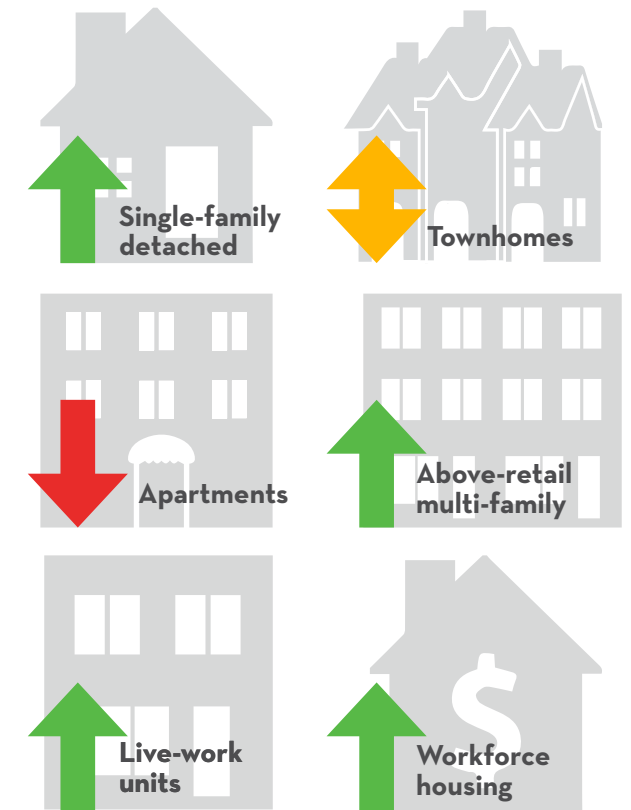
Non-commute trip (all other trips)

What did people have to say about **housing**?

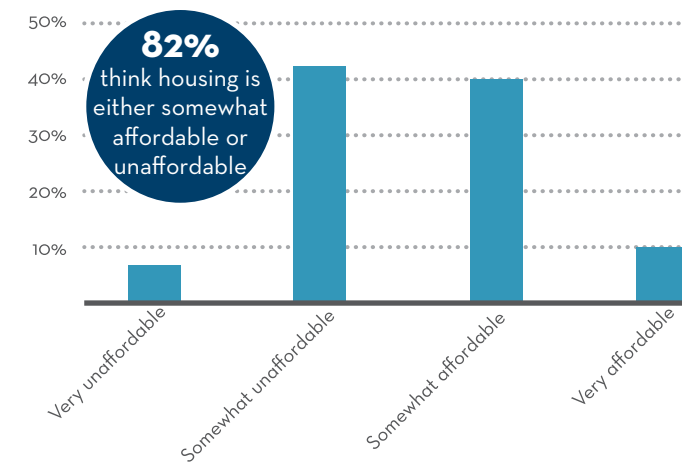
Chamblee residents rate the quality of existing housing as:



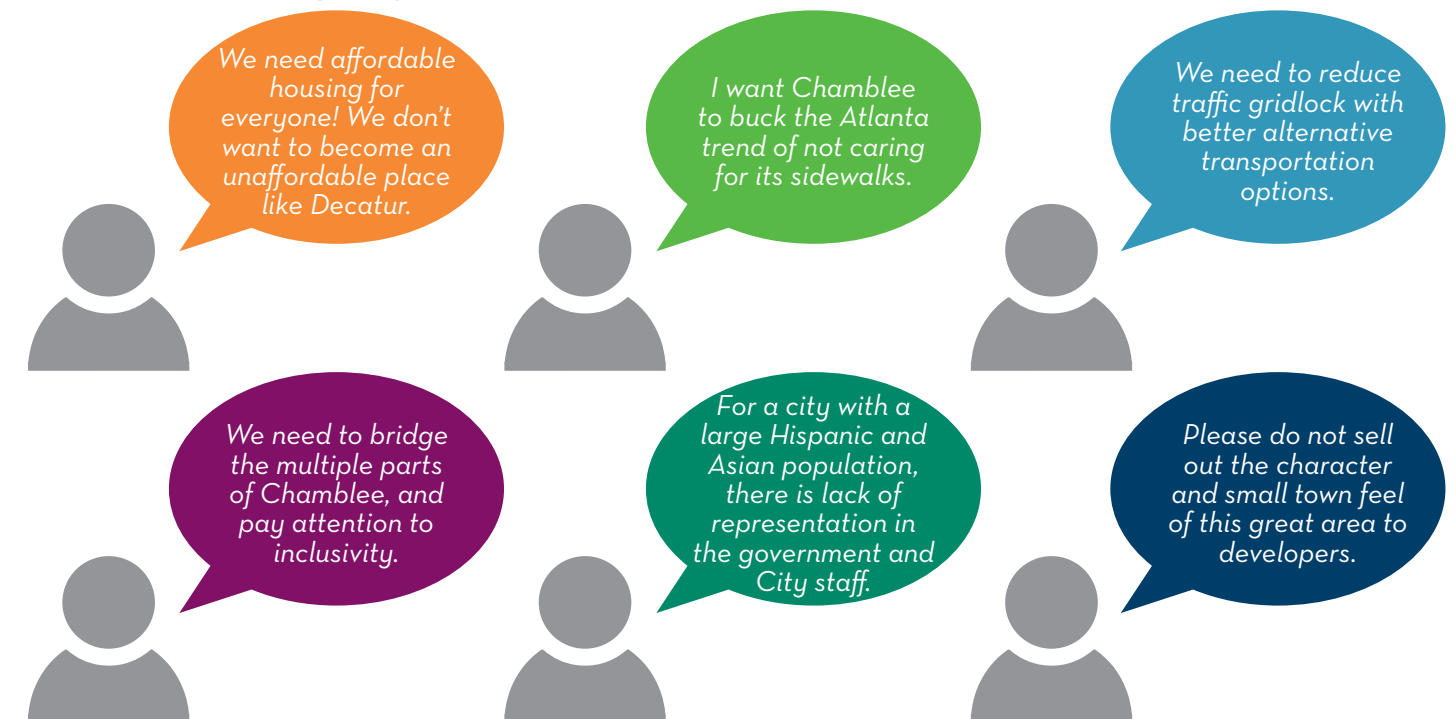
Respondents said they want to see more or less of:



Everyone is split over housing affordability:



What else did people want to share?



Advisory Committee

The City chose 35 people, including City staff members, principals of local schools, representatives of local and regional organizations, business owners, and residents to serve on the Advisory Committee.

The responsibilities of the Advisory Committee were to:

- Represent their community and its interests;
- Provide guidance regarding local preferences;
- Serve as a sounding board for recommendations;
- Review and give comment on draft plan materials; and
- Help spread the word about the study and upcoming workshops to their communities.

The Advisory Committee met 6 times throughout the process, usually the week of a public meeting. At meetings, the Advisory Committee reviewed and gave nuanced input on ideas before they were presented to the public, and they were given opportunities to speak about new information as it arose.

The Advisory Committee contributed to the update of the Character Areas map, reducing it from 20 classifications to 13 (later it was further reduced to 12). They informed changes to each area's geographic boundaries, vision, policies, and implementation measures. Also, the Committee gave significant initial input on the Small Area Plans, mostly by suggesting important changes that would be supported by the general public.

Two of the meetings involved a Tour of Communities. The tours were intended to present good, local examples of development and redevelopment around the Atlanta region. The first tour, held on April 27, 2019, featured planning techniques that could be applied to Chamblee. The

Advisory Committee and the City Council, visited Glenwood Park in Atlanta and downtown Decatur. The second tour, held on July 17, 2019, featured places around Chamblee that serve as good and bad local examples of development trends. On that tour, the Advisory Committee visited Parkside on Peachtree, a mixed use development; Mercy Park, an affordable, senior living apartment building; and the Rail Trail; and other developments along the Peachtree Boulevard corridor.

Stakeholder Interviews

During the week of April 15, 2019, the Planning Team interviewed stakeholders identified by the City of Chamblee. In total, the Planning Team talked to 22 people representing:

- Various HOAs;
- The business community;
- City departments;
- Elected officials;
- Local organizations; and
- Regional organizations like MARTA and the Atlanta Regional Commission.

Stakeholders were asked what they felt the plan's goals should be, Chamblee's greatest strengths and weaknesses, the things that make the area unique, and what they would like to see happen moving forward. The top comments can be found to the right.



TOP COMMENTS

- The recent annexations and growth have been good for the City.
- The creation of alternative modes of transportation should be the primary goal of this plan.
- Peachtree Boulevard is not walkable and will need dramatic changes.
- The MARTA station has been, and will continue to be, a major draw.
- It's challenging to get the city's international population involved.
- The city needs a good park near Downtown Chamblee.
- Affordable housing is a key issue: a diverse community means diverse incomes and needs.
- The City's tax base is healthy: it's evenly split between residential and commercial taxes.
- City of Chamblee participation will make the economics work for some of these new projects coming in on the southern end.
- Office and retail rents are going up, which is impacting existing business owners.
- Small town feel is great for attracting prospective residents and business owners.
- There may be too much new development.
- The airport's growth and its impact needs to be addressed.

Meetings & Events



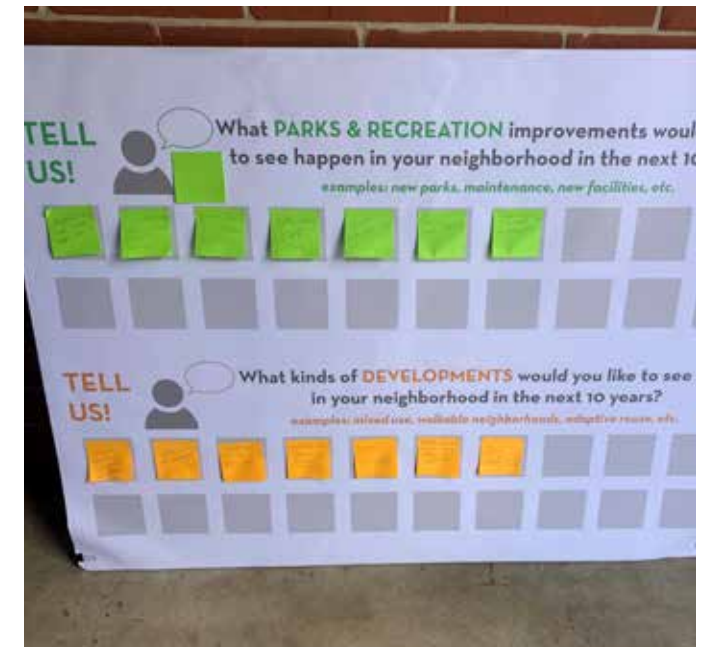
Pop-Up Events

One way to effectively conduct outreach is to meet people where they already are. The Planning Team held two “pop-up” events throughout the public engagement phase that were designed to get quick and informal input from the community.

The first pop-up event was held on Saturday, April 13, 2019, at Plaza Fiesta. The intent of this event was to engage with the local Hispanic/Latino community, and disseminate information about the first planning workshop. At the pop-up event, a ball/basket activity asked participants what they

felt to be the most important thing for Chamblee’s future: affordable housing, walkability, bikeability, a town green, environmental sustainability, and an arts center. Participants placed balls in the baskets corresponding with the items they felt were important. Results of this activity are summarized to the left.

The second pop-up event was held during to the city’s 4th of July concert event. At this event, the Planning Team promoted the Draft Plan Open House, and asked participants to think about what kind of improvements they wanted to see in their neighborhood in the next 10 years. Top responses included more bicycle infrastructure, senior and workforce housing, and more affordable housing. Next, participants were asked which of the three small area planning areas they wanted to prioritize. Participants indicated that they wanted to see redevelopment at Buford Highway and Dresden Drive (see page 196) and Peachtree Boulevard at Chamblee Dunwoody Road (see page 180) prioritized.



Results of the Plaza Fiesta Pop-Up

PROTECCIÓN DEL MEDIOAMBIENTE
ENVIRONMENTAL PROTECTION

PARQUE CENTRAL
TOWN GREEN

LUGARES PARA MONTAR EN BICI
BIKEABILITY

LUGARES PARA CAMINAR
WALKABILITY

VIVIENDAS ASEQUIBLES
AFFORDABLE HOUSING

CENTRO DE LAS ARTES
ARTS CENTER



Community Education Sessions

Community Education Sessions aimed to give residents and other interested members of the community an opportunity to learn about different concepts that affect planning, specifically as it related to Chamblee. Four of these sessions were given over the course of the planning process, all concurrent with public meetings.

The first Community Education Session was given on April 10, 2019, by Jon Tuley of the Atlanta Regional Commission. This session provided a baseline analysis of regional demographic trends, and how they affect Chamblee.

The second Community Education Session on economic and market realities was given by Joe Minicozzi of Urban 3 on May 2, 2019. The presentation focused on two things: changing the mindset about taxes (looking at tax value per acre over tax value per parcel), and how cities can boost their tax digest by creating denser developments. Tax revenues pay for public improvements, and attention needs to be paid to increasing the amount of tax dollars the City receives. Many cities similar to Chamblee have been able to increase their economic health by creating more density and prioritizing quality over quantity. The presentation also described areas in Chamblee that provide the least amount of tax value per acre (Chamblee Plaza), and the most amount of tax value (The Station on Peachtree Boulevard), and drew comparisons.

On June 20, 2019, the third Community Education Session on traditional neighborhood development and sustainability was given by Adam Williamson of TSW and Robert Reed from the Southface Institute. The goal of this session was to show the intersections of design and sustainability and to encourage people to consider how



different sustainable techniques could be applied in Chamblee to promote quality design. The first half of the session focused on the design and environmental issues related to urban sprawl and how different cities have used New Urbanism principles to combat those outcomes while creating beautiful, signature spaces where people enjoy spending time. The second half of the session explained the importance of sustainability and how using low-impact development and conservation planning techniques can reduce adverse environmental impacts. Many case studies from the Atlanta region and elsewhere were discussed throughout the presentation.

The fourth and final Community Education Session on the local housing market and housing affordability was presented at the Draft Plan Open House on August 8, 2019. The goal of this session was to show the factors driving housing trends and affordability, and different models that could be used to increase the availability of affordable housing in Chamblee. Jonathan Gelber from Bleakly Advisory Group started the presentation with an examination of the trends affecting housing across the country, the Atlanta region, and Chamblee. Ronit Hoffer from Mercy Housing discussed the financing mechanisms that drive affordable housing projects, citing Mercy Park, a recent affordable housing project constructed in Chamblee. Amanda Rhein from the Atlanta Land Trust demonstrated how the community land trust model is preserving affordable housing near the Atlanta BeltLine corridor.



Kick-Off Meeting

The Planning Team hosted the Kick-Off Meeting on April 10, 2019, at the North DeKalb Senior Center. 55 members of the community attended.

The meeting began with the first Community Education Session on Chamblee’s changing demographics. After the presentation, the Planning Team introduced the comprehensive planning process and went over the scope of the plan update. Next, participants divided into 4 groups to do the S.W.O.T. analysis (see sidebar to the right), and participated in a mapping activity (see map on the next page).

Key takeaways from this meeting:

- MARTA and DeKalb-Peachtree Airport are key assets to the city.
- There is not enough housing that is affordable to the average Chamblee resident.
- Most of the places that the community wishes to change are roadway intersections.



S.W.O.T. RESULTS

Below are the highlights from the S.W.O.T. activity at the Kick-Off Meeting.

Strengths

- Historic downtown.
- Proximity and connectivity to the region.
- Varied housing stock and established neighborhoods.
- Tax digest potential is massive.

Weakness

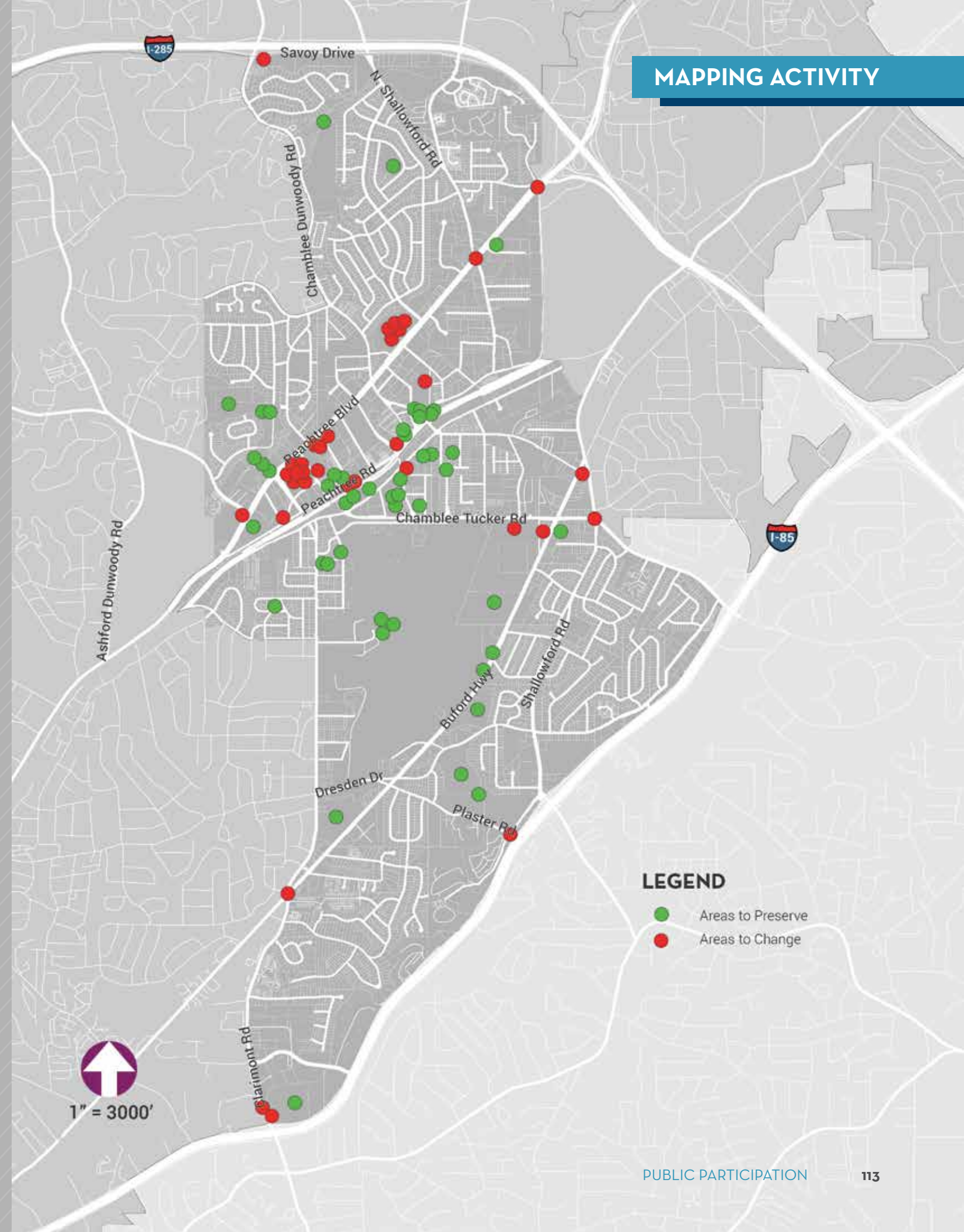
- Many abandoned or underdeveloped properties.
- The railroad corridor divides the town into “two Chamblees.”
- Traffic congestion along key corridors.
- Lack of affordable, quality housing.

Opportunities

- Limited supply of vacant land provides infill opportunities.
- Rail Trail.
- Invest in multiple areas of Chamblee.
- Available retail space in new retail and mixed-use developments.

Threats

- High development costs.
- Lack of affordable housing will drive away diverse population.
- Losing businesses due to traffic congestion.
- Losing Antique Row.



MAPPING ACTIVITY

LEGEND

- Areas to Preserve
- Areas to Change

Planning Workshop #1

The Planning Team hosted the first of two planning workshops on May 2, 2019, at St Pius X Catholic High School. Around 30 members of the community attended.

The meeting began with an open house that featured the following:

- Boards displaying existing land use, character areas, roadway conditions, transit conditions, and baseline housing and employment data for reference;
- A board that showed the 2015 plan's existing Vision Statement, and asked participants for potential edits to the Vision Statement;
- A board that showed the 2015 plan's goals, and asked participants to give ideas for new goals;
- Boards displaying the 2015 plan's policies, and asked participants to place dots over the policies they wanted the updated plan to keep;
- A ball/basket activity that asked participants what they felt was most important for Chamblee's future: affordable housing, walkability, bikeability, a town green, environmental sustainability, or an arts center; and
- A survey station where participants could take the survey and fill out the comment card.



After everyone had an opportunity to do the activities, the second Community Education Session was presented.

Key takeaways from this workshop:

- Participants want to add language to the Vision Statement that reflects Chamblee being a unified, diverse community, and its continuing growth.
- Some suggested adding goals related to promoting economic and social equity, sustainability, and creating a more unified community identity.
- Participants want to keep housing policies that seek to create more affordable housing, encourage infill development, and promote the creation of walkable and safe neighborhoods.
- Many want to create a multi-modal transportation network, and increase mobility access and connectivity.
- Other policies that received significant support include the construction of more mixed-use development, protecting environmentally-sensitive areas, and establishing and nurturing a strong business community.
- At this workshop, the ball/basket activity results indicated that walkability and environmental sustainability are the most important things for Chamblee's future. Combined with the results of the Plaza Fiesta pop-up (see page 108), environmental sustainability and a central Town Green continue to have the most support as high priorities for the city.



Planning Workshop #2

The Planning Team hosted the second of two planning workshops on June 20, 2019, at Chamblee United Methodist Church. Around 25 members of the community attended.

After the Community Education Session (see page 110), participants had an opportunity to view and give comment on the following:

- **Updated Character Area Map.** Prior to this workshop, the Advisory Committee helped the Planning Team refine the Character Area map by reducing the number of character areas from 20 to 12, and refining the boundaries of some existing Character Areas. The Advisory Committee also gave suggestions to update, and in some cases, create, each Character Area's overall vision. These ideas and revisions were presented to the community for feedback. Participants placed sticky notes with their comments.
- **Small Area Framework Plans.** The Planning Team presented their preliminary ideas for each of the six Small Area Plans (see pages 170-219), which included proposed land use changes and transportation improvements, some of which were proposed by previous planning studies. Participants wrote down their feedback on sticky notes and placed them on the boards.
- **Survey Results.** The Community Input Survey results (see page 100) were displayed, giving participants an opportunity to see what their neighbors had to say about development, housing, and transportation, and have questions answered by the Planning Team.



Key takeaways from this workshop:

- The updated character area map and all of its changes were supported. The Planning Team was challenged to review and recommend changes to the City's tree ordinance to ensure that mature trees could be better preserved in the Established Residential character area.
- The preliminary small area plans received significant support. Most of the suggested changes were minor.



TOP COMMENTS RECEIVED

Character Areas

- Ensure mature trees are preserved in the Established Residential character area.
- Review tree ordinance.

Small Area Plans

- Savoy Drive: existing topography may prevent a gridded street network near Nancy Creek.
- Peachtree Boulevard @ Chamblee Dunwoody Road: connect Longview Drive into the redeveloped areas.
- Buford Highway @ Chamblee Tucker Road: rebuild Woodgate Apartments, and extend Carroll Circle to Chamblee Dunwoody Road.

Other Comments

- Extend Shallowford Road streetscape improvements all the way past Shallowford Park and Chamblee Tucker Road.
- Improve code compliance for existing and future commercial entities in modified residential homes.
- Preserve wildlife and the conservation neighborhood subdivision ordinance.

Draft Plan Open House

The Planning Team hosted the Draft Plan Open House, the final public meeting, on August 8, 2019, at the North DeKalb Senior Center. Around 30 members of the community attended. The fourth and final Community Education Session on housing (see page 111) was held during this meeting.

During the Open House, the plan's vision and goals were presented, along with draft policies, the draft small area plans, and a framework plan that showed the small area plans with proposed transportation improvements. Participants were given a worksheet to capture feedback, along with a draft project list. A priority project activity gave participants ten Planning Dollars to use to "fund" up to five projects they want to see prioritized over the next five years. The choices included:

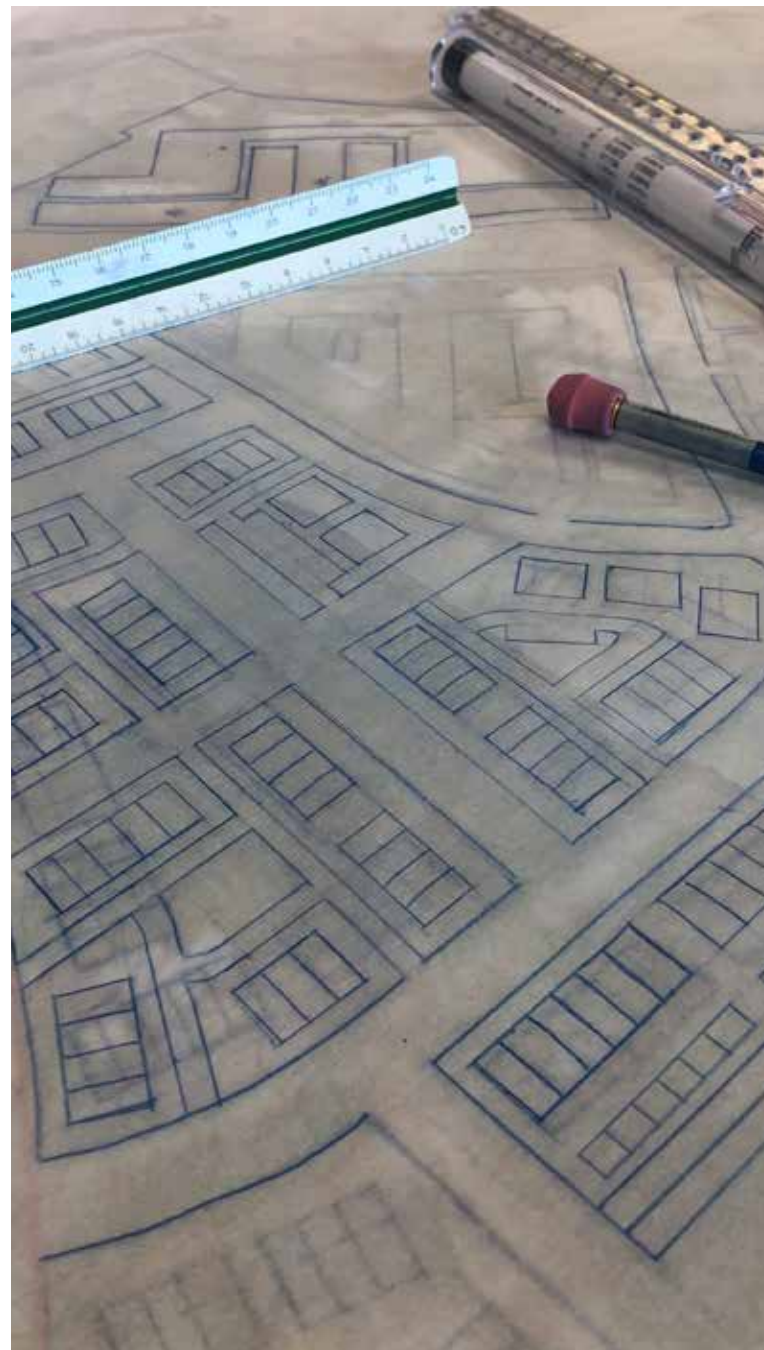
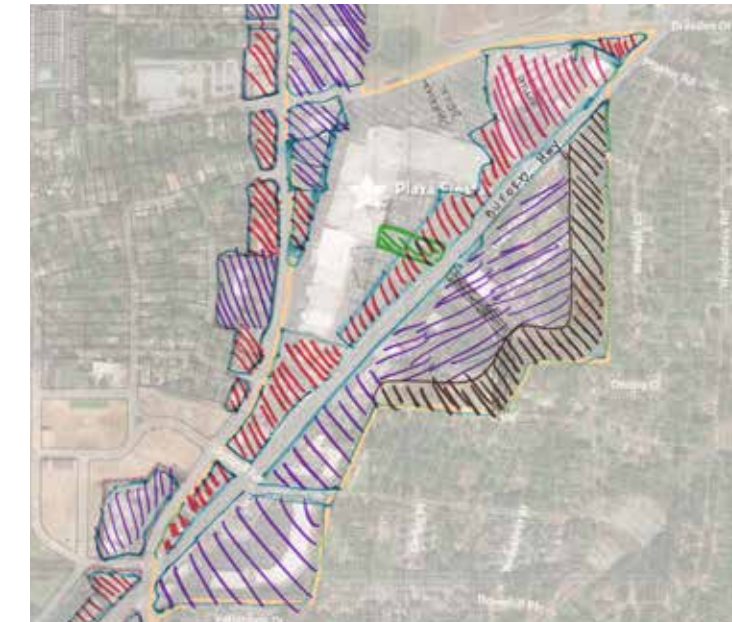
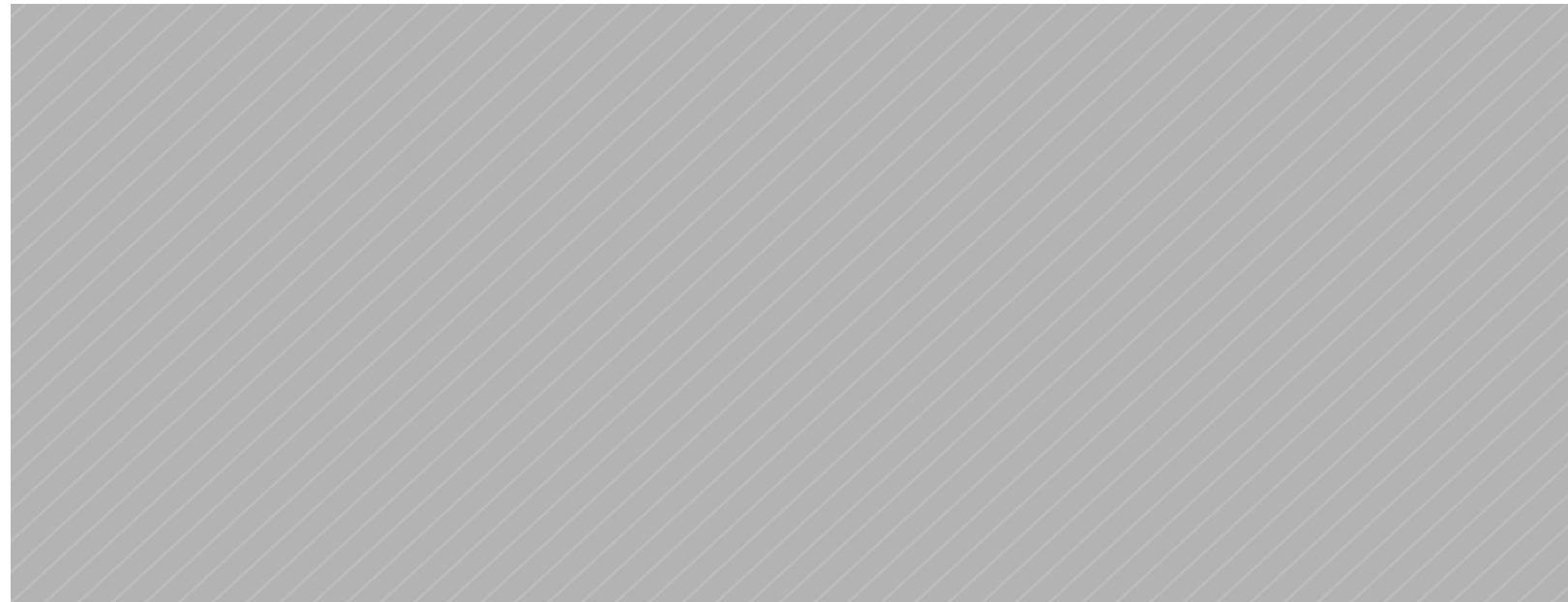
- Small Area Plan implementation (see pages 170-219) - \$52
- Rail Trail Expansion - \$30
- A Housing Study - \$25
- Public Art Program - \$20
- MARTA Mobility Hub and Self-Driving Shuttle - \$13

Overall, feedback received was positive. Most agreed with the policies presented, and many gave ideas for additional policies and suggestions to improve what was presented. There was a lot of concern about affordable housing and sustainability, and how the plan would ultimately improve upon these issues. The Small Area Plans received many positive comments; however, there were concerns about residential and commercial displacement, preserving existing character (particularly along Buford Highway), and pedestrian and bicycle safety.

Key takeaways from this Open House:

- Affordable housing continues to be a hot-button issue for members of the community, particularly preserving naturally-occurring affordable housing (see page 222) and preventing widespread residential displacement.
- Participants were excited about the different affordable housing strategies presented at the Community Education Session (see page 111), and had many questions as to how these tools could be implemented in Chamblee.
- Redevelopment at the intersection of Buford Highway and Chamblee Tucker Road should be a priority for the City.
- In addition to implementing the small area plans, participants indicated that they want the City to prioritize a housing study and Rail Trail expansion.
- While many supported the draft plan's policies, many felt that they needed to be expanded upon to ensure that Chamblee's needs can be met successfully.





COMMUNITY VISION

The Community Vision considers previous planning efforts, existing conditions, and feedback from stakeholders to yield a cohesive vision.

Plan Structure

The Community Vision has four components: the Vision Statement, goals, policies, and projects. Each component builds upon the one before it. This plan features five elements: land use, transportation, economic development, population and housing, and natural resources and sustainability. The Vision

Statement and goals are more general and encompass all five elements, while the policies and projects are more specific to those elements. What's important to note is that not all policies have projects attached to them.



VISION STATEMENT

The Vision Statement defines what the City wants to achieve or accomplish in the **long-term future**.



GOALS

The plan's goals are general, **aspirational statements** that define how the Vision Statement can be fulfilled.



POLICIES

Based on needs and opportunities, policies are guidelines that **provide direction** for the implementation of the plan's goals.



PROJECTS

Projects are **specific tasks** with a defined cost and time frame that implements policy. Completion and success are measurable.

COMMUNITY VISION

Needs & Opportunities

Through analyses and conversations with City staff, the Advisory Committee, stakeholders, and the community, a summarized list of needs and opportunities was developed to guide policy and project recommendations.

Needs

- People are concerned about aging garden-style apartment complexes, and would rather see more multi-family over retail in place of more outdated styles of multi-family developments.
- Many are concerned about the denser developments being built in Chamblee, particularly along Peachtree Boulevard, and assume that this density equates to more vehicular traffic. Growth management measures will be necessary to ensure that new growth does not have any adverse impacts on the city, especially as it relates to transportation.
- The Character Area map created in 2014 has too many designations (20). The number needs to be reduced to better implement future development measures. The vision and policies related to these Character Areas also need updating.
- People want more parks and community facilities that are accessible to everyone,

as well as a central (or multiple) gathering space for city-wide events.

- Architectural standards are needed to ensure that new developments are designed in a way that is characteristic to Chamblee. Many are concerned that Chamblee's charm is disappearing with all of the new developments going up.
- Housing affordability is a primary need in Chamblee. Property values have risen due to lack of supply. While rising values are great for the City's tax digest, increases in property taxes can lead to displacement of existing residents that can no longer afford their homes, and drive away prospective residents.
- Additional housing options are needed — single-family detached homes and dense multi-family buildings do not satisfy the housing and price needs for all members of the community.
- As the population ages, more senior housing and other forms of supportive housing (i.e. affordable housing with support services, assisted living facilities, nursing homes, etc) will be needed to accommodate them.
- The City needs to continue to facilitate investment in quality development.

- Chamblee needs to advance efforts to preserve and promote local, small businesses.
- The city government needs to continue to serve Chamblee's residents, employees, and visitors with amenities, retail, entertainment, and dining.
- Downtown will benefit from the Town Center plan being implemented.
- Chamblee needs to consolidate most of its civic functions into one, central City Hall complex.
- There is a need for more connectivity throughout Chamblee. There is a lack of continuous sidewalks.
- Chamblee doesn't have many bicycle facilities.
- MARTA stations need more or better maintenance to accommodate patrons.
- There is a lack of crosswalks on Peachtree Boulevard and Buford Highway.
- Vehicles move very quickly on Peachtree Road, prompting the need for speed reduction measures.
- Roadway corridors need improvement — there are issues with potholes and uneven pavement along some streets, and others

have significant congestion (like Clairmont Road and Chamblee Tucker Road).

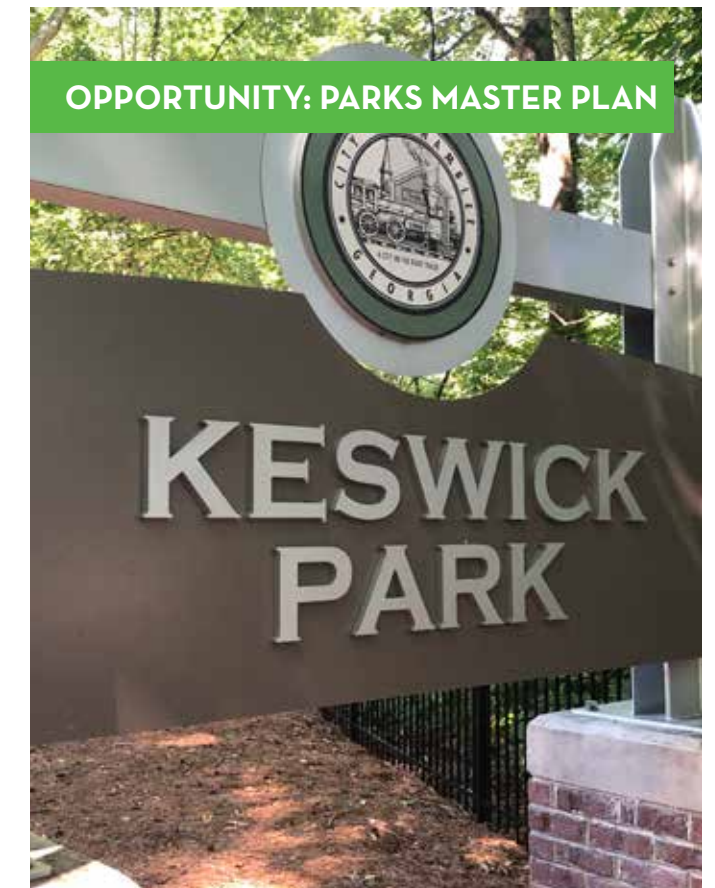
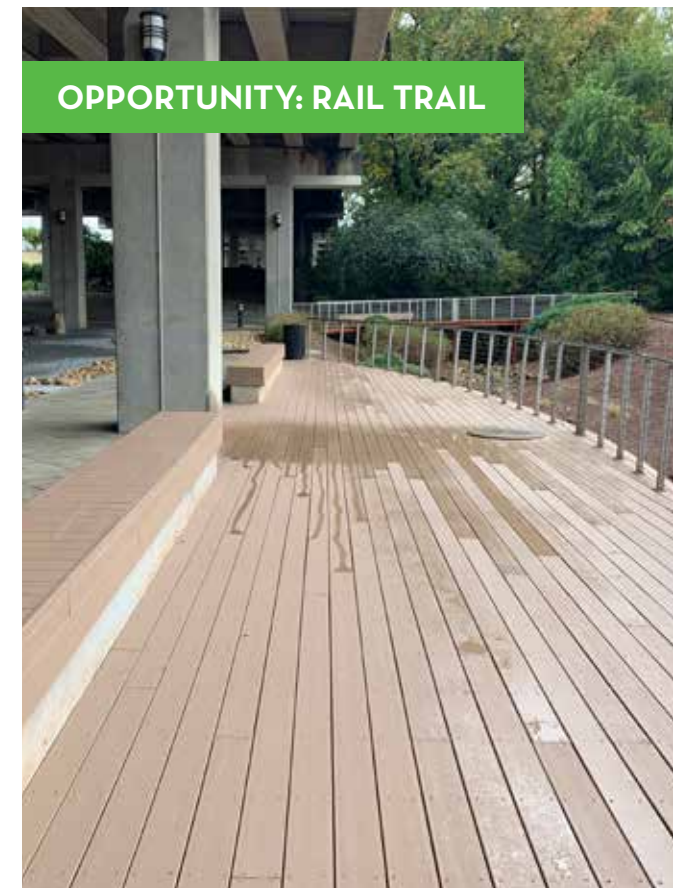
- Roadway intersections need improvement — there are a lot of T-intersections along Peachtree Boulevard that back up, and others need to be re-aligned (Shallowford Road/Chamblee Tucker Road and Plaster Road/Buford Highway/Dresden Drive).
- Residents are concerned about preserving tree canopy. As neighborhoods redevelop (i.e. tear-down/rebuild), mature tree canopy has been lost.
- Stakeholders are concerned that the amount of new development coming into the city is not sustainable and may have a negative impact to future generations.
- Chamblee needs to continue to maintain intergovernmental coordination efforts with City of Brookhaven, City of Doraville, City of Dunwoody, and DeKalb County on issues relating to land use and transportation. Furthermore, the City needs to maintain a mutually beneficial relationship with DeKalb-Peachtree Airport.
- Chamblee should look for ways to be more inclusive of its large, native Spanish-speaking population. The language barrier can prevent these individuals from participating in civic life.

Opportunities

- Chamblee is at build-out and has very little land available for greenfield development, meaning that there are lots of opportunities to redevelop or reuse vacant or underutilized structures and older developments.
- The intersection of Buford Highway and Chamblee Tucker Road is an important entrance into the city from the north. Redeveloping the corners of this intersection will provide opportunities to create such a gateway.
- While it is an excellent document as-is, the City's Unified Development Ordinance could be amended to better implement the recommendations outlined throughout this plan.
- The Neighborhood Preservation Design Overlay program may be the key to preserving the character of existing neighborhoods.
- The recent Parks & Recreation Master Plan is being implemented, and is giving way to several brand-new parks and renovations to existing parks and community facilities.
- The completion of the Rail Trail will provide the city with many new development opportunities.
- New trail connections could connect the Rail Trail to the under-construction Peachtree Creek Greenway nearby, which will eventually connect to other trails in the region (i.e. the Atlanta BeltLine).
- There are many affordable housing programs that can serve as models for Chamblee.

- Chamblee is fortunate to have Buford Highway and its multi-cultural businesses. The City should continue to leverage it as an attraction and asset.
- Chamblee has a lot of developments in its real estate pipeline, compared to Brookhaven, Doraville, and Dunwoody.
- The City's Strategic Economic Development Plan is a strong, well-written plan of how the City can implement its economic development goals.
- Co-working spaces and business incubators can attract small and growing businesses to Chamblee.
- There are vacant and soon-to-be-vacant structures throughout Chamblee that could be used for innovative adaptive re-use projects. These may be prime spaces for incubator spaces for small/start-up businesses and artists/makers
- Public art is an economic development tool that should not be under-valued.
- Assembly Yards in nearby Doraville will provide some interesting economic development opportunities along Peachtree Road and New Peachtree Road.
- The City's tree ordinance should be updated to better incentivize property owners to retain their tree canopy over penalizing them.
- Low-impact development strategies should be prioritized with new development in order to protect and preserve the existing environment.

- Achieving platinum status through the Atlanta Regional Commission's Green Communities program (see page 231) will help the City of Chamblee with implementing green initiatives.
- Urban farming could become a means of creating sustainable food systems.
- Because of the large number of native Spanish speakers in Chamblee, the City could hire more bilingual employees and/or a liaison whose role is to be the "go-between" between the City and the Hispanic/Latino community.



Vision Statement

The Vision Statement defines what the City of Chamblee wants to become. This Vision Statement was created through the public engagement process. The Planning Team started with the Vision Statement from the previous comprehensive plan, and asked the Advisory Committee and community at the first Planning Workshop (see page 114) to help make any needed modifications. The new Vision Statement was presented at the Draft Plan Open House (see page 118), and was further refined by those who attended.



“The City of Chamblee aspires to be a healthy, vibrant, affordable, and safe environment where residents live, work, play, and grow in a diverse community that values its neighbors and the historic qualities of the city.”

Goals



The Vision Statement is supported by five overarching goals that set aspirations for how the city's vision can be fulfilled. The goals from the previous comprehensive plan were deemed still appropriate for the next 5 to 10 years of Chamblee's future, and were carried over.



Goal 1

Create a greater sense of community identity.



Goal 2

Support a thriving business environment.



Goal 3

Promote a healthy and safe living environment.



Goal 4

Develop and maintain strong multi-modal connections.



Goal 5

Provide quality government service through partnership and cooperation.

COMMUNITY VISION

Land Use

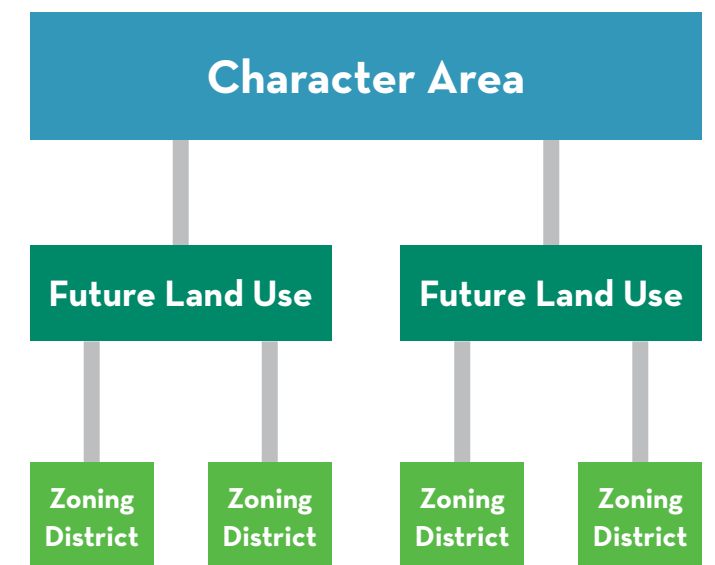
Policies

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
LU.1	Promote the creation of interactive and accessible communities through traditional neighborhood design principles.					
LU.2	Maximize the use of existing facilities, infrastructure, and services for the sake of efficiency and sustainability.					
LU.3	Target new development to areas that are already served by public infrastructure.					
LU.4	Invest in new and existing parks, recreation centers, and open space to spur investment.					
LU.5	Place higher density developments in areas that are conducive to walking, biking, and transit use.					
LU.6	Enforce development and design standards and guidelines.					
LU.7	Promote efficient land use patterns by encouraging mixed use, pedestrian-friendly developments that incorporate a mix of shopping, housing, and jobs, where appropriate.					
LU.8	Encourage more pedestrian-oriented developments, and fewer auto-oriented developments, where appropriate.					
LU.9	Encourage the use of landscaping, lighting, signage, and underground utilities to add value to the community, wherever possible.					

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
LU.10	Encourage redevelopment and adaptive reuse of existing underutilized residential, commercial, and industrial areas.					
LU.11	Locate civic buildings and uses near public transportation to enhance accessibility.					
LU.12	Continue to advance the development of the Town Center Master Plan in Downtown Chamblee.					

Hierarchy of Land Use Recommendations

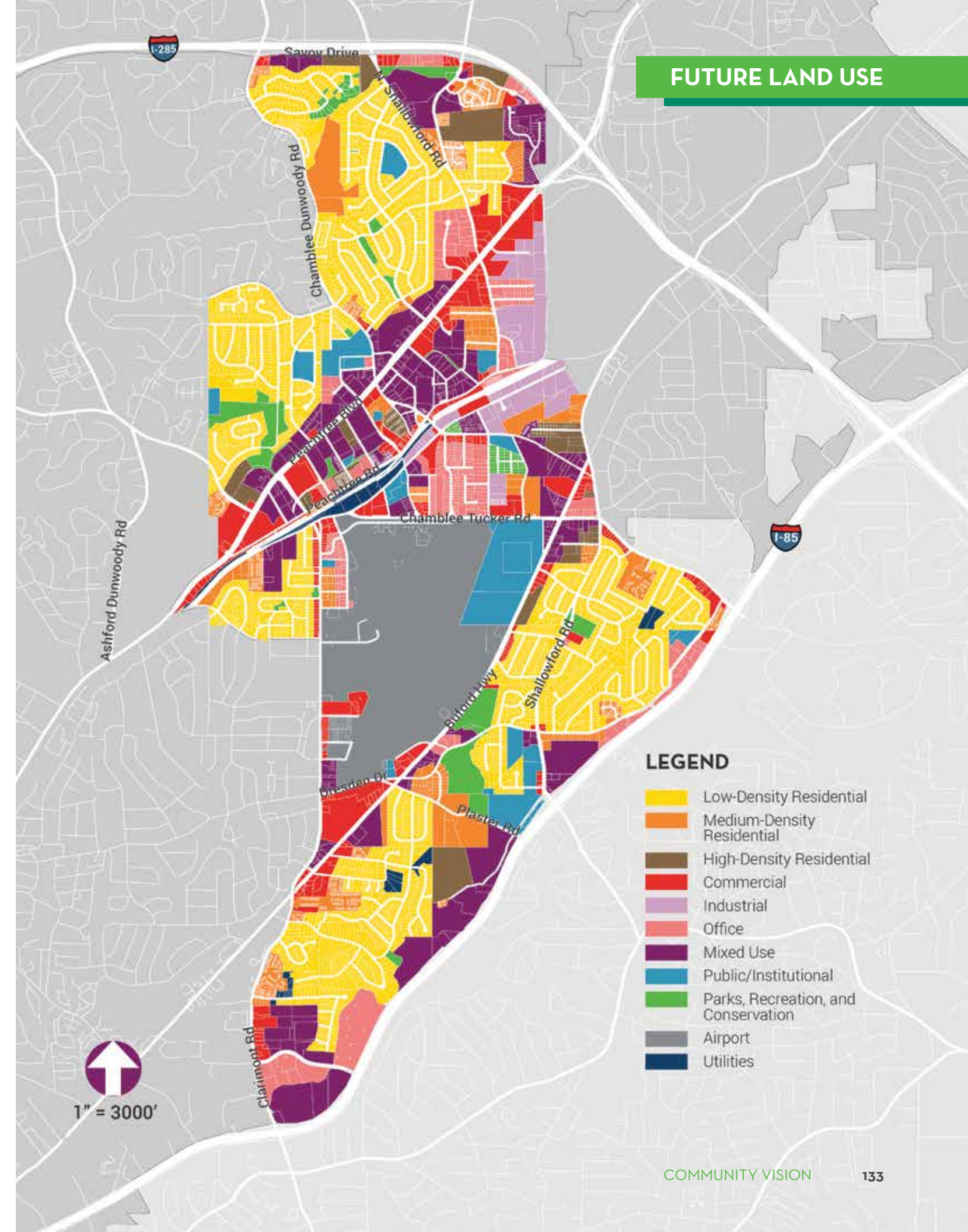
The diagram to the right shows the hierarchy of these land use recommendations. Character Areas prescribe land uses, which then prescribe the appropriate zoning districts for those land uses.



Future Land Use

The Future Land Use map (see page 133) shows a parcel-by-parcel map of future land use recommendations. This, along with the Character Areas (pages 134-161), will inform decision makers on the different land use and zoning changes that are envisioned for each parcel over the next 20 years and beyond. The table below shows these land uses, residential densities (if applicable), examples of appropriate uses, and the zoning districts that would be permitted. The Character Area maps on pages 136-161 show these future land use recommendations in more detail.

Land Use	Residential Density	Uses	Recommended Zoning Districts
Low-Density Residential	Less than 6 units per acre	Single-family detached and attached housing.	NR-1, NR-3
Medium-Density Residential	6-19 units per acre	Single-family attached housing and multi-family housing.	NR-2, NR-3
High-Density Residential	20-80 units per acre	Multi-family housing, live-work units.	VR
Commercial	N/A	Retail, restaurants, and services.	NC-1, NC-2, CC, CVC, VC
Industrial	N/A	Light industrial uses, warehousing, and supportive office and retail uses.	IT, I
Office	N/A	Privately-held spaces for business, professional, financial, and non-profit organizations.	NC-1, NC-2, CC, CVC, VC
Mixed Use	6-80 units per acre	Any combination of residential, commercial, office, and public/institutional uses.	TOD, MU-BC
Public/Institutional	N/A	Publicly- or institutionally-held schools; places of worship; assisted living facilities; medical facilities; libraries; and city, county, state, or federal services.	Any zoning district that permit these uses.
Parks, Recreation, and Conservation	N/A	Publicly- or privately-held parks, playgrounds, recreational facilities, and protected open space.	Any zoning district that permit these uses.
Airport	N/A	Airport-related functions	A
Utilities	N/A	Power lines, railroad, communications, and cellular towers.	Any zoning district that permit these uses.



FUTURE LAND USE

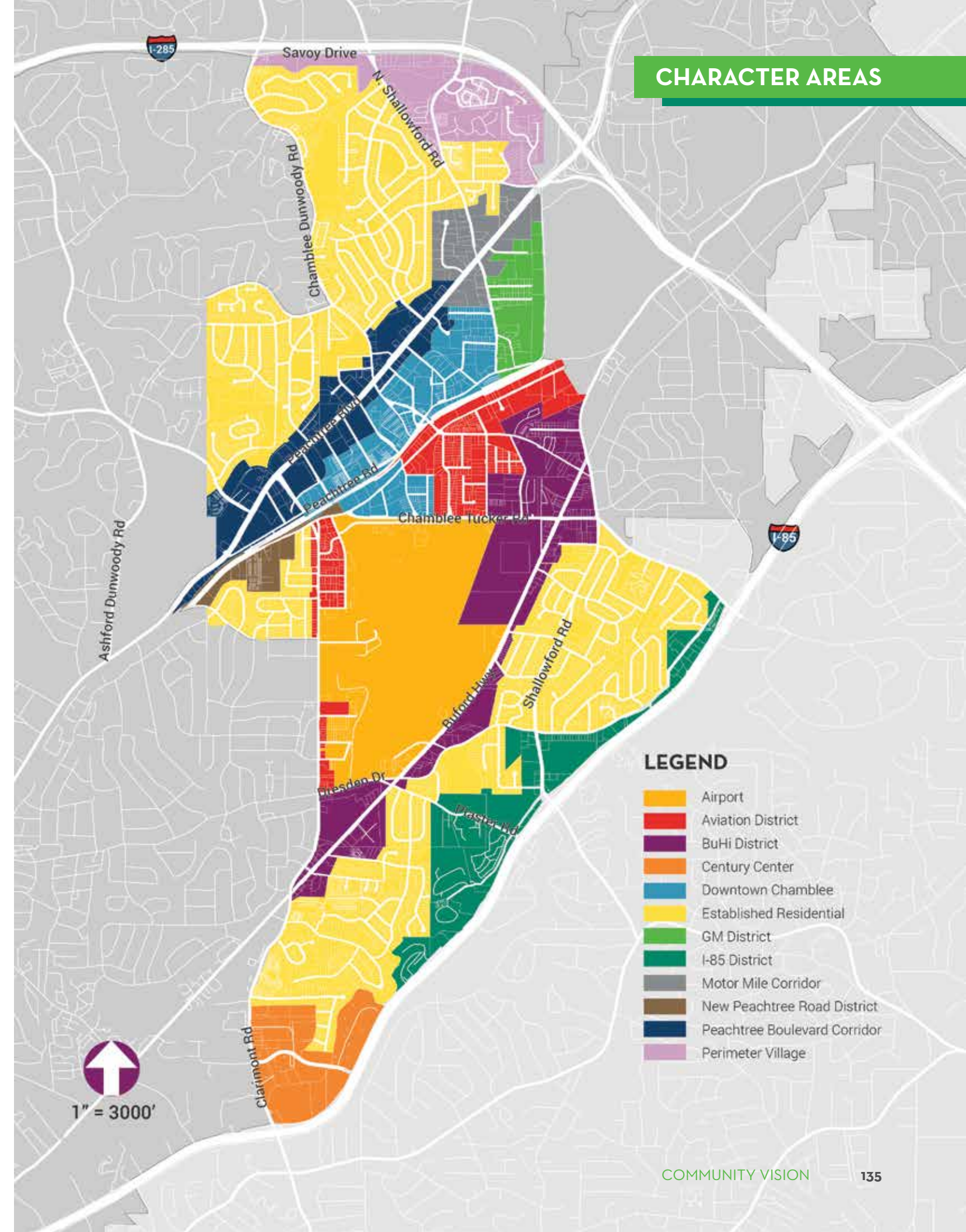
Character Areas

The Character Area map to the right represents the outcome of many discussions with the Advisory Committee and general public. The previous Character Area map was determined to have too many Character Areas (20) to be an effective planning tool, and did not provide clear recommendations to guide development. The revised map has 12 Character Areas with more well defined visions and policies.

Key Changes

Below are the major changes that were made to the Character Area map:

- Established Residential Character Area.** The 2014 map had five Character Areas that defined lower-density residential land uses as the predominant, prescribed land use. All included similar language in their visions and policies about preserving established neighborhoods and creating safe pedestrian and bicycle connections to neighborhood destinations. Although this Character Area is noncontiguous, these neighborhoods share many of the same concerns (rise in tear-down/re-build homes and lack of walkability) and goals (preserving housing affordability and mature tree canopy), and have been combined into a single Character Area.
- Clearer geographic boundaries.** During a meeting with the Advisory Committee, committee members made the observation that some of the 2014 Character Area visions and policies were not compatible with what already existed in those areas. The Advisory Committee suggested combining the City Center and Mid City Character Areas with some of the GM Village Character Area to create a more all-encompassing Downtown Chamblee Character Area. Other updates to geographic boundaries included the Peachtree Boulevard Corridor and Motor Mile Corridor.
- Other new Character Areas.** While Character Areas boundaries were changed, some were combined to create new Character Areas, such as the combination of Clairmont Corridor and International Village into the new Aviation District, and Shallowford/I-85 and Dresden/I-85 into the new I-85 District. The Bu-Hi District was created by collecting predominantly commercial, office, and multi-family parcels along the Buford Highway corridor as a means to coordinate new development and redevelopment. All these new Character Areas have new visions and policies to reinforce their future development.



Airport

Vision

Centered around one of the busiest airports in the state and operated by DeKalb County, the Airport Character Area is an 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.

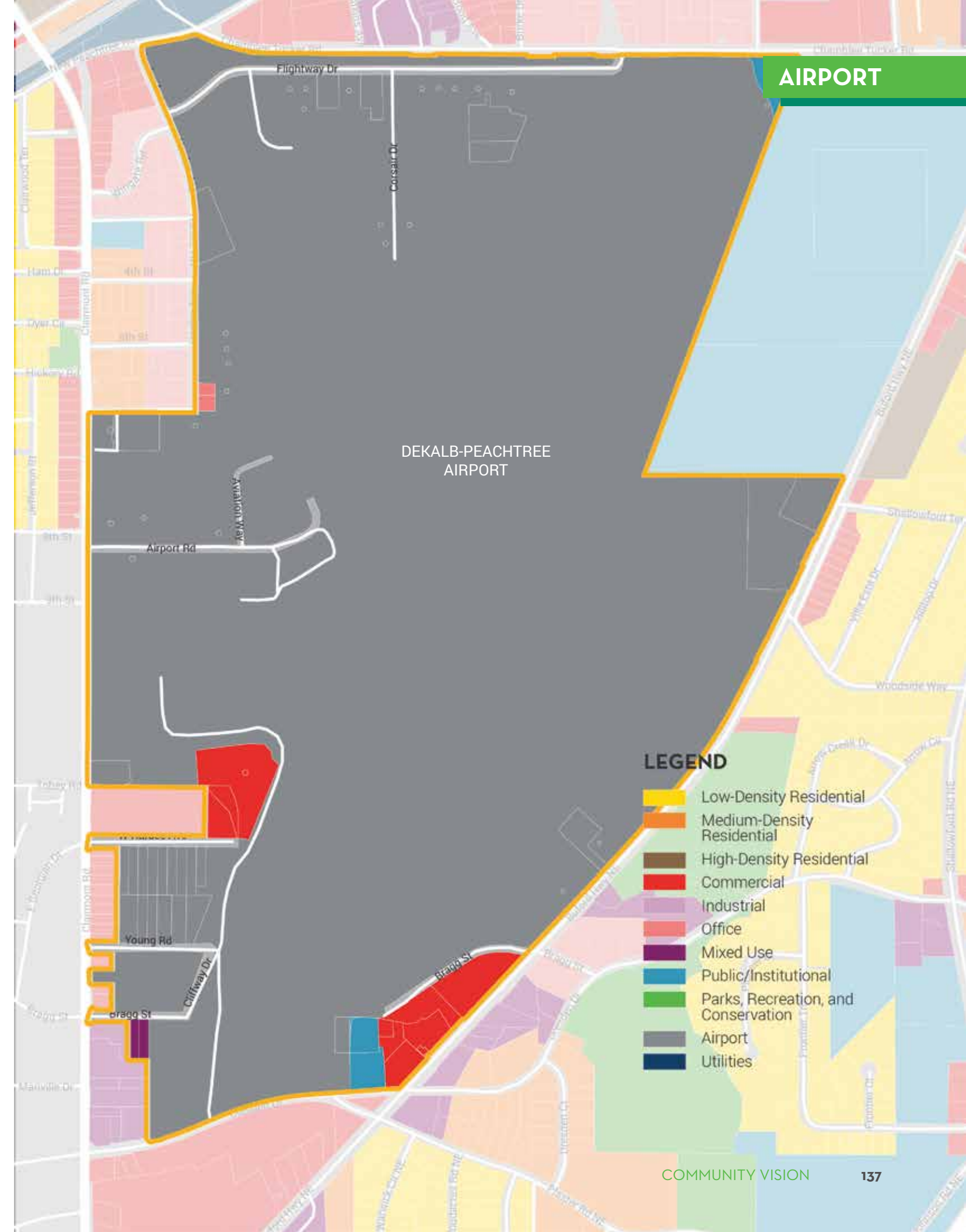
Land Use & Zoning

Land uses recommended for this area include airport functions, commercial retail, airport-related office, light industrial, and public/institutional uses.

Zoning districts most appropriate for this area include: NC-2, CC, VC, I, and A. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Support DeKalb-Peachtree Airport's latest Master Plan.
- Centralize as many airport functions (primary or secondary) to the Airport Character Area as possible.
- Attract businesses that can serve airport employees, users, local business community, and the surrounding residential communities.
- Encourage the creation of community-accessible venues at or near the airport in order to take advantage of its central location in Chamblee.
- Explore development options fronting Buford Highway that can support airport-related functions, as well as complement proposed future development along the corridor.



Aviation District

Vision

The areas surrounding DeKalb-Peachtree Airport are envisioned as low-rise commercial, industrial, and employment centers oriented toward aviation-related businesses, with supportive residential uses and retail and services for the surrounding neighborhoods.

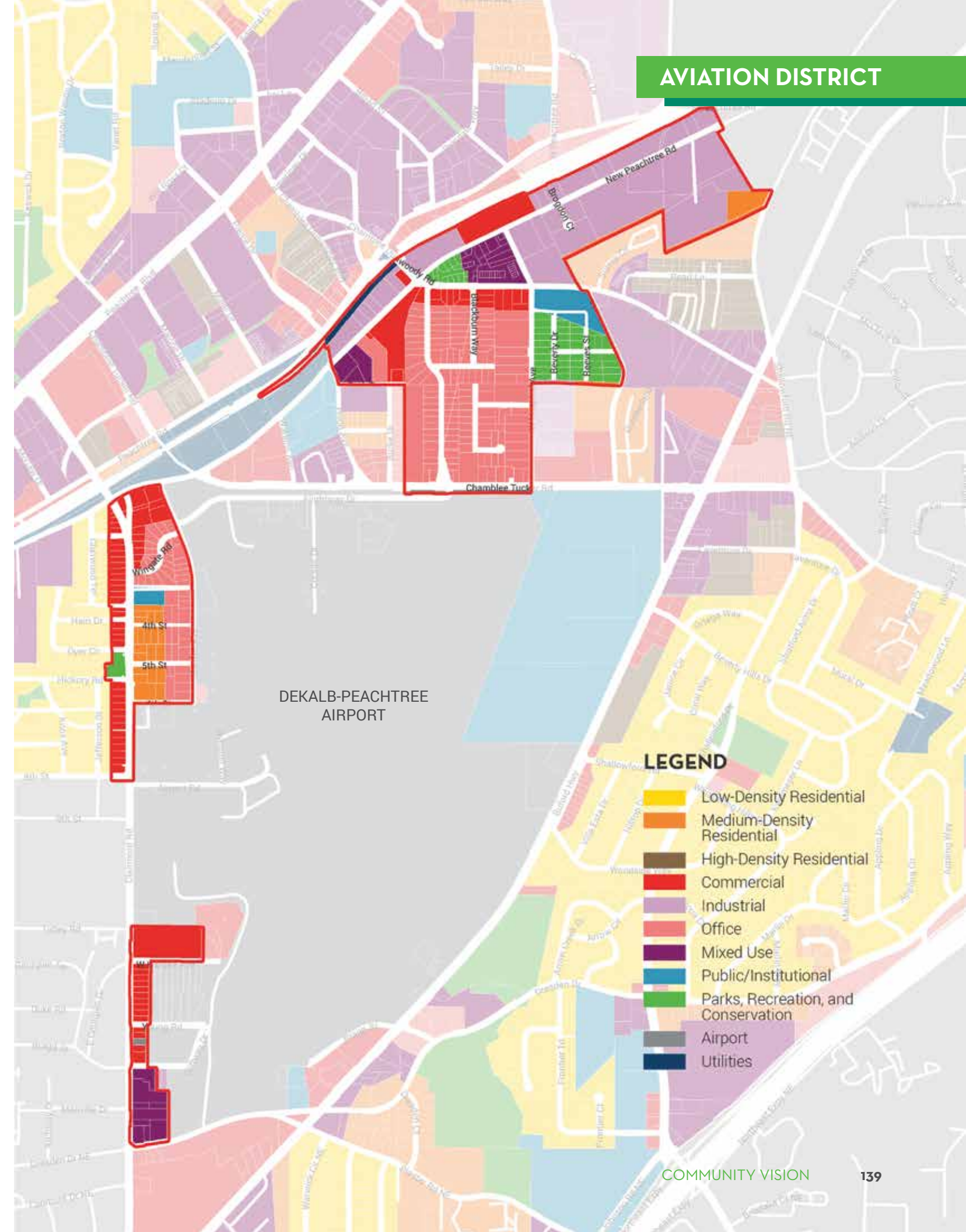
Land Use & Zoning

Land uses recommended for this area include medium- and high-density residential, neighborhood-level commercial retail, airport-related office, mixed-use, airport-related light industrial, parks and recreation; and public/institutional uses.

Zoning districts most appropriate for this area include NR-3, VR, CC, CVC, VC, IT, and I. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Consider new development types appropriate for areas that lie within the Runway Protection Zone (RPZ).
- Construct improvements on the Chamblee Tucker Road corridor to better facilitate pedestrian and bicycle traffic between the MARTA station and the IRS/CDC complex on Buford Highway.
- Consider potential noise impacts on new residential developments on properties immediately adjacent to DeKalb-Peachtree Airport.
- Coordinate with City of Brookhaven on matters related to Clairmont Road, particularly implementing the Chamblee Mobility Plan.



Bu-Hi District

Vision

The Bu-Hi District Character Area seeks to preserve the area as a cultural destination, while encouraging quality redevelopment and aesthetic improvements along the corridor.

Land Use & Zoning

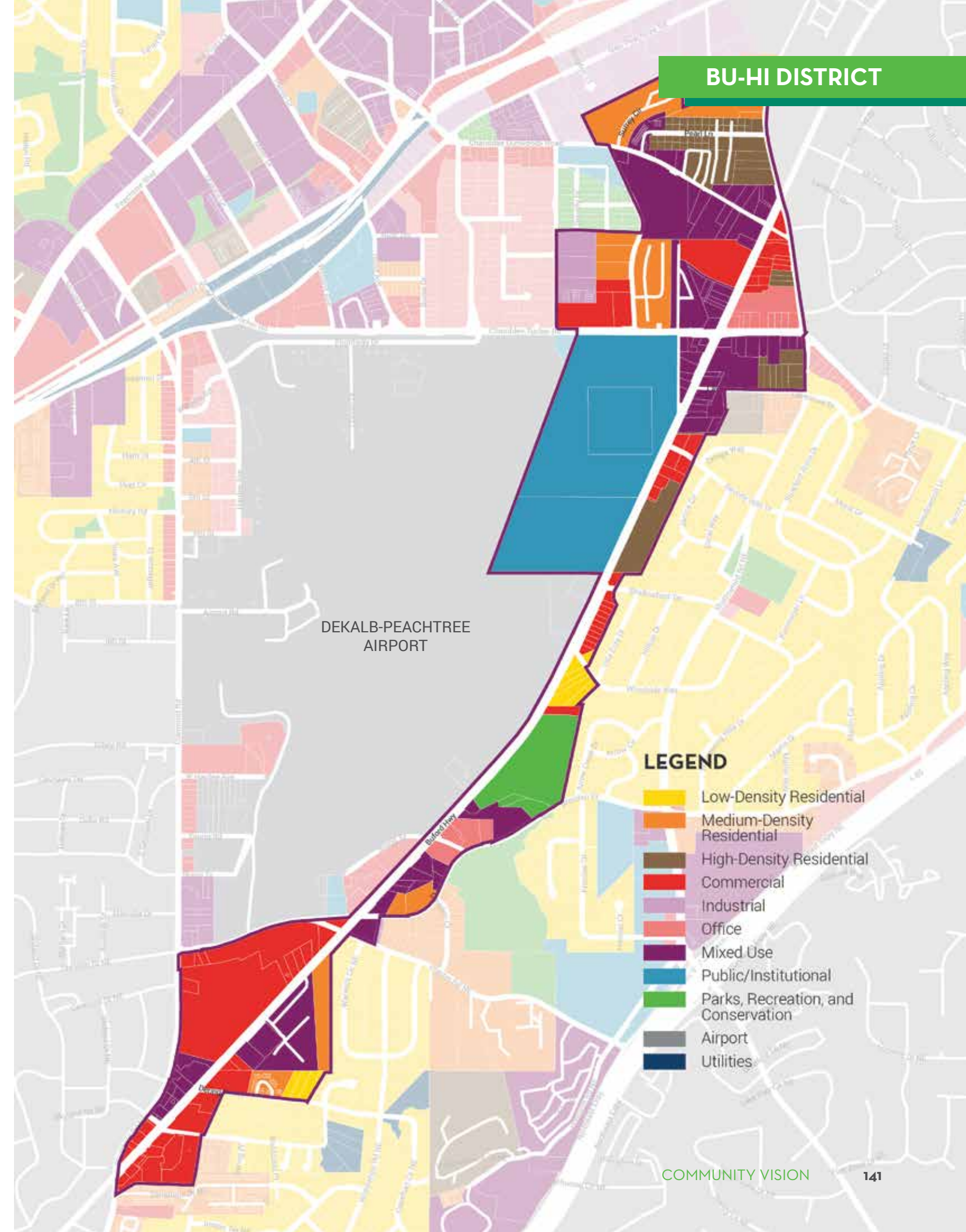
Land uses most recommended for this area include medium- and high-density residential, commercial retail, office, mixed-use, parks and recreation, and public/institutional uses.

Zoning districts most appropriate for this area include: VR, NC-2, CC, CVC, and VC. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Implement the 2017 Buford Highway LCI Study.
- Create monumental gateways near Clairmont Road and Chamblee Tucker Road to welcome visitors into the city.
- Encourage pedestrian-oriented development in which the building faces the street, and parking is located in the rear of the building.
- Improve pedestrian and bicycle connectivity and safety along Buford Highway through investments in sidewalks, paths, and bike facilities that connect nearby residents and visitors to recreational and shopping destinations.
- Continue to encourage and incentivize the location of small, locally-owned businesses along the corridor.

- Preserve the multicultural aspect of Buford Highway, and continue to support those businesses.
- Incentivize existing property owners and business owners to make façade improvements.



Century Center

Vision

Century Center will become a high-density mixed-use node that serves as a regional attraction and strong employment center for both Chamblee and the greater Atlanta region.

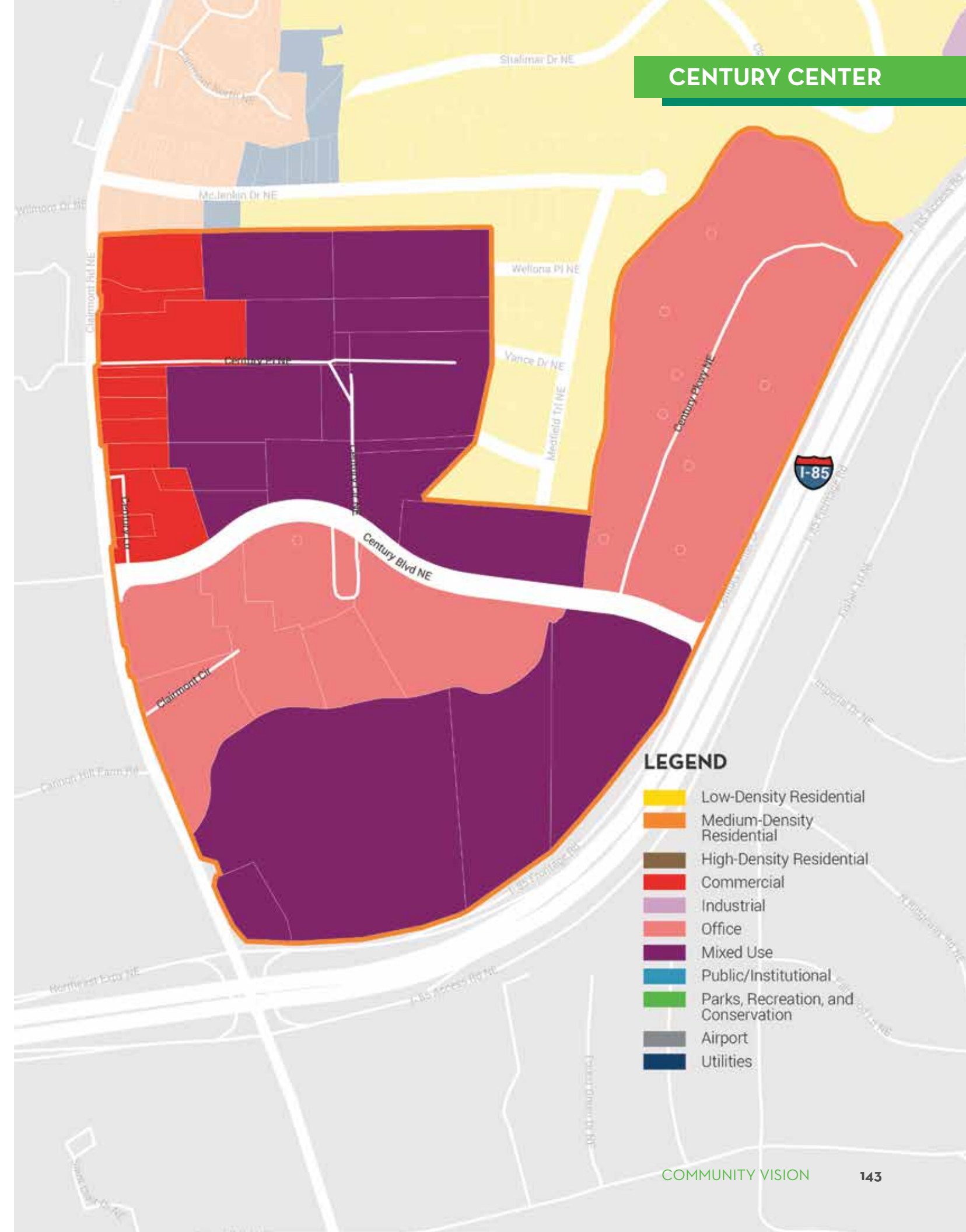
Land Use & Zoning

Land uses recommended for this area include high-density residential, commercial retail; office; and mixed-use.

Zoning districts most appropriate for this area include VR, VC, and MU-BC. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Continue to support the redevelopment of higher density office space and mixed-use development.
- Develop pedestrian and bicycle linkages to the area from the surrounding neighborhood and onto the Peachtree Creek Greenway.
- Create a monumental gateway at the Clairmont Road/Interstate 85 intersection to welcome visitors to the city.



Downtown Chamblee

Vision

Downtown Chamblee will be a vibrant and recognizable center that ties the greater Chamblee community together, and attracts visitors from around the Atlanta region. Centered on the Chamblee MARTA Station, this area will support transit-oriented lifestyles with associated housing, services, civic functions, and employment. The area will also contain a compatible blend of historic and modern buildings within a safe and walkable environment.

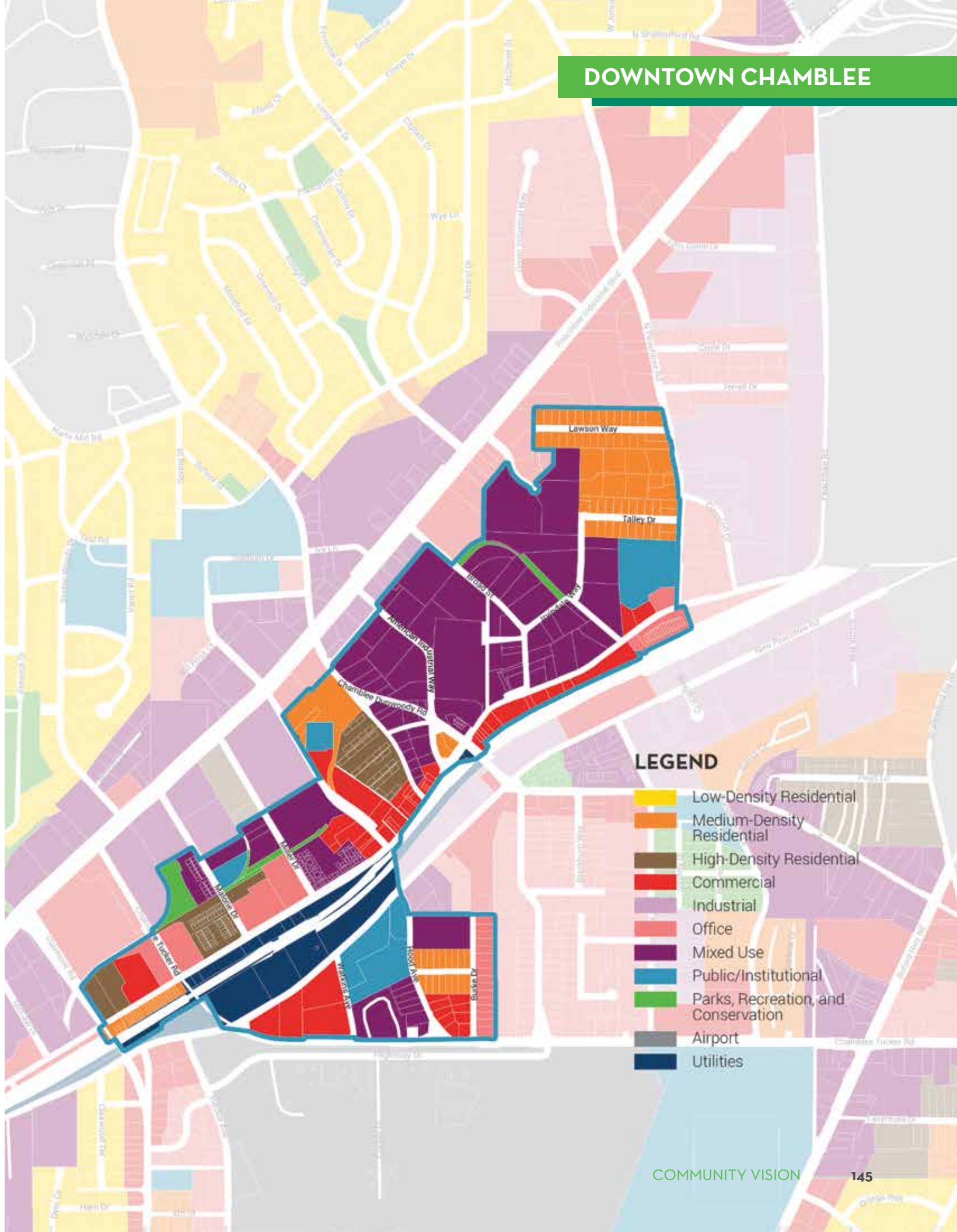
Land Use & Zoning

Land uses recommended for this area include medium- and high-density residential; commercial retail; office; light industrial; mixed-use; parks and recreation; public/institutional uses; and transit-related utilities.

Zoning districts most appropriate for this area include VR, VC, and TOD. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Improve pedestrian connections to the MARTA station by investing in streetscape elements such as sidewalks, bicycle infrastructure, and landscaping.
- Seek high-quality transit-oriented development near the MARTA station.
- Create a central Town Green that can serve as a gathering space for outdoor community activities.
- Implement the Town Center redevelopment plan.



Established Residential

Vision

Chamblee is rich with stable, more established neighborhoods; these areas will remain predominantly single-family residential areas of well-maintained housing supported by nearby commercial areas for goods and services, schools, and local parks for recreation.

Land Use & Zoning

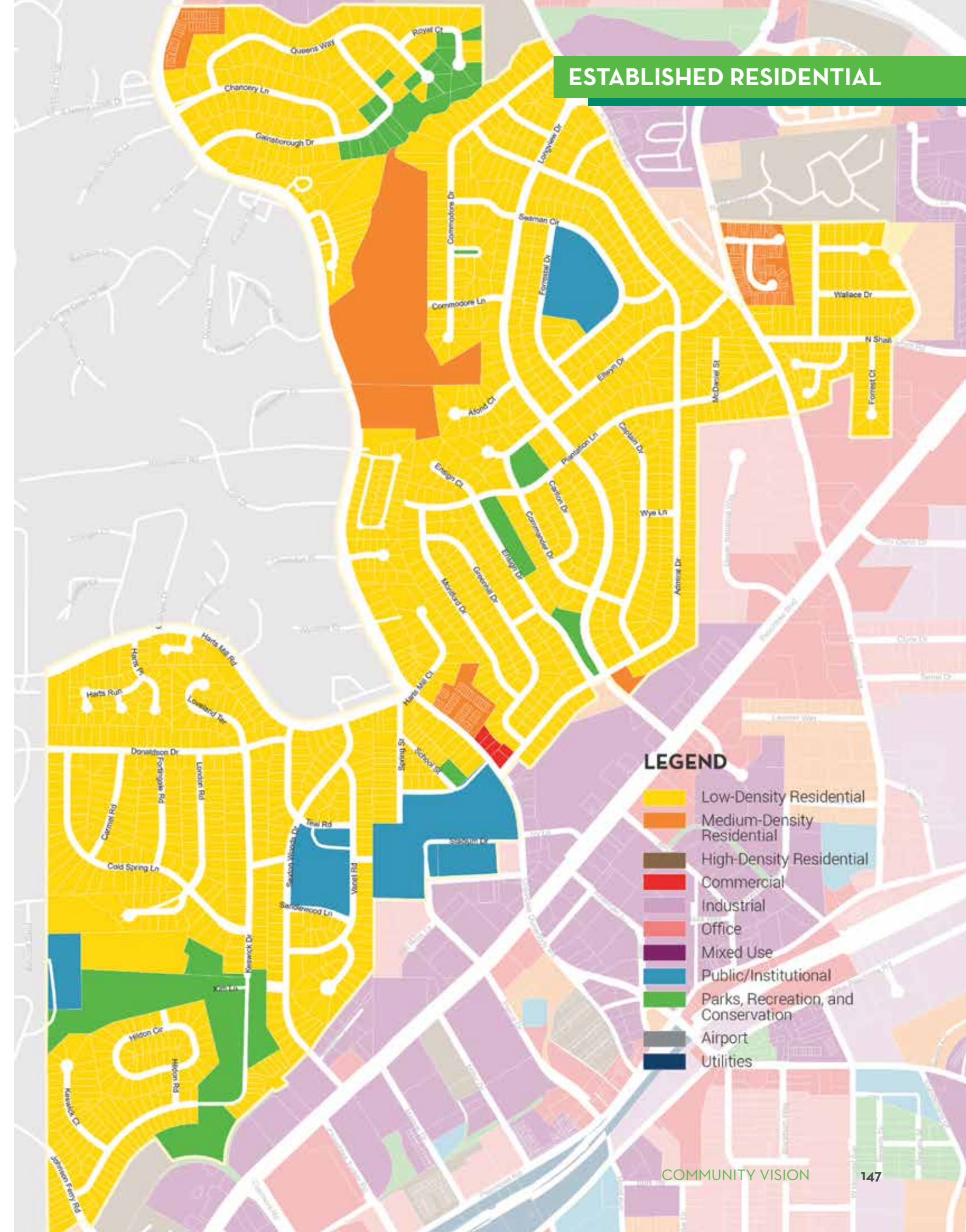
Land uses recommended for this area include low- and medium-density residential, neighborhood-level commercial retail, parks and recreation, public/institutional uses; and utilities.

Zoning districts most appropriate for this area include NR-1, NR-2, NR-3, and NC-1. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Maintain the single-family residential character of established neighborhoods while supporting higher density housing options in areas more conducive to walking, biking, and transit.
- Encourage high-quality residential design.
- Improve pedestrian and bicycle connectivity and safety through investments in sidewalks, paths, and bicycle facilities connecting residents to local recreational and shopping destinations.
- Maintain the existing tree canopy by preserving healthy mature trees.
- Work with interested neighborhoods to develop Neighborhood Preservation Design Overlays that would establish guidelines for infill development and renovated houses in order to preserve existing character.

- Maintain walkability along major road corridors through residential neighborhoods by building sidewalks with plentiful tree buffers.

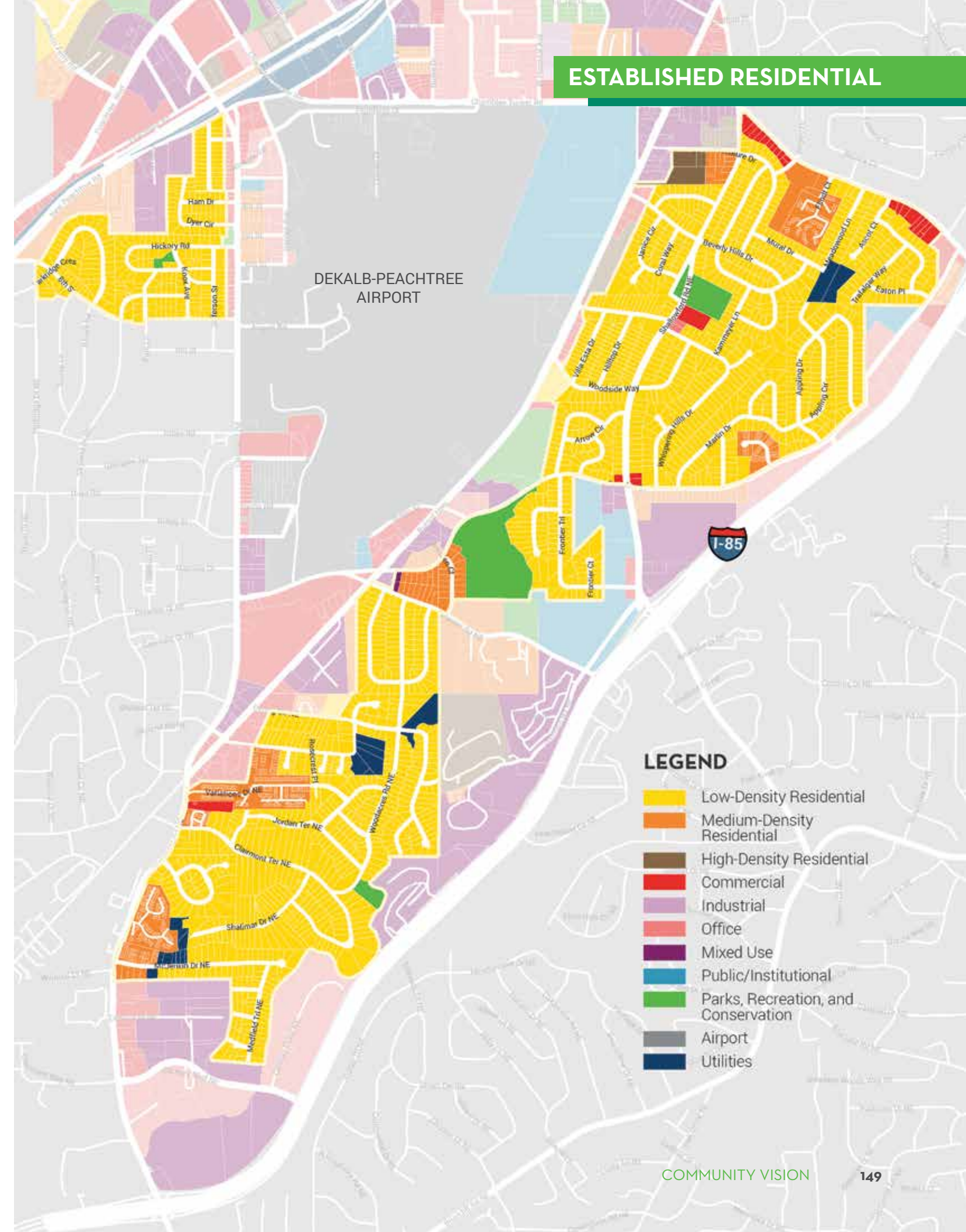


OPPORTUNITIES FOR THE ESTABLISHED RESIDENTIAL CHARACTER AREA

The City of Chamblee is committed to give residential neighborhoods the tools they need to preserve their existing character while allowing new opportunities.

This plan cites the following strategies to help preserve existing, established neighborhoods. Further details of these strategies can be found throughout the document:

- Neighborhood Preservation Design Overlay Districts.** These overlay districts in the City's UDO, currently not utilized by any neighborhood, allows residential neighborhoods in Chamblee to create standards for new construction and significantly remodeled homes within their overlay district. This is discussed in detail on page 44.
- Remodeling Guidebook.** This guidebook would provide renovation recommendations for property owners who are flipping single-family residential properties. The guidebook would also outline incentives for reusing/ significantly remodeling single-family homes over tear-down/new construction.
- Neighborhood Planning Program.** This program would fund the creation of neighborhood plans with neighborhood-specific visions, goals, and needs. An annual Neighborhood Opportunity Fund would help pay for needed code enforcement improvements and assist neighborhoods with any other needs. Lastly, the program would entail an expansive community engagement strategy.



Vision

The GM District Character Area will support and complement the redevelopment of the nearby former GM plant (Assembly Yards) and the new Third Rail Studios in neighboring Doraville and support Downtown Chamblee. The area will contain supportive industries and services with a complementary design and style.

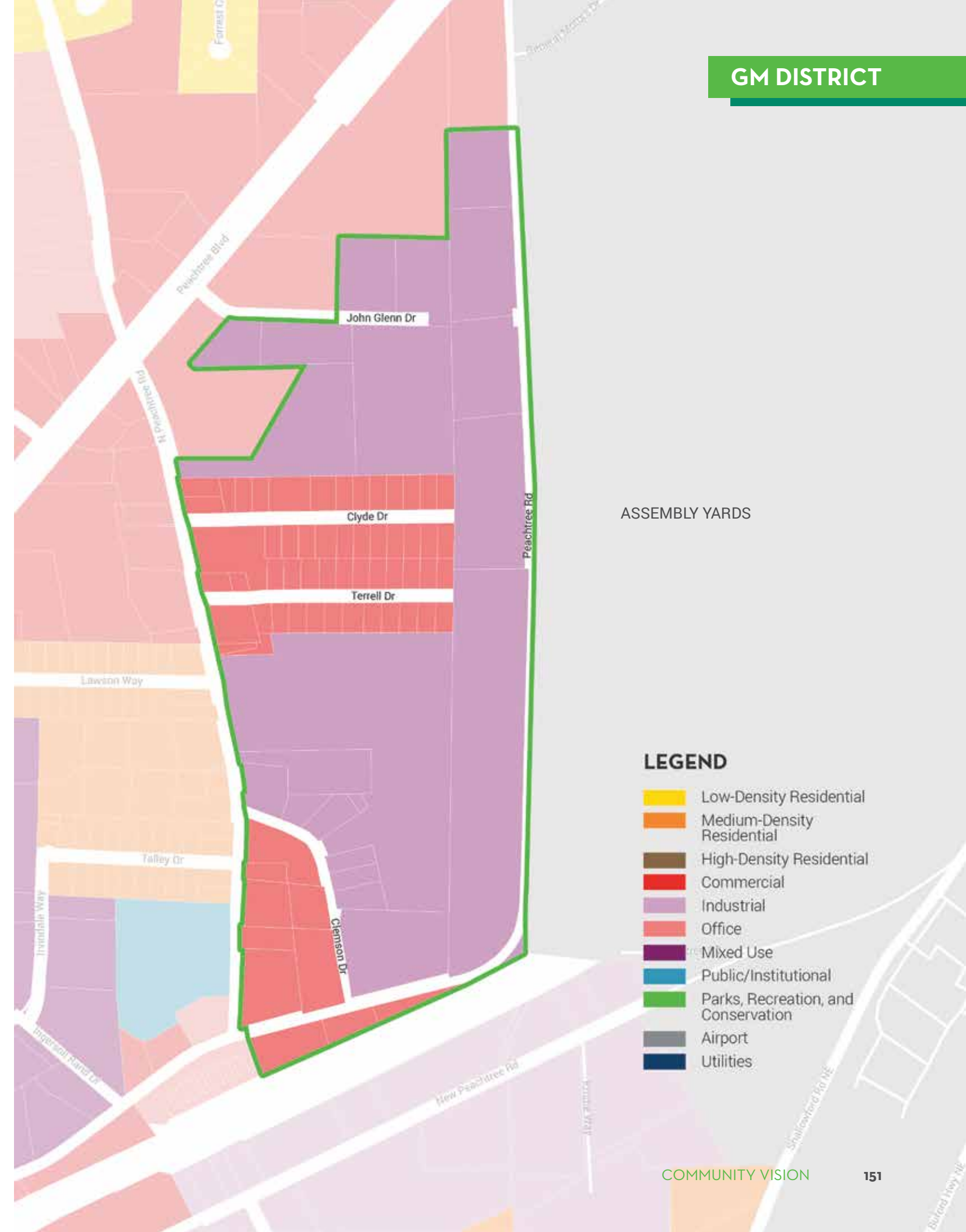
Land Use & Zoning

Land uses recommended for this area include medium- to high-density residential, commercial retail, office, and light industrial.

Zoning districts most appropriate for this area include NR-3, VR, NC-2, VC, IT, and I. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Promote the area for light manufacturing and clean industries, as well as industries that support the film industry.
- Encourage the adaptive reuse of buildings to house small business start-ups.
- Work with the City of Doraville to create walking and biking paths that connect the GM Village to Assembly Yards and Third Rail Studios.



LEGEND

- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial
- Industrial
- Office
- Mixed Use
- Public/Institutional
- Parks, Recreation, and Conservation
- Airport
- Utilities

I-85 District

Vision

Vision: Accessible and highly visible from I-85, this area will serve as a medium-density, regional activity center with commercial, institutional, office, and residential uses.

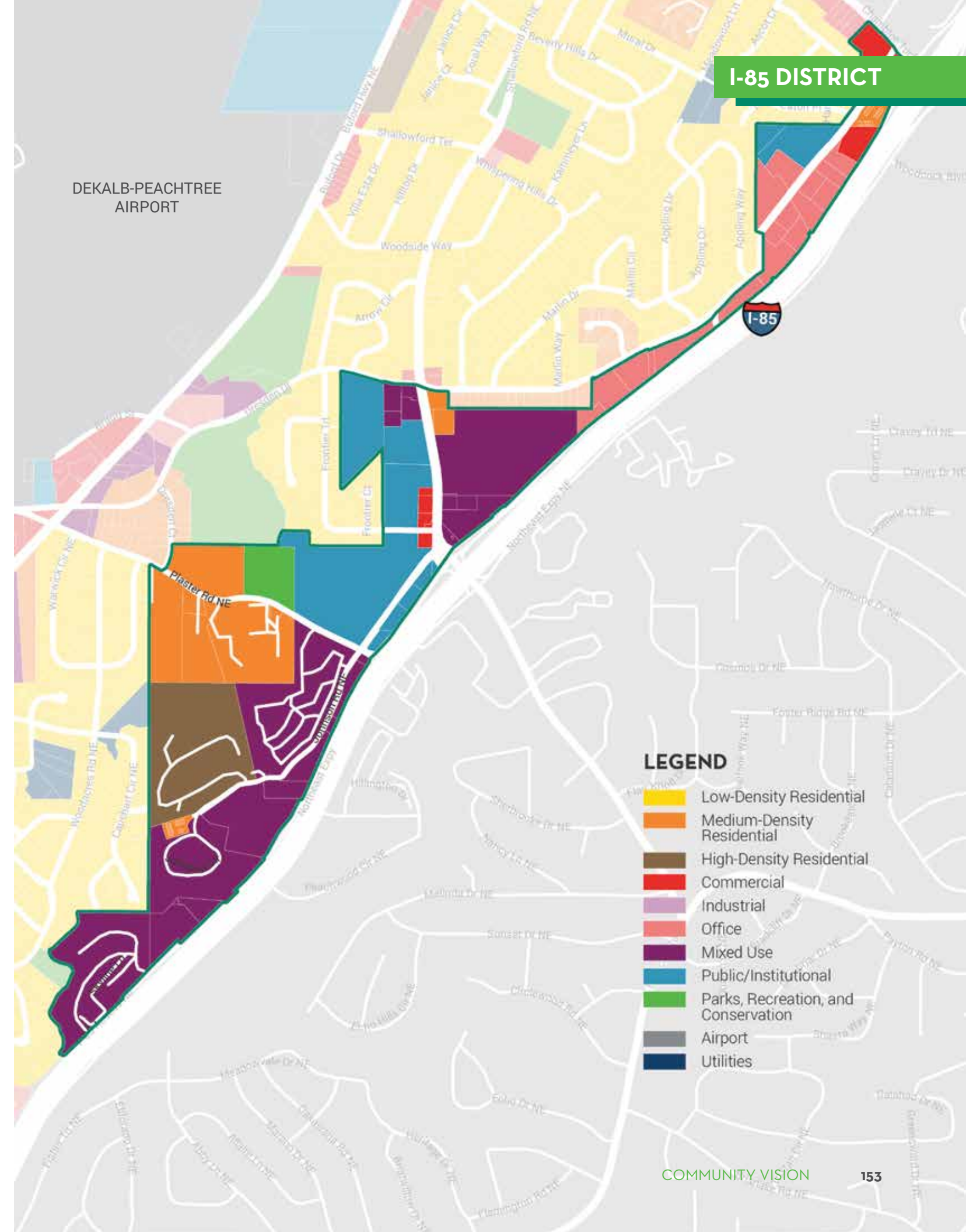
Land Use & Zoning

Land uses recommended for this area include: medium- and high-density residential, commercial retail, office, mixed use, parks and recreation; and public/institutional.

Zoning districts most appropriate for this area include VR, CC, CVC, VC, and MU-BC. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Create a transitional area that connects surrounding single-family neighborhoods to this new activity center.
- Pursue safe pedestrian and bicycle connections between the surrounding neighborhoods and Dresden Elementary School and St. Pius X Catholic High School.
- Promote the development of a regional activity center that can also effectively serve the needs of the surrounding neighborhoods.
- Create incentives for the owners of older apartment complexes and commercial buildings to upgrade, renovate, and/or address code enforcement violations.
- Take advantage of federal Opportunity Zone program to increase office and retail development.



Motor Mile Corridor

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, future land uses will reflect a mixed-use urban environment that is pedestrian and bicycle friendly, and visually appealing to visitors.

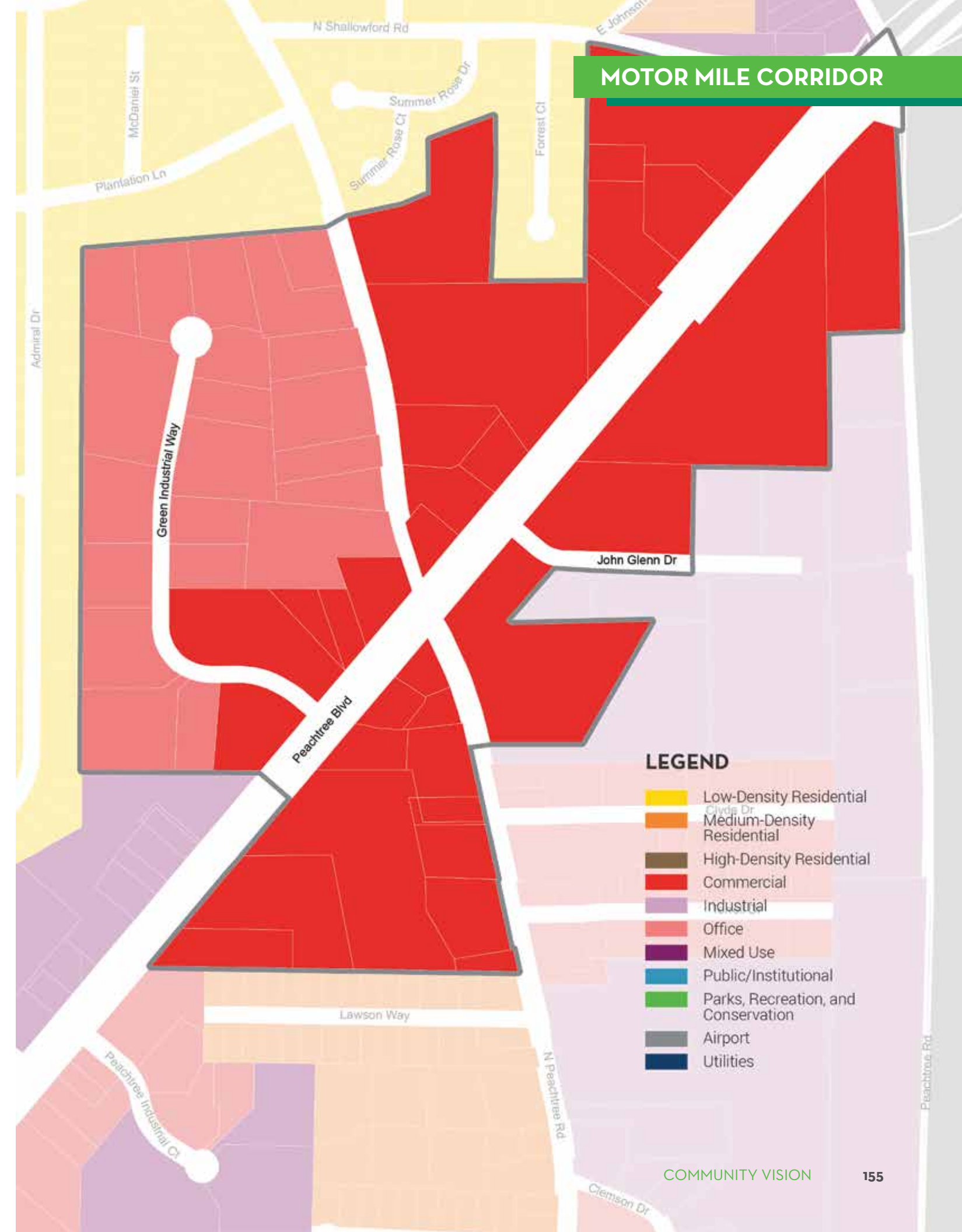
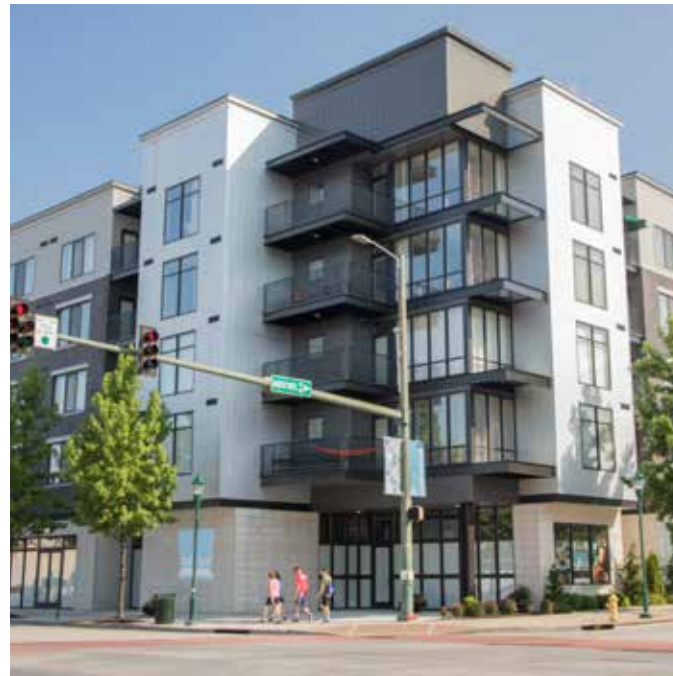
Land Use & Zoning

Land uses recommended for this area include commercial retail, office; and mixed-use.

Zoning districts most appropriate for this area include NC-2, CC, CVC, and VC. More information on these zoning districts can be found starting on page 41.

Policies & 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.
- 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 not visible from the corridor within the requirements of the IT zoning district.
- Prohibit new auto dealerships from locating along the Peachtree Boulevard corridor, and encourage redevelopment of newly vacated auto dealership sites.



New Peachtree Road District

Vision

This portion of the New Peachtree Road corridor is envisioned to be a mixed-use employment center with easy access to the airport and the MARTA station. Through redevelopment of underutilized property, the primary uses will be gradually changed from light industrial and offices to a mixture of uses including medium-density, mixed-use developments that are more compatible with nearby residential neighborhoods.

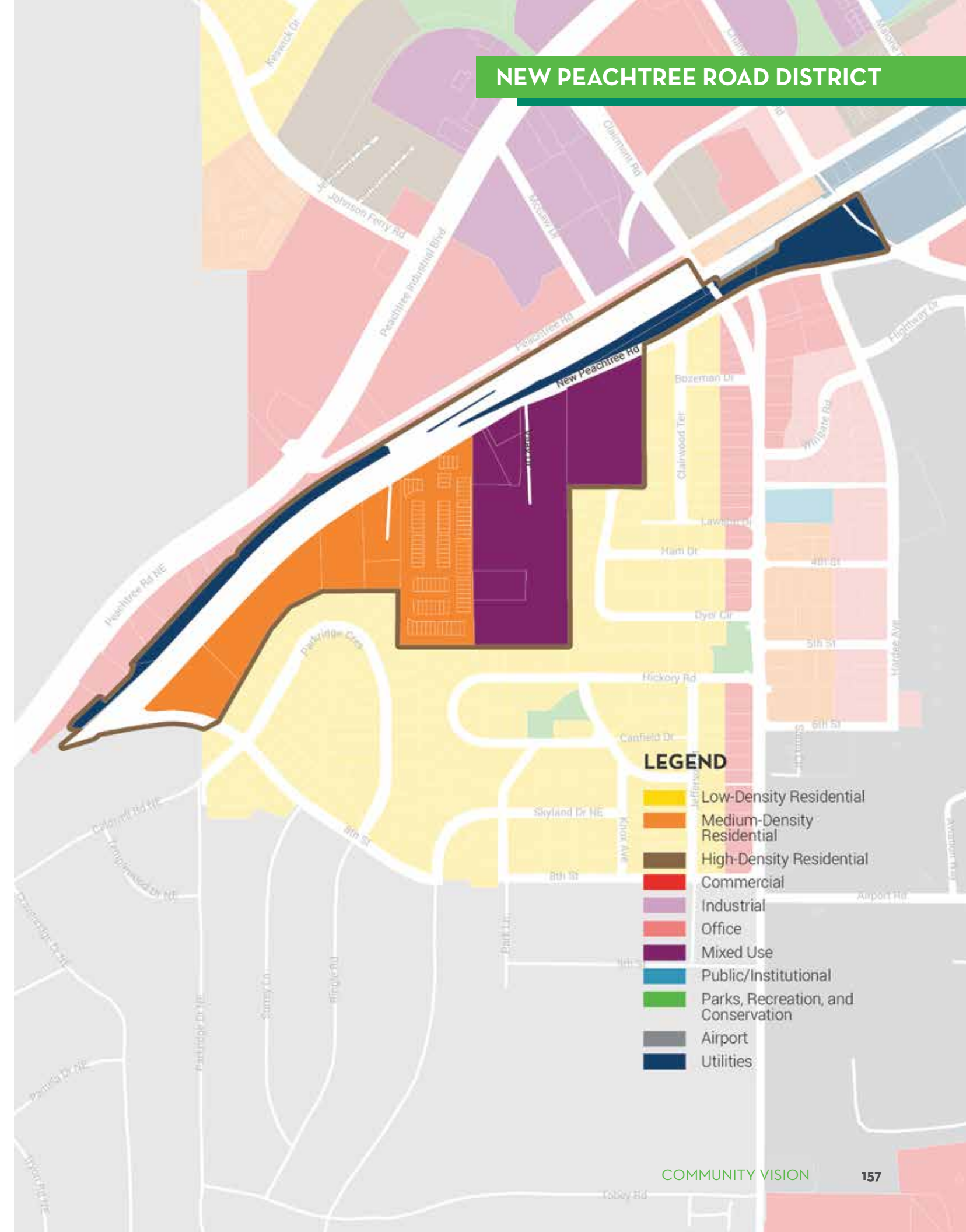
Land Use & Zoning

Land uses recommended for this area include: medium-density residential, office, mixed-use, and transit-related utilities.

Zoning districts most appropriate for this area include VR, CC, CVC, and VC. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Market the area for mixed-use redevelopment and economic investment.
- Encourage the location of business and art incubators and adaptive reuse of buildings.
- Encourage the location of community amenities to this area to serve new residents, such as daily needs shopping.
- Require developers to build new sidewalks of at least 8 feet to increase walkability.
- Create architectural design guidelines for the area that would encourage an industrial look and feel.



Peachtree Boulevard Corridor

Vision

The Peachtree Boulevard Corridor is envisioned as an active and visually appealing mixed-use corridor with pedestrian-oriented, human scale development connected by a comprehensive transportation network that accommodates pedestrian, bicycle, and vehicular traffic. As one of the city's primary gateways, it should have a welcoming and recognizable look and feel for residents, employees, and visitors.

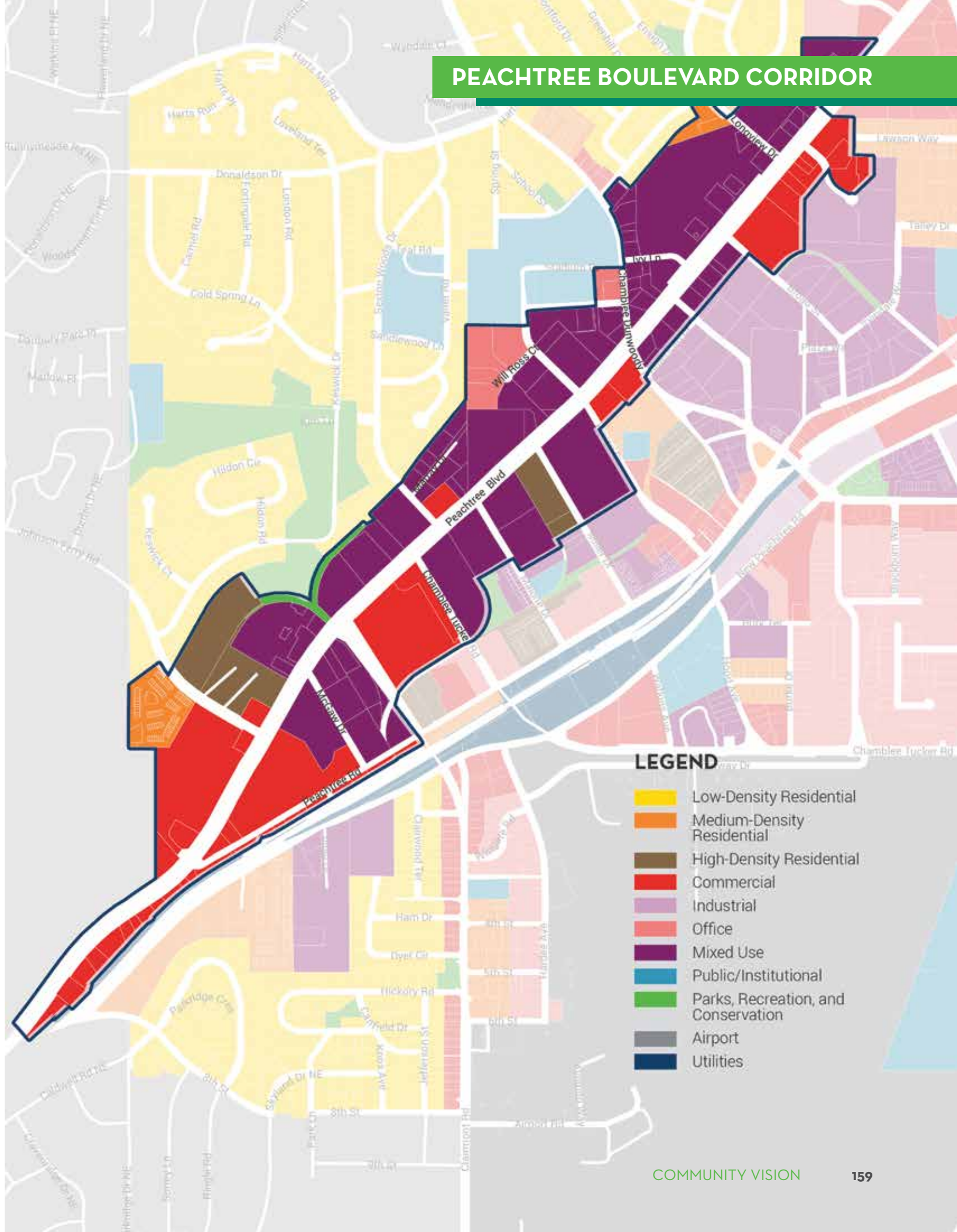
Land Use & Zoning

Land uses recommended for this area include medium- and high-density residential; commercial retail, office, mixed use, parks and recreation, and public/institutional.

Zoning districts most appropriate for this area include VR, CC, CVC, VC, and TOD. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Encourage the redevelopment of existing strip commercial development into pedestrian-scale, interconnected nodes.
- Support the redevelopment of Chamblee Plaza as a mixed-used development.
- Invest in street, trail, sidewalk improvements, and beautification along the corridor.
- Continue coordination with the City of Brookhaven on land use along their shared border to help ensure consistent design and compatibility of uses.
- Create a monument gateway at the city limits to welcome visitors to the city.



Perimeter Village

PERIMETER VILLAGE

Vision

The Perimeter Village Character Area will be an active and dense employment center, and a welcoming gateway to Chamblee from I-285. The area will provide a mix of professional, commercial, and residential uses.

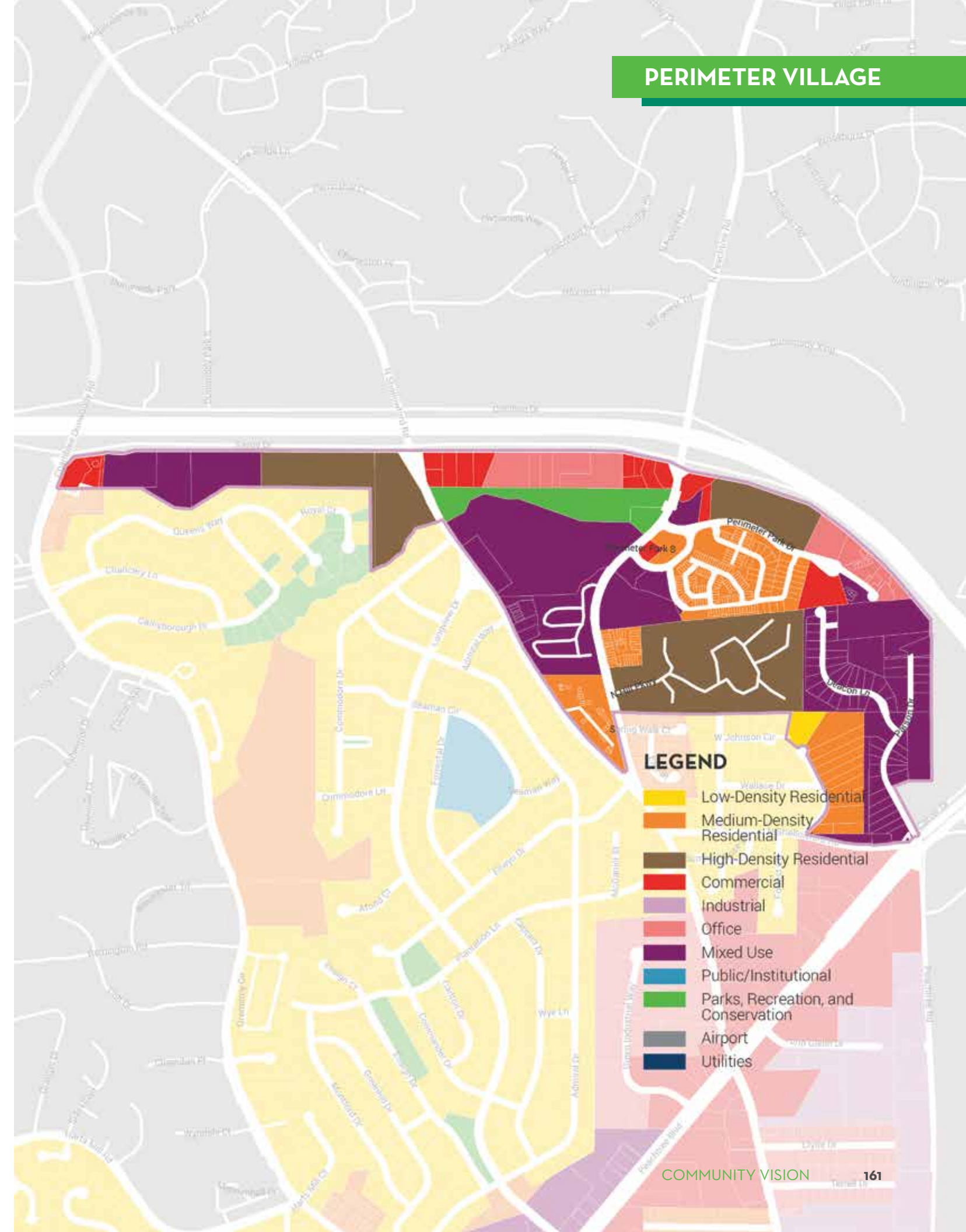
Land Use & Zoning

Land uses most recommended for this area include medium- and high-density residential, commercial retail, office, mixed use; and parks and recreation.

Zoning districts most appropriate for this area include VR, CC, CVC, VC, and MU-BC. More information on these zoning districts can be found starting on page 41.

Policies & Implementation Measures

- Continue coordination efforts with City of Brookhaven and City of Dunwoody on land use and transportation issues along their shared borders.
- Implement compatible physical design standards along the Interstate 285 corridor.
- Continue to protect Nancy Creek through low-impact development measures.
- Create gateway signage and implement streetscape improvements at key intersections.
- Redevelop sites with underutilized and incompatible land uses according to the Small Area Plan on pages 172-179.
- Redevelop existing single-family lots along Parsons Drive.
- Use the results of the Top End 285 study to prepare the area for new transit opportunities.



Recommendations & Projects

Land use projects seek to advance the policies listed on pages 130-131, the future land use map, and the Character Areas' policies and implementation measures. These projects are supplemented by transportation, housing, economic development, and natural resources and sustainability projects as described throughout the rest of this chapter.

The map on the right shows the location of key projects:

- P.01 - P.09: New park and park renovation projects, most taken directly from the Parks & Recreation Master Plan (see pages 34-35 for more information);
- LU.07: Implementation of the Town Center master plan;

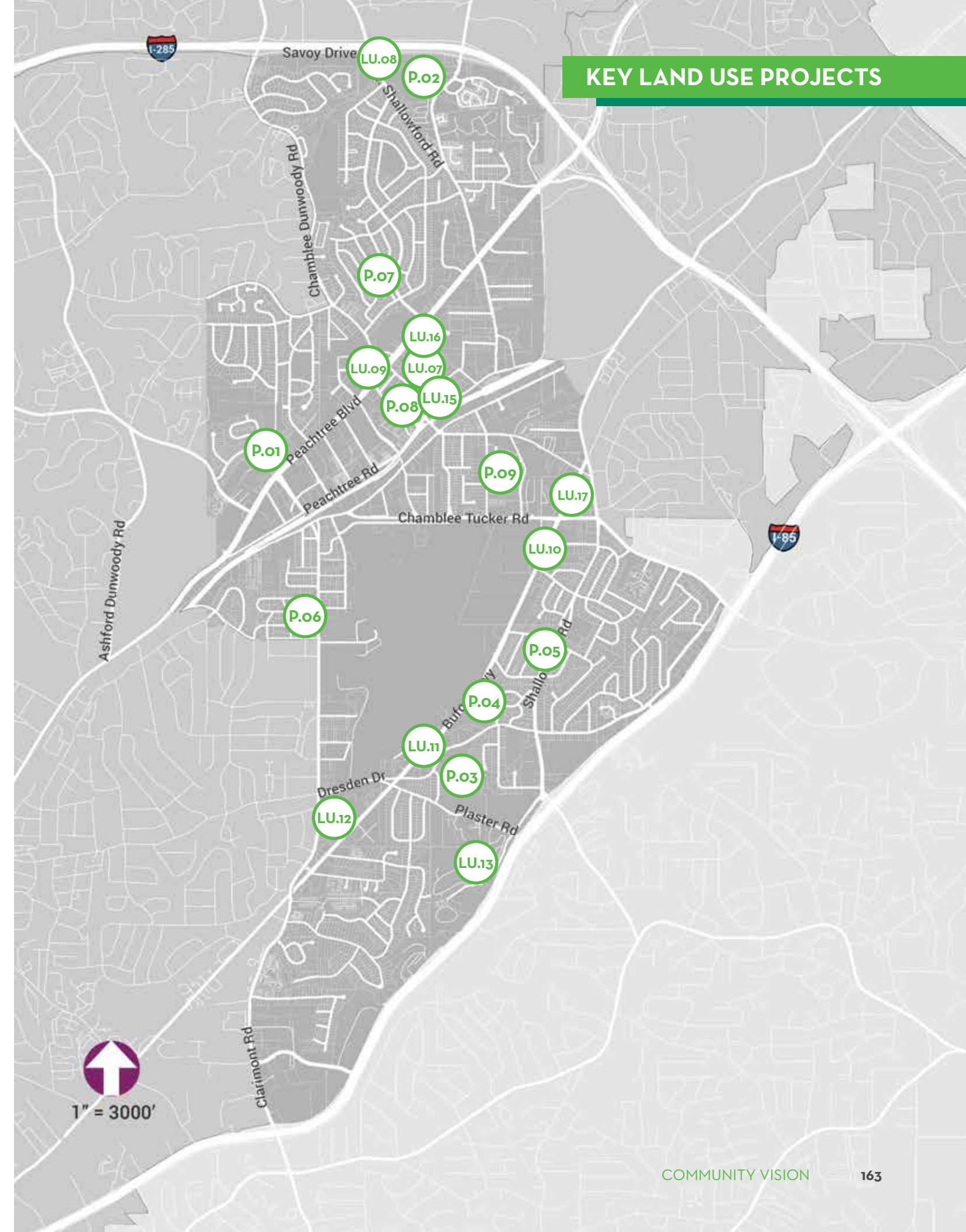


- LU.08 - LU.13: Small Area Plans (see pages 170-219);
- LU.15: New City Hall;
- LU.16: Complete 10-year update to the Town Center LCI Plan; and
- LU.17: Complete 5-year update to the Buford Highway LCI Plan.

Other projects that are not shown on the map are those that are not tied to any particular location.

These projects include:

- Creating and updating architectural standards;
- Contracting architectural review services;
- Creating a citywide gateway and wayfinding plan;
- Updating the Unified Development Ordinance;
- Creating graphics for the Unified Development Ordinance;
- Virtual reality development modeling; and
- Assessing and updating the Unified Development Ordinance.



Transportation

Policies

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
T.1	Encourage the creation of complete streets to support multiple modes of transportation along major corridors and increase mobility access for all.					
T.2	Maintain coordination efforts with adjacent local governments in order to exchange information and ideas.					
T.3	Maintain and expand the multi-modal transportation network to support efficient land use patterns.					
T.4	Support access management measures.					
T.5	Promote last-mile connectivity by providing connections between the road network and bicycle, pedestrian, and transit facilities to better encourage sustainable transportation choices.					
T.6	Work with MARTA to make improvements to Chamblee's existing transit station and optimize bus routes.					
T.7	Strategically infill gaps in the sidewalk network, focusing on filling gaps near schools, parks, and community facilities.					

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
T.8	Support efforts to build connections across barriers, such as the railroad corridor, the airport, and major streets.					
T.9	Improve the transportation network's safety and efficiency.					
T.10	Continue to embrace the role MARTA and future transit systems will have in Chamblee's transportation network.					

Transportation policies were taken from both the previous comprehensive plan and the Chamblee Mobility Multi-Modal Transportation Plan (MTP), and were vetted by the public during the public engagement process. These policies are intended to “back up” the recommendations and projects on the following pages.

Recommendations & Projects

The transportation recommendations listed on the following pages and shown on the map to the right are based on a review of existing conditions, previous mobility plans, and the future needs of the city based on the future land uses laid out in this comprehensive plan. The recommendations are geographically specific and correspond to one of six, more detailed Small Area Plans. While project recommendations generally align with the Small Area Plan boundaries, the overarching goal is to provide greater connectivity and mobility within each of the six areas and between each area and Downtown Chamblee. This includes planning for pedestrian, bicycle, and vehicular safety, as well as roadway improvements and traffic management, to enhance mobility and accessibility within and throughout the city.

Project recommendations include initiatives that were identified in the MTP. The MTP, further detailed on pages 16-17, is the City's previously adopted comprehensive transportation plan that addresses key transportation needs and opportunities with the following goals in mind:

- **Improve Safety.** Provide a safe transportation system for all community members.
- **Promote Access.** Make the community's amenities accessible to all residents.
- **Strengthen Connectivity.** Connect to the larger Atlanta region, especially to Chamblee's neighbor cities.
- **Encourage and Enable Economic Development.** Promote economic development and community prosperity.
- **Maintain Responsibility.** Contribute to fiscal responsibility and sustainability.

- **Protect the Environment.** Manage Chamblee's environmental footprint.

While this plan outlines how longer term development scenarios align with all MTP projects, including those with a longer timeframe, the Action Matrix lists those projects prioritized in the MTP, particularly those that can occur within a 5-year scope.

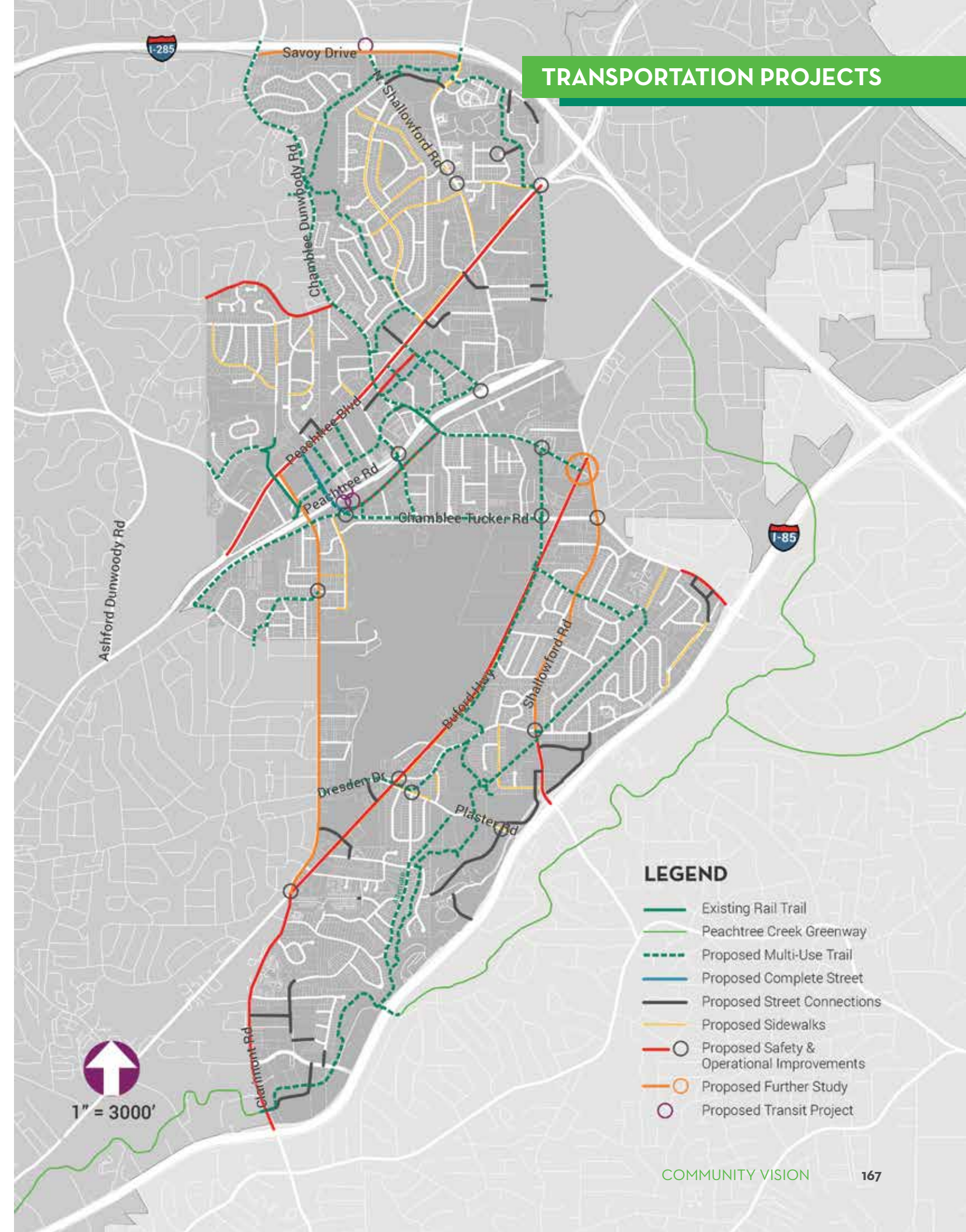
Recommendation categories from the MTP include:

- Bicycle-oriented trails and protected facilities (B)
- Complete street projects (CS)
- New street projects (NS)
- Optimization projects (OP)
- Policy recommendations (PL)
- Safety projects (SA)
- Supplemental Studies (ST)
- Sidewalk projects (SW)
- Transit-related projects (TR)

Small Area Recommendations

In addition to the recommendations from the MTP, this comprehensive plan includes additional initiatives within the plan's six Small Area Plans (see pages 170-219 for more information). The new recommendations build upon MTP recommendations and emphasize connectivity within and between each area. This section details each small area and the recommended mobility improvements. Combined with MTP recommendations, these plans create a holistic vision for Chamblee's future transportation network.

TRANSPORTATION PROJECTS



Citywide Projects

While the small area plans focus on future development and mobility/connectivity improvements, several initiatives outside of the six Small Area Plans should also be added to the City's action plan.

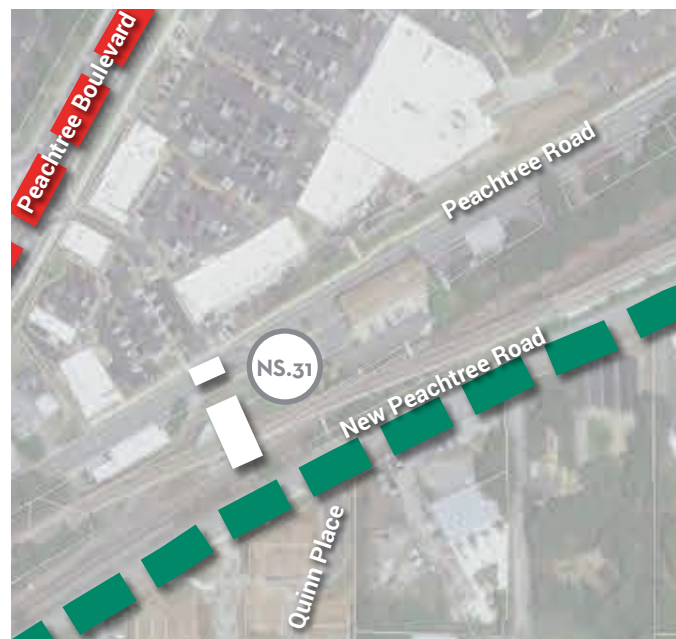
Keswick Drive Multi-Use Trail (B.30)

The original Chamblee Rail Trail connects Keswick Park to Downtown Chamblee and the Chamblee MARTA station. However, several surrounding neighborhoods lack safe infrastructure to access the trail system. Keswick Drive Multi-Use Trail (B.30) envisions a trail from the Rail Trail at the Keswick Park baseball and softball fields to Johnson Ferry Road. Further coordination should be considered for creating additional connectivity to the west in cooperation with the City of Brookhaven.

Pedestrian Rail Crossings (NS.32 & NS.31)

A common complaint during public engagement is the barrier that the CSX rail line and the MARTA rail lines present between north and south Chamblee. The MTP addresses this with recommended improvements to Chamblee Tucker Road, Chamblee Dunwoody Road, an internal connection through the MARTA station, and a recommended pedestrian bridge in Downtown Chamblee. Several additional improvements are recommended by this comprehensive plan. On the west side of Chamblee, a West Chamblee Pedestrian Rail Crossing (NS.31) considers construction of an at grade pedestrian crossing between New Peachtree Road near Quinn Place and Peachtree Road near the Whole Foods shopping plaza entrance and abandoned rail line. This would improve pedestrian connectivity for residents in Ashford Park to the commercial district by 90%, from a 1.1-mile, 22-minute walk to a 250-foot, 2-minute walk. Similarly, on the east side of Chamblee, an East Chamblee Pedestrian Rail Crossing (NS.32) considers construction of a pedestrian bridge to connect Peachtree Road at Ingersoll Rand Road and New Peachtree Road at Garcia Court. This effort would connect the Chamblee Town Center with the Little Chinatown District, greatly increasing connectivity by narrowing the walking distance from 1 mile to less than 1,000 feet.

West Chamblee Pedestrian Rail Crossing



East Chamblee Pedestrian Rail Crossing



Central Chamblee Connections (NS.36, NS.37, & NS.38)

Three new projects build off the MTP's theme of improving the network's safety and efficiency, specifically between Peachtree Road and Peachtree Boulevard in Central Chamblee. Green Industrial Way to Clyde Drive Connection (NS.36) links the businesses northwest of Peachtree Boulevard to New Peachtree Road while Clyde Drive Extension (NS.37) lengthens that connection to Peachtree Road, one block north of Terrell Drive and MTP project NS.25. John Glenn Drive Extension (NS.38) connects Peachtree Road to Peachtree Boulevard, further breaking up the super block. Upon potential redevelopment of this area, additional north-south connections should be considered to create a more walkable, bikeable, and accessible neighborhood.

Policy Changes

Seven policy changes are recommended in the MTP to support and guide future transportation improvements. These policies ensure that the vision and goals can be accomplished outside of the specific projects and as conditions in the city change. The policies were reviewed for this plan, but no updates are recommended. The MTP policy changes are summarized below:

Complete Streets Policy Update (PL.01)

The City's 2017 Complete Streets Policy "establishes guidelines for considering the safety and convenience of all users of the public right of way when planning and constructing projects." PL.01 recommends an update to exempt projects that do not require a full reconstruction of the ROW to provide safety improvements for all users; for example, the side path projects in B.03 and B.26 along Chamblee Dunwoody Road.

Street Network Connectivity (PL.02)

This policy recommends updating the Unified Development Ordinance to require developers to build streets internal to their developments to connect to abutting streets if the existing block face is twice the maximum length allowed, 600 feet for new blocks faces.

Trail Design (PL.03)

This policy recommends a minimum width of 12 feet for multi-use trails and off-street paths.

Citywide Speed Limits on Local Streets (PL.04)

This policy recommends 25 miles per hour as the speed limit on all local streets.

Community Sidewalk Enhancements (PL.05)

This policy recommends expanding the existing 'opt-in' process that allows neighbors to request sidewalk additions. This process currently covers the partial cost of the sidewalk projects while the updated policy should allow neighborhoods the option of a "full cost assessment" of sidewalks to advance sidewalk construction and rely less on outside funding.

Functional Classification and Streetscape and Gateways (PL.06)

This policy recommends utilizing the GDOT-based Functional Classification Map for city planning and development regulation purposes.

Parking Fee In-Lieu Policy (PL.07)

This policy allows applicants to meet a portion of, or all, their off-street parking requirements by payment into a City fund. The fund could be used for Transportation Demand Management Programs, multi-modal improvements, or public parking (on-street or off-street) additions.

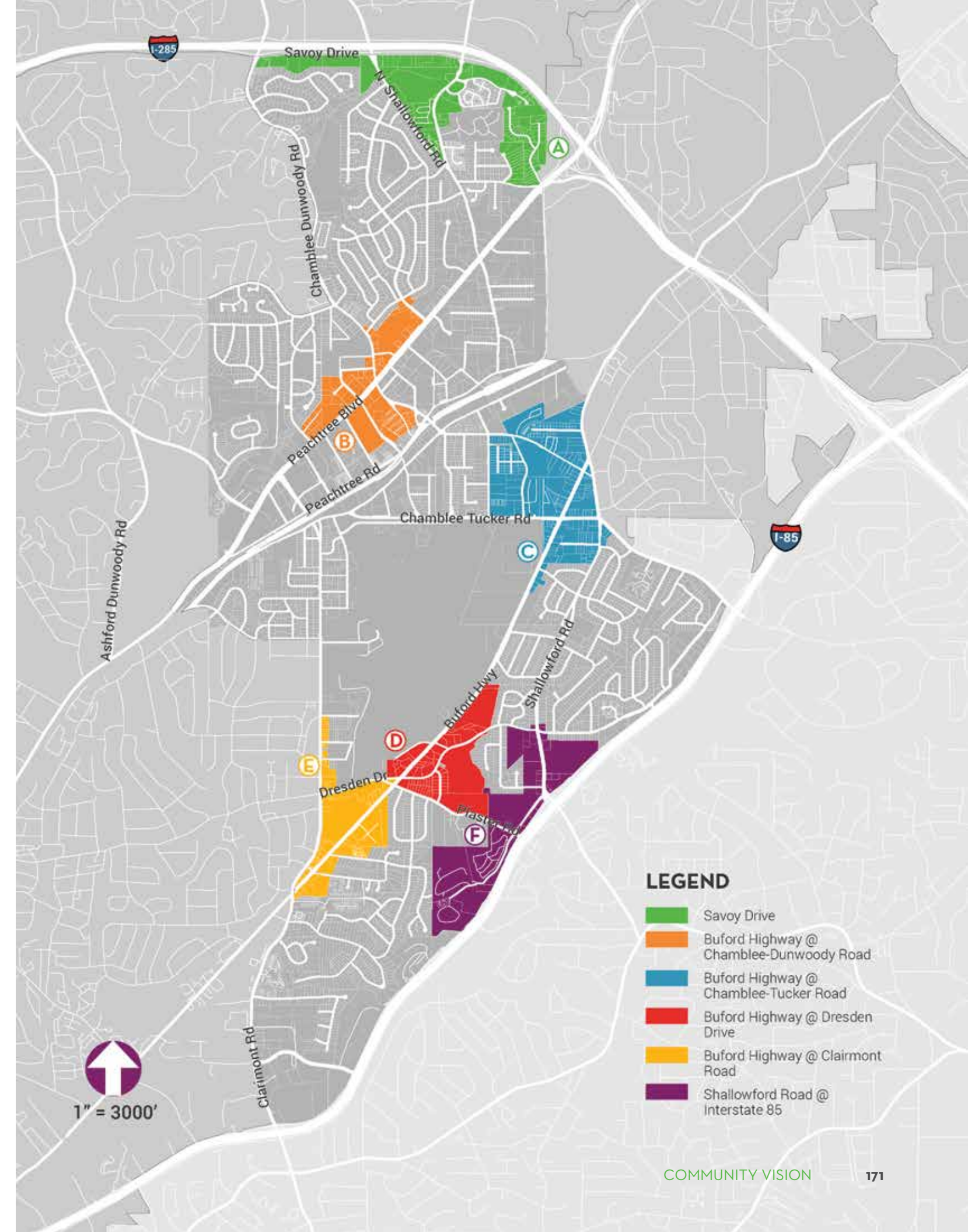
COMMUNITY VISION

Small Area Plans

Six areas determined to be sites in need of direction were selected to undergo a Small Area Plan process. Alone, these Small Area Plans act as stand-alone plans that satisfy the vision and goals of this comprehensive plan. The map on the next page shows where these Small Area Plans are located.

The following steps were taken to create the Small Area Plans:

- An internal charrette was conducted between the consultants and members of City of Chamblee staff. The purpose of this charrette was to develop preliminary land use and transportation recommendations for each area, with staff from the City of Brookhaven weighing in on the Buford Highway at Clairmont Road Small Area Plan. Previous planning studies were referenced in developing these initial recommendations.
- These initial recommendations were shared with the Advisory Committee at their June 2019 meeting, and with the community at Planning Workshop #2 (see pages 116-117). Feedback from these two meetings were incorporated into the Small Area Plans.
- After Planning Workshop #2, the consultants began to sketch out development plans based on the recommendations, this time showing building configurations, parking, transportation improvements, and recently approved developments. 3-D renderings were also created, showing how these areas could look when fully implemented.
- These rendered sketch plans and 3-D renderings were sent to the City staff for review, kicking off an iterative process of review and edits.
- At the final Advisory Committee meeting, the rendered Small Area Plans and 3-D renderings were displayed for feedback.
- After considering the Advisory Committee's feedback, the Small Area Plans went through one final round of edits, and were then presented at the Draft Plan Open House (see pages 117-118). The final plans, along with their narratives, are shown in this section.



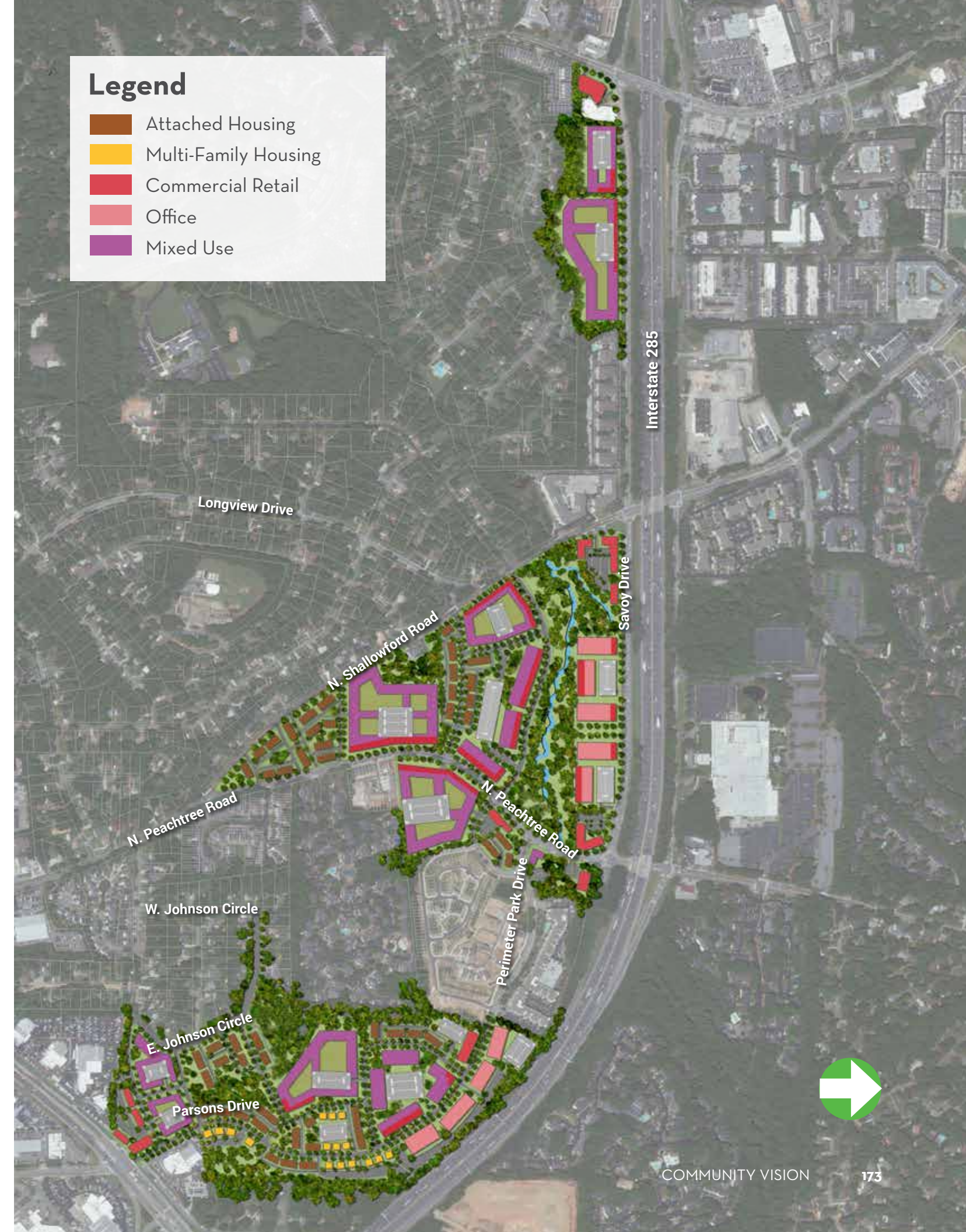
A Savoy Drive

The rendered concept plan to the right and the 3-D perspectives that follow below illustrate ideas for the long-term future. This concept plan is intended to depict potential redevelopment in the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Redevelopment Narrative

The vision of the Savoy Drive Small Area Plan (LU.08) is to take advantage of the area's proximity to Interstate 285 and the proposed Bus Rapid Transit (BRT) station, and transform it into a high-density employment center. The area is an important gateway into Chamblee with exits to Interstate 285. The potential BRT station (TR.04) would complement adjacent office buildings of 8-10 stories along Savoy Drive and Interstate 285. The proposed Nancy Creek Park (P.02) will provide a central place for workers and residents to have passive recreational opportunities and a multi-use trail (B.09) that will connect into Chamblee's future network of trails. The park is a signature green space that should spur redevelopment in the area. Beyond the park are mixed-use buildings of 4-5 stories fronting a proposed street along the southern edge of the park with a parking deck in the rear. The 3-D perspectives on page 178 illustrate the park and proposed street, and mixed-use buildings. The mixed-use buildings are depicted as a mix of residential, office, retail, and restaurants. As stated, the mixed-use buildings are intended to be a combination of uses and not intended to mandate multi-family residential. Additionally, the proposed alley-loaded townhomes will create a "step-down" into Huntley Hills, an existing single-family neighborhood.

The western edge of the Small Area Plan depicts a commercial building fronting Chamblee Dunwoody Road with parking in the rear. Mixed-use buildings with parking decks that front Savoy Drive create a walkable district with a connection point to the multi-use trail system. To the east of the development fronting Savoy Drive, the focus is to create connections between dead-end streets (NS.03, NS.22, NS.28) while redeveloping Parsons Drive. Perimeter Park Drive and Parsons Drive connect to create a direct access to Peachtree Boulevard (NS.03, NS.22). The development style is similar on the eastern side: high-density office buildings at Interstate 285, with lower density, office and residential mixed-use buildings stepping down to alley-loaded townhomes and quadplexes/sixplexes, then transitioning into the existing single-family neighborhood. The variety of residential types with parking located behind is an important part of creating a mix of price points for the area.

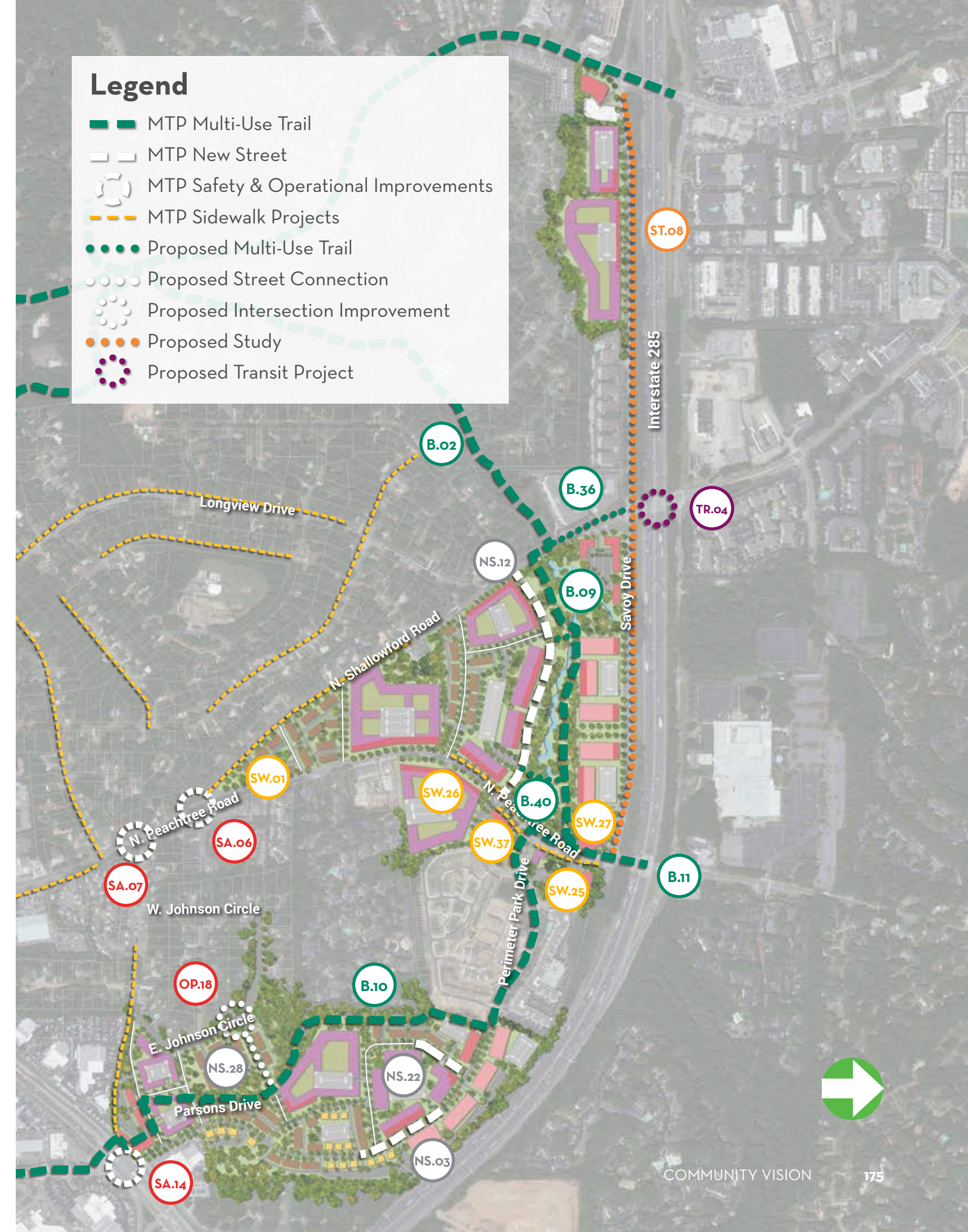


Transportation Recommendations

The projects listed below include both MTP recommendations as well as other area-specific recommendations that will enhance future mobility and connectivity within the area.

#	Project
B.02	Nancy Creek Trail – West Segment
B.09	Nancy Creek Trail – East Segment
B.10	Northeast Connector Trail
B.11	Brook Run Park Connector Trail
NS.03	Perimeter Park Drive Extensions
NS.12	Nancy Creek Connector South
NS.13	Nancy Creek Connector North
NS.22	Deacon Lane Extension
SA.06 & SA.07	N. Shallowford/N. Peachtree Roundabout Pair
SA.14	N. Shallowford Realignment at Peachtree Boulevard
SW.01	N. Shallowford Road Sidewalks
SW.25	N. Peachtree Road Sidewalks
SW.26	N. Peachtree Road Sidewalks
SW.27	N. Peachtree Road Sidewalks
SW.37	N. Shallowford Road Sidewalk
B.36	BRT Station Connector Trail
B.40	Nancy Creek Trail Bridges
NS.28	Johnson Circle - Deacon Lane/Parsons Drive Connector
OP.18	Johnson Circle Roundabout
ST.08	Savoy Drive Corridor Study
TR.04	285 Rapid Transit Station - N. Shallowford Road at Interstate 285

 denotes new area-specific project



MTP Projects

Project recommendations from the MTP focus on creating a trail network in north Chamblee (i.e. Nancy Creek Trail) to connect to existing and planned sidewalks and sidewalk extensions within surrounding residential neighborhoods including Huntley Hills, Gainsborough, Perimeter Park, and Parsons/Deacon. Additionally, the MTP recommends roadway improvements, including creating new streets and roundabouts to improve access and safety in the area. Projects include a roundabout pair at N. Shallowford/North Peachtree and North Shallowford Road/East Johnson to moderate vehicle speeds and increase safety along both corridors, and new streets to connect Perimeter Park to Parsons/Deacon.

Area-Specific Project Recommendations

New project recommendations build from and are coordinated with MTP recommendations. These include:

- B.36 – BRT Station Connector Trail
- B.40 – Nancy Creek Trail Bridges
- NS.28 – Johnson Circle - Deacon Lane/ Parsons Drive Connector
- OP.18 – Johnson Circle Roundabout
- ST.08 – Savoy Drive Corridor Study
- TR.04 – 285 Rapid Transit Station - N. Shallowford Road at Interstate 285

285 Rapid Transit Station - N. Shallowford Road at Interstate 285 and Connector Trail (TR.04)

A 285 Rapid Transit Station (TR.04) at/near Shallowford Road is included within the Top End Transit Location Study from the MTP that studied the feasibility of rapid transit within I-285 managed lanes from Smyrna/Cumberland CID to Northlake Mall in Tucker. N. Shallowford Road at Interstate 285 will be the likely location for Chamblee's Transit

Station. The station is intended to be pedestrian focused and will provide connections to Perimeter Center, the Battery, and Cobb County to the west and Tucker to the east along Interstate 285, with connections to MARTA's red and gold line heavy rail service.

In coordination with the Top End 285 express lanes projects, a Savoy Drive Corridor Study (ST.08) should be conducted to evaluate the area's economic development and additional connectivity needs based on potential impacts to Savoy Drive (possibly one-way conversion in combination with Cotillion Drive) to ensure that the corridor supports the multi-modal needs of the existing developments and proposed redevelopment. It is likely that an additional east-west connection between N. Shallowford Road and North Peachtree Road will be warranted to provide westbound connectivity within this area of Chamblee.

Planned trail connections and sidewalk improvements from the MTP also connect the northern portion of Chamblee and enhance multi-modal access to the proposed Transit Station through an additional Transit Station Connector Trail (B.36). This connector trail is envisioned along the east side of N. Shallowford Road between the Nancy Creek Trail (B.02 and B.09) and the Transit Station at Interstate 285 (TR.04). The east and west segments of the Nancy Creek Trail should be coordinated with the Transit Station Connector Trail to determine exact alignment of crossing N. Shallowford Road. Additional benefits include multi-modal connections to existing bike lanes and sidewalks on the north side of I-285 in Dunwoody, which elevates the prioritization of this project ahead of Transit Station construction.

Johnson Circle - Deacon Lane - Parsons Drive Connector & Johnson Circle Roundabout (NS.28, OP.13)

The MTP envisions new streets connecting Perimeter Park and the Parsons-Deacon neighborhood, NS.03 and NS.22. While these new connections provide north-south street connectivity, a recommended Johnson Circle – Deacon Lane Parsons Drive Connector (NS.28) would enable east-west travel and connect the Johnson Circle neighborhood to E. Johnson Circle and W. Johnson Circle along with a Northeast Connector Trail (B.10) to future multi-use, residential, and office development in the Parsons-Deacon and Perimeter Park neighborhoods. To ensure safe and slow movement of vehicles and improved pedestrian and bicycle connectivity, a Johnson Circle Roundabout (OP.18) is recommended for the confluence of E. Johnson Circle, W. Johnson Circle, and the new connector.

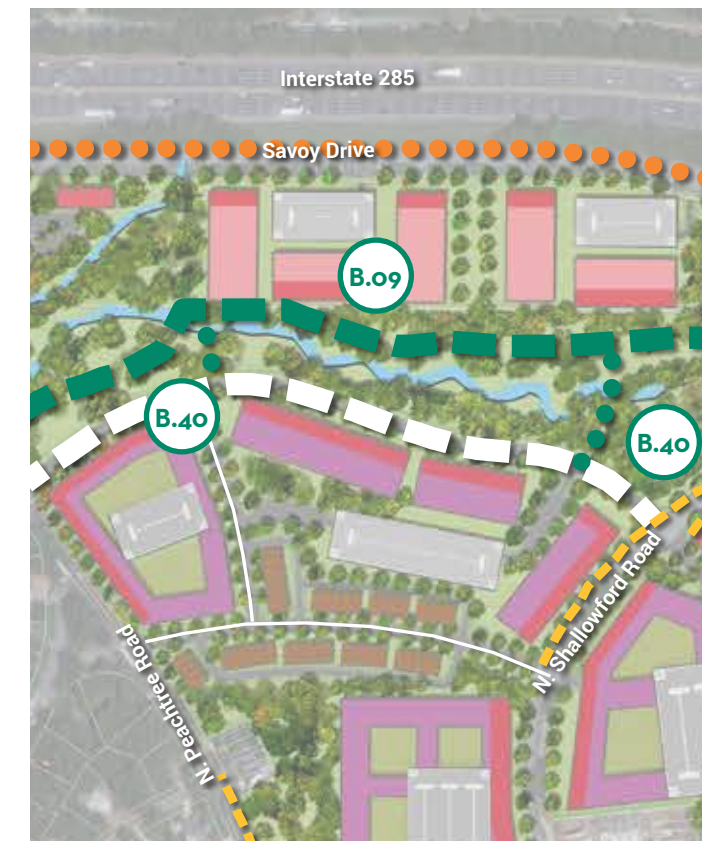
Nancy Creek Trail Bridges (B.40)

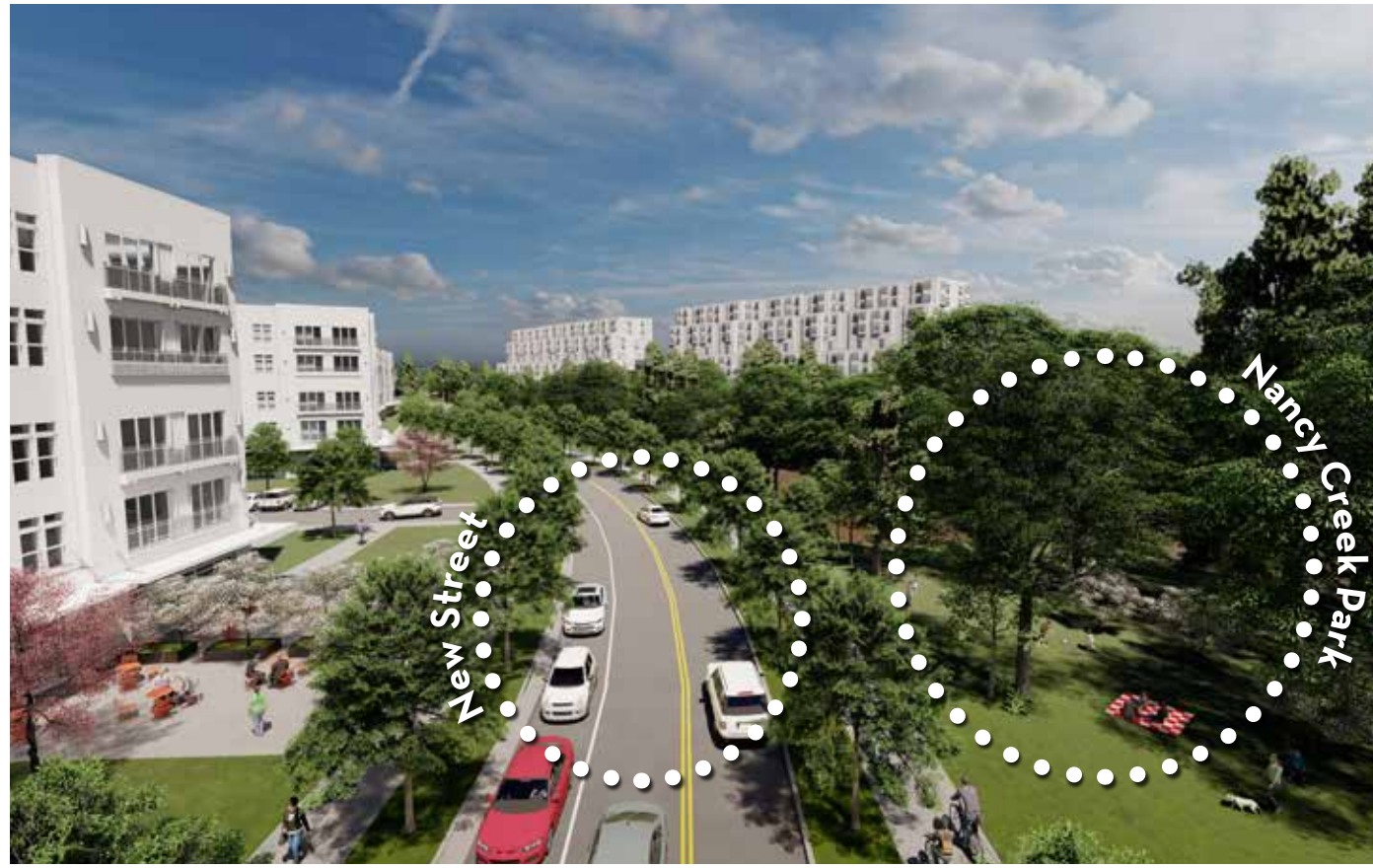
The redevelopment of the Savoy Drive area intends to create a work, live, play environment that is focused around a public greenspace along Nancy Creek. To provide multi-modal connectivity between office, mixed-use, and residential components on the north and south side of the park, a Nancy Creek Trail Bridges (B.40) project would include consideration, design, and construction of at least two bridges across the creek to unite the park.

Johnson Circle - Deacon Lane - Parsons Drive Connector & Roundabout



Nancy Creek Trail Bridges





Legend

- Attached Housing
- Multi-Family Housing
- Commercial Retail
- Office
- Mixed Use

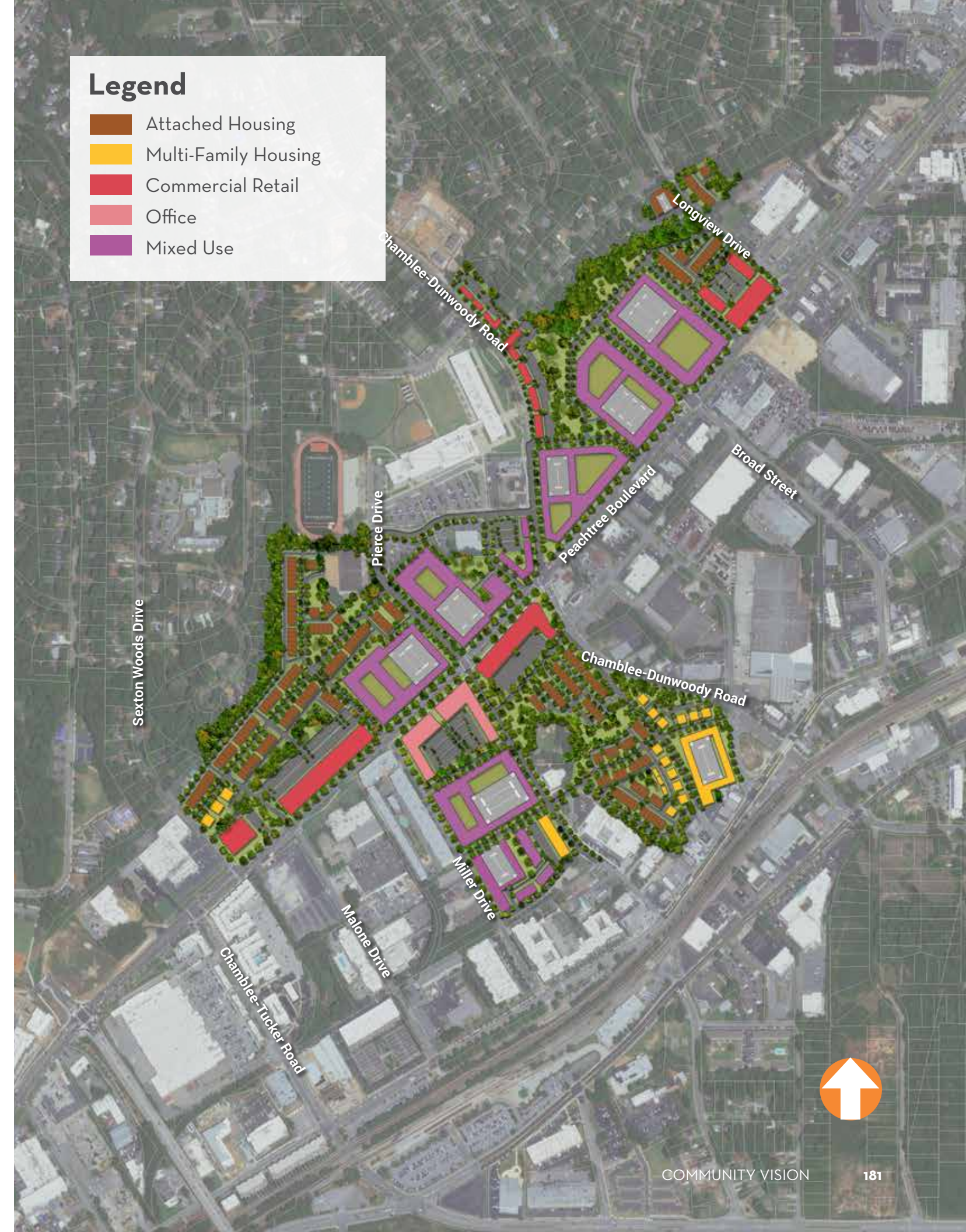


B Peachtree Boulevard @ Chamblee Dunwoody Road

The concept plan to the right and the 3-D perspectives that follow illustrate ideas for the long-term future. This concept plan is intended to depict potential redevelopment for the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Redevelopment Narrative


This Small Area Plan (LU.09) advances the idea of Peachtree Boulevard becoming a walkable, mixed-use corridor that compliments recent developments. Streetscape improvements would feature wider sidewalks, tree-lined buffers, and a landscaped median, advancing the idea of the walkable boulevard. The plan orients development to face the street, and places surface parking in either the rear of the building, or places a parking deck in the center of mixed-use buildings. Chamblee Plaza is reimagined as two mixed-use buildings, and features an extension of Broad Street (NS.34) that terminates at a new street that connects to Chamblee Dunwoody Road and Longview Drive. The area will ultimately be connected by Phases 2 and 3 of the Rail Trail along with other newly proposed trail connections. This area is intended to reinforce the vision of a dense, walkable core for the city. The purpose of concentrating density along this corridor is to take advantage of the Rail Trail and the close proximity of the Chamblee MARTA station. By concentrating residences and new commercial opportunities, any potential increase in vehicle traffic can be reduced if residents choose to walk or bike to destinations, or if other patrons can park their vehicle once while visiting the area. As one moves away from the corridor, either towards the Sexton Woods neighborhood or towards Downtown, there are medium-density housing opportunities, such as alley-loaded townhomes and quadplexes/sixplexes. Mixed-use buildings should be limited to 6 stories to complement the current development.

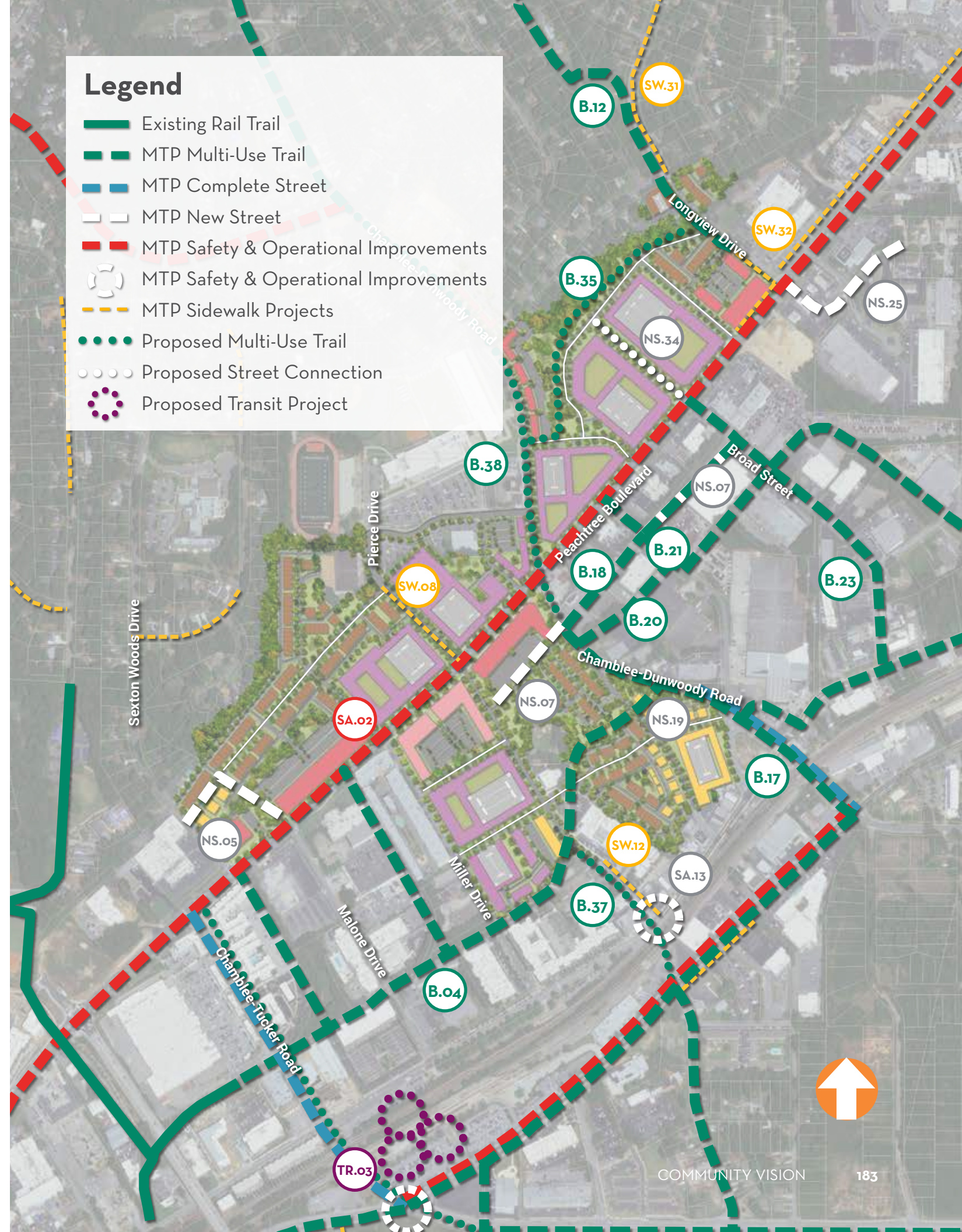


Transportation Recommendations

The projects listed below include both MTP recommendations as well as other area-specific recommendations that will enhance future mobility and connectivity within the area.

#	Project
B.04	Rail Trail Phase 2 Expansion
B.12	Huntley Hills Park Trail
B.17	Chamblee Dunwoody Road Protected Facility
B.18	American Drive Protected Facility
B.20	Rail Trail Phase 3 – Chamblee Dunwoody Link
B.21	American Industrial Way Street Enhancements
B.23	Broad Street Enhancements
NS.05	Sexton Woods-Malone Drive Intersection Alignment
NS.07	American Industrial Way Extension
NS.19	Chamblee Dunwoody Connector
NS.25	Longview-Lawson Connector
SA.02	Peachtree Boulevard Access Management
SA.13	Peachtree Road Crosswalk at Pierce Drive
SW.08 & SW.12	Pierce Drive Sidewalks
SW.31	Longview Drive Sidewalk
SW.32	Peachtree Boulevard Sidewalk
TR.03	Chamblee Autonomous Vehicle Circulator Program
B.35	Chamblee Plaza Redevelopment Multi-Use Trail
B.37	Rail Trail to Peachtree Road Connector Trail
B.38	Chamblee Dunwoody Road Multi-Use Trail – North
NS.34	Broad Street Extension and Bicycle Facility

 denotes new area-specific project



MTP Projects

Major project recommendations from the MTP include multi-modal improvements with the Rail Trail Phase 2 Expansion, Sexton Woods-Malone Drive Intersection Alignment, and Peachtree Boulevard Access Management. The Rail Trail Phase 2 Expansion (B.04) would connect to the existing Rail Trail at Keswick Park and extend access to the Peachtree Station shopping center to the west (already under construction) and Downtown Chamblee to the east. The Sexton Woods-Malone Drive Intersection Alignment (NS.05) and Peachtree Boulevard Access Management initiative (SA.02 and NS.07) are intended to improve safety through controlled access, operational improvements, and proper spacing between intersections. These efforts address safety for all users and create a better walking experience.

Additional MTP project recommendations include the creation of new bike facilities/multi-use trails, installing new streets internal to Downtown Chamblee, filling gaps in the sidewalk network, and painting crosswalks to improve pedestrian access and safety. Projects would connect to the expanding trail system and provide access to retail destinations and Chamblee's greatest regional transportation resource, the Chamblee MARTA station.

Area-Specific Project Recommendations

New project recommendations build from and are coordinated with MTP recommendations. These include:

- B.35 – Chamblee Plaza Redevelopment Multi-Use Trail
- B.37 – Rail Trail to Peachtree Road Connector Trail
- B.38 – Chamblee Dunwoody Road Multi-Use Trail - North

- NS.34 – Broad Street Extension and Bicycle Facility

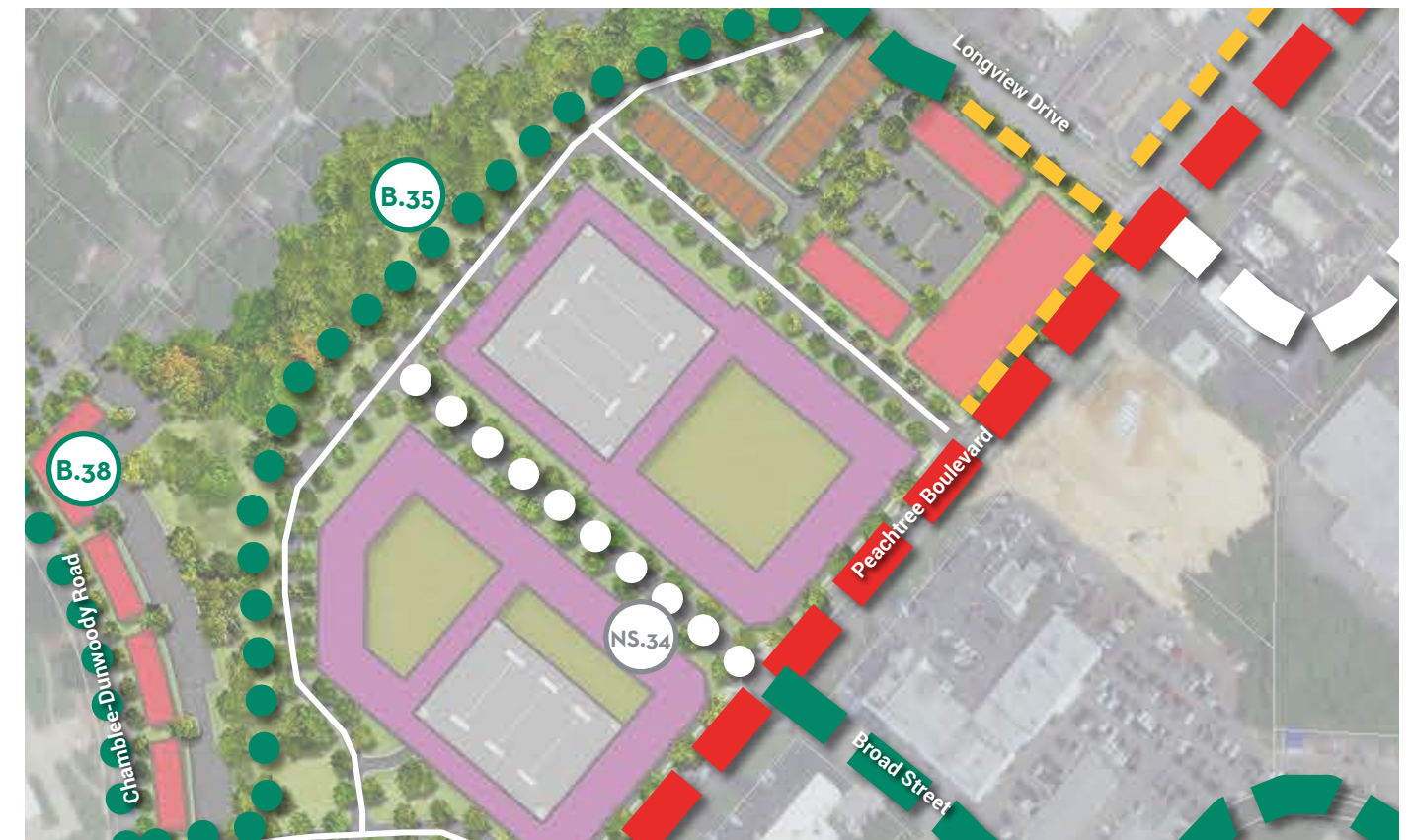
Chamblee Plaza Redevelopment (NS.34, B.35, B.38)

Upon future redevelopment of Chamblee Plaza, the Broad Street Extension and Bicycle Facility (NS.34) envisions extending Broad Street north of Peachtree Boulevard at the existing signaled intersection with a possible roadway and off-street multi-use path. The new street will be the spine that helps build a new street grid for an improved walkable, mixed-use community. Additionally, the new Broad Street Trail would connect to the Chamblee Plaza Redevelopment Multi-Use Trail (B.35) on the northwest edge of the Chamblee Plaza site and Chamblee Dunwoody Road Multi-Use Trail (B.38). The combination of these three projects will connect the Rail Trail in Downtown Chamblee with the North Chamblee Trail System, and more specifically, connect the city's northern neighborhoods and activity centers. Activity centers include Chamblee Charter High School, Chamblee Town Center, and Downtown Chamblee, with connectivity to the regional transit network via MARTA.

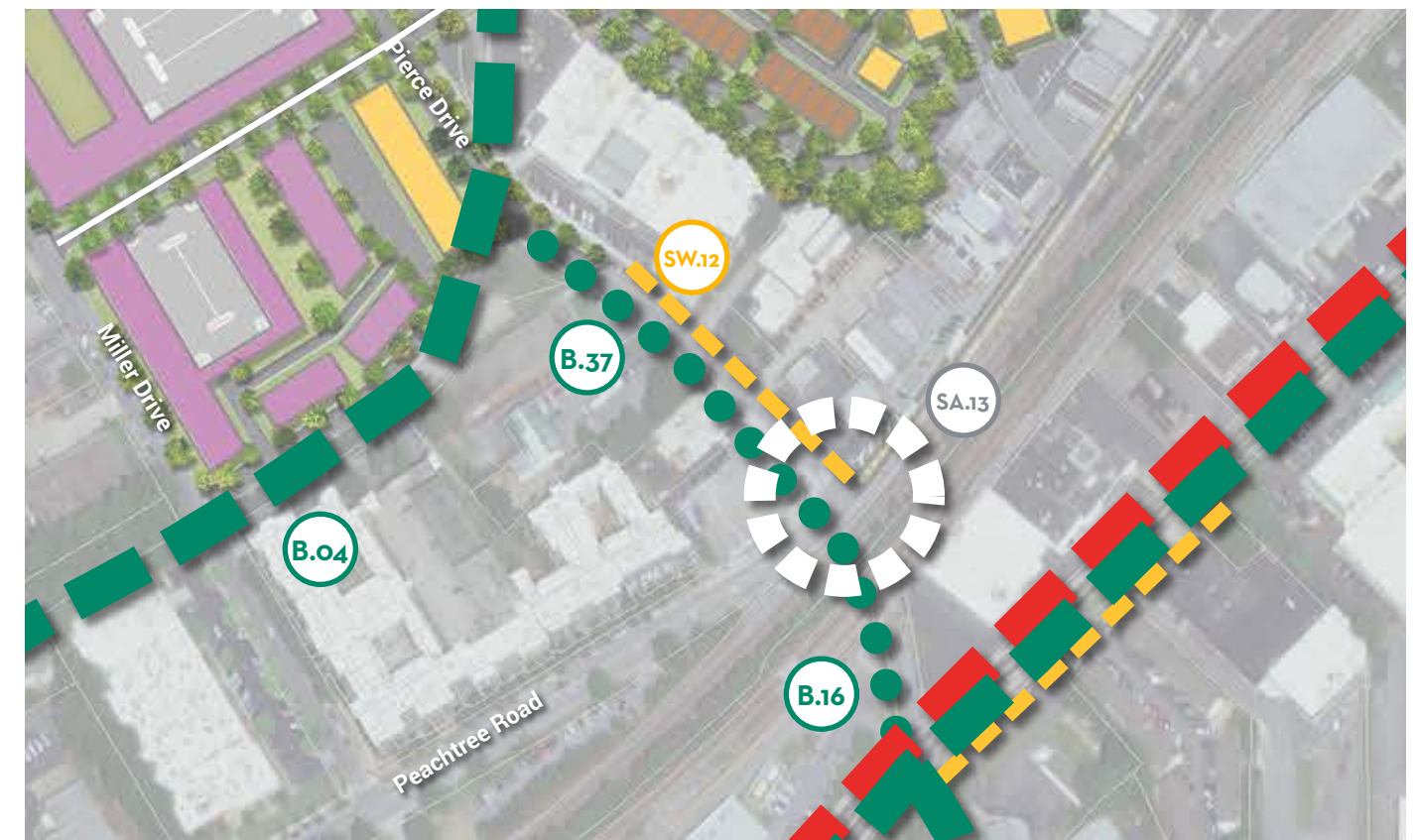
Pierce Drive Trail - Rail Trail to Peachtree Road Connector (B.37)

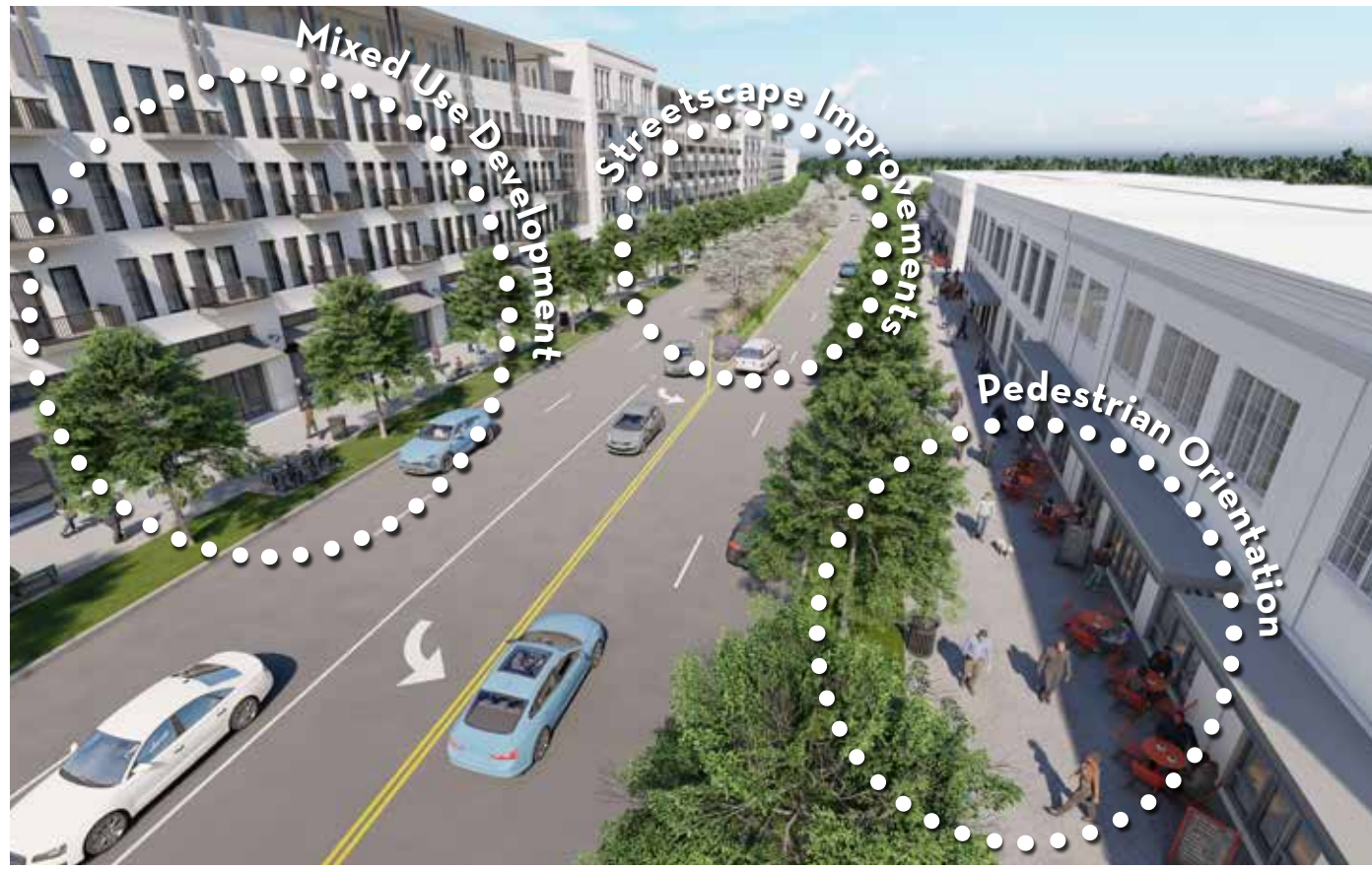
The Pierce Drive Trail proposes construction of a multi-use trail on the west side of Pierce Drive to connect the proposed Rail Trail Extension (B.04) to the MARTA station and pedestrian bridge project (B.16). The MTP also recommends sidewalks on the east side of the street (SW.12) and a pedestrian crossing of Peachtree Road (SA.13).

Chamblee Plaza Redevelopment



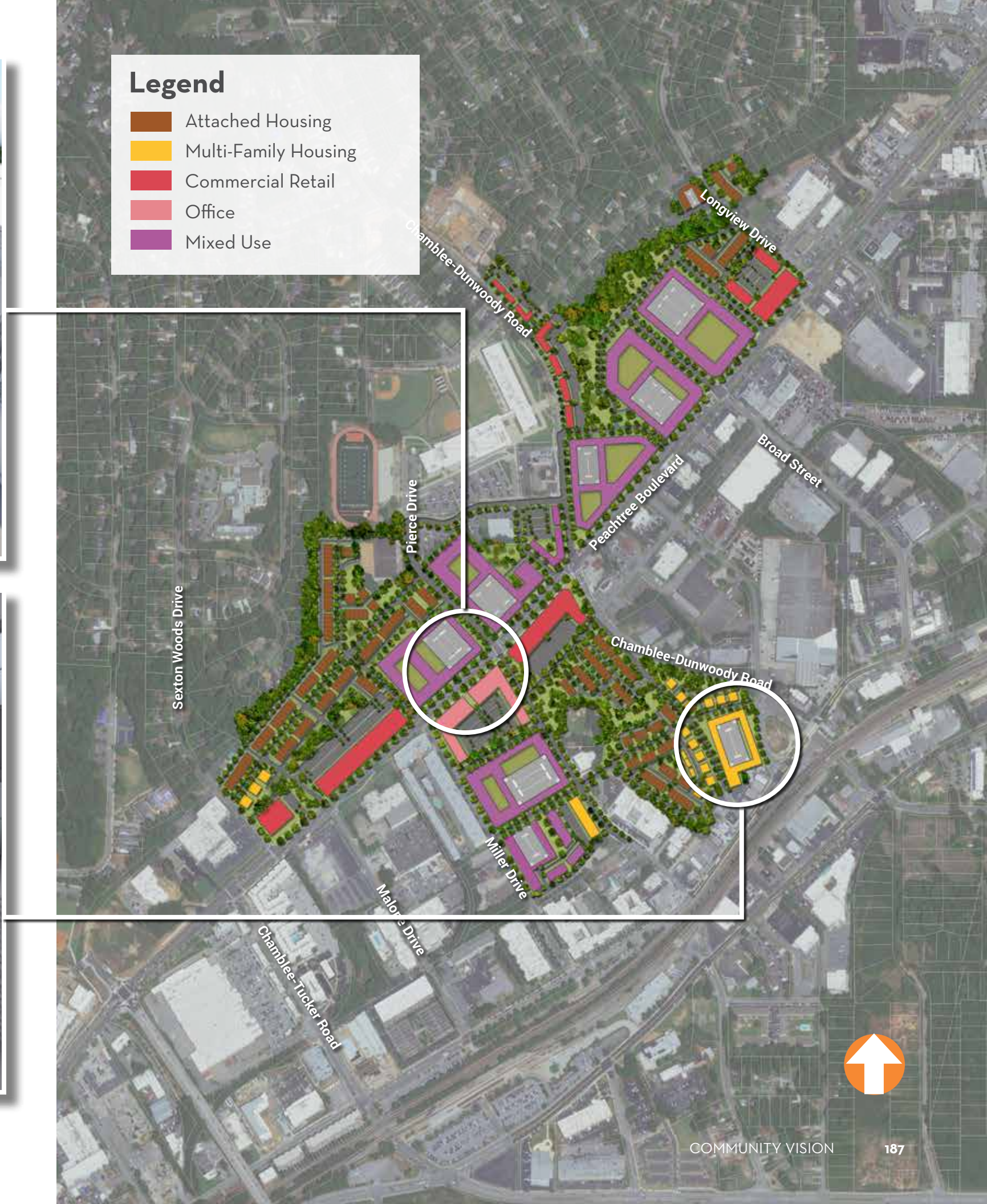
Pierce Drive Trail





Legend

- Attached Housing
- Multi-Family Housing
- Commercial Retail
- Office
- Mixed Use

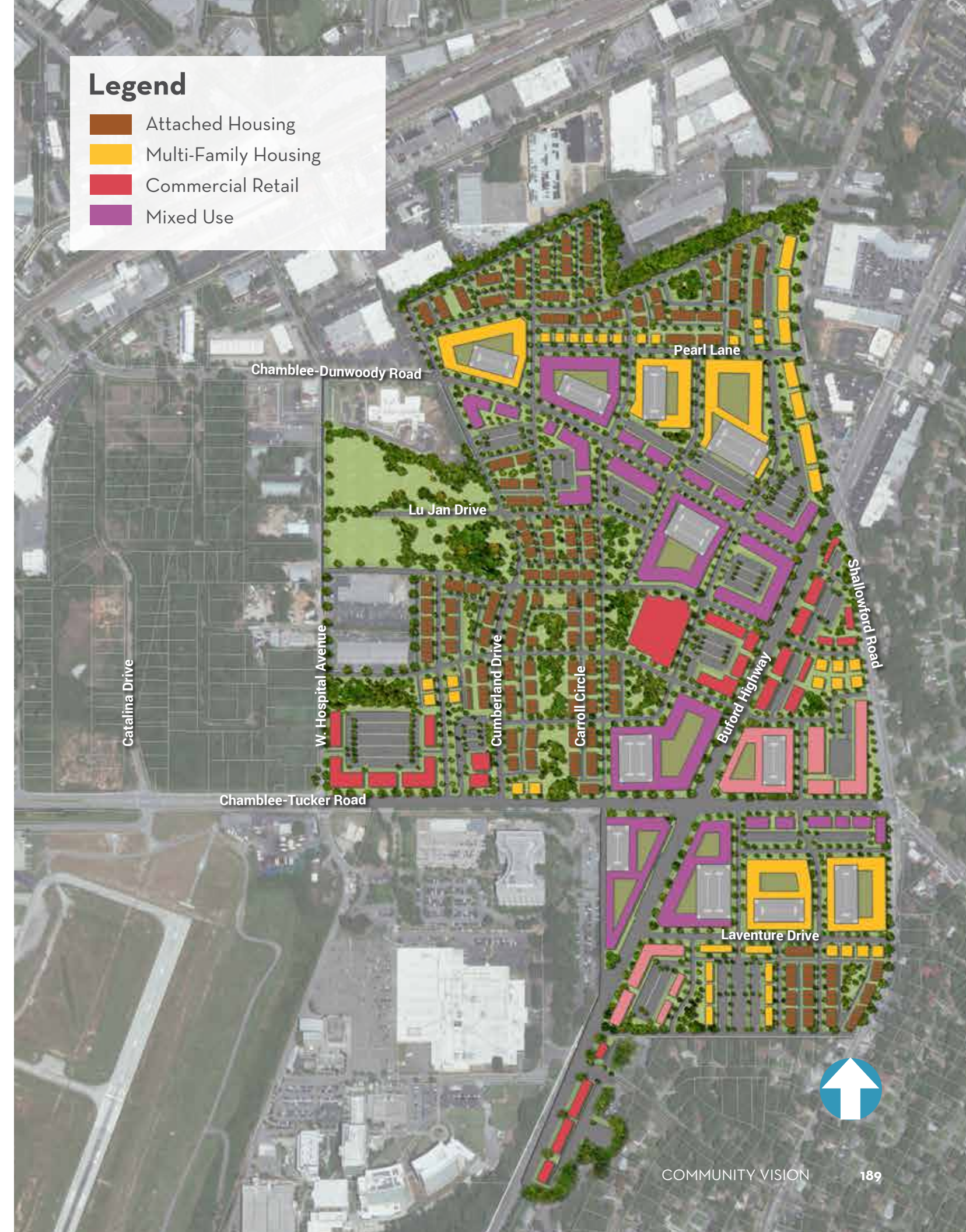


Buford Highway @ Chamblee Tucker Road

The concept plan to the right and the 3-D perspectives that follow illustrate ideas for the long-term future. This concept plan is intended to depict potential redevelopment for the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Redevelopment Narrative

This section of the Buford Highway corridor (LU.10) connects Chamblee to neighboring Doraville — as such, this corridor should be a welcoming gateway into the city. Additionally, this section of Buford Highway is dominated by older developments where the parking lots front the street. Any future redevelopment should have buildings fronting the street with parking in the rear. Along the Buford Highway corridor and the Chamblee Dunwoody Road corridor, there would be commercial retail and a combination of residential and office mixed-use in 5 to 8 story buildings. The mixed-use buildings are intended to be a combination of uses and not intended to mandate residential as part of the mix of uses. Office space is proposed in mixed-use buildings and could support the nearby IRS and CDC campuses. As one moves away from Buford Highway, there are opportunities for medium-density residential that would include alley-loaded townhomes, quadplexes/sixplexes, and other smaller multi-family building types. The vacant lands behind the DeKalb County Animal Control building could be used as a park with multi-purpose (P.09) that would have multi-purpose sports fields for casual play, as they are already used in that way by nearby residents. The area would also have increased connectivity; Carroll Circle would be extended south past Chamblee Tucker Road to Buford Highway and north to Pearl Lane, and new streets would be built throughout as part of redevelopment. Pocket parks would be built to provide green space and to increase environmental sustainability.




Legend

-  Attached Housing
-  Multi-Family Housing
-  Commercial Retail
-  Mixed Use

Transportation Recommendations

The projects listed below include both MTP recommendations as well as other area-specific recommendations that will enhance future mobility and connectivity within the area.

#	Project
B.01	Chamblee Tucker Multi-Use Path
B.08	Beverly Hills-Dresden East Connector
SA.01	Buford Highway Corridor Access Management
SA.03	Chamblee Tucker Road/Shallowford Intersection Design
B.31	Chamblee Dunwoody Multi-Use Path
B.32	Carroll Circle Multi-Use Trail
OP.15	Chamblee Tucker Road/Shallowford Road Roundabout
OP.16	Chamblee Tucker Road/Carroll Circle Roundabout
OP.17	Chamblee Dunwoody Road/Carroll Circle Intersection Improvement
ST.09	Buford Highway/Chamblee Dunwoody Road/Shallowford Road Study
ST.11	Shallowford Road Corridor Study

 denotes new area-specific project



MTP Projects

Project recommendations from the MTP focus on roadway improvements to relieve congestion, improve access points in the area, and provide a key east-west multi-use path. An intersection improvement is recommended for Chamblee Tucker Road at Shallowford Road to address visibility and safety concerns. Additionally, the MTP recommends an access management study along Buford Highway to identify opportunities to reduce crashes by minimizing curb cuts and limiting excessive speeding. To connect central Chamblee to the City's planned trail network, the MTP recommends a Chamblee Tucker multi-use path to connect the MARTA station and Rail-Trail in Downtown Chamblee to Buford Highway and Beverly Hills-Dresden East Connector and the Dresden east utility corridor trail.

Area-Specific Project Recommendations

New project recommendations build from and are coordinated with MTP recommendations. These include:

- B.31 – Chamblee Dunwoody Multi-Use Path
- B.32 – Carroll Circle Multi-Use Trail
- OP.15 – Chamblee Tucker Road/Shallowford Road Roundabout
- OP.16 – Chamblee Tucker Road/Carroll Circle Roundabout
- OP.17 – Chamblee Dunwoody Road/Carroll Circle Intersection Improvement
- ST.09 – Buford Highway/Chamblee Dunwoody Road/Shallowford Road Study
- ST.11 – Shallowford Road Corridor Study

Chamblee Dunwoody Road Corridor Redevelopment (B.31, OP.17)

Recent streetscape improvements along Chamblee Dunwoody Road have improved safety and walkability for area residents and patrons of the thriving businesses along this corridor. However, the stretch of roadway between New Peachtree Road and Buford Highway, which experiences higher vehicle speeds, does not have traffic control devices. The corridor also does not have any crosswalks, making it dangerous for pedestrians to cross. Lastly, vehicle speeds can create unsafe biking conditions, causing cyclists to use the sidewalk, which may create conflicts with pedestrians. Connectivity to Downtown Chamblee could also be improved, as the Downtown Rail Trail portion does not have a clear connection to southeast Chamblee. The Chamblee Dunwoody Multi-Use Path (B.31) aims to provide solutions to these challenges by designing and constructing a multi-use path on the north side of the corridor between New Peachtree Road and Buford Highway. In the interim, a study should be conducted to determine suitable locations for the installation of pedestrian signals, painted crosswalks, likely at bus stops and other heavily-crossed locations.

As this area redevelops, there will likely be greater volumes of people traveling along and across Chamblee Dunwoody Road. The Chamblee Dunwoody Carroll/Circle Intersection Improvement (OP.17) would help facilitate slower speeds and improve multi-modal access and safety along the multi-use path, particularly related to vehicles turning onto or from Chamblee Dunwoody Road.

North-South Bicycle Corridor Improvements (B.32, OP.16)

In addition to the extension of Carroll Circle, a Carroll Circle Multi-Use Path (B.32) is recommended to connect the city's trail network from north to south. This would provide a safe path for non-vehicular travel between Downtown Chamblee and future redevelopment within the Buford Highway area, including the IRS and CDC campuses south of Chamblee Tucker Road. The Chamblee Tucker Carroll Circle Roundabout (OP.16) is proposed to help control vehicle speeds and enable safer crossing for pedestrians and bicyclists on the southern end of the path, as it connects with Chamblee Tucker Multi-Use Path (B.01) from the MTP. If the Carroll Circle intersection is determined to be too close to the intersection of Chamblee Tucker Road and Buford Highway, or not appropriate for a roundabout due to heavy volumes on Chamblee Tucker Road, a multi-use trail and roundabout should be considered at Cumberland Drive.

Intersection Re-evaluation and Study (OP.15, ST.09, ST.11)

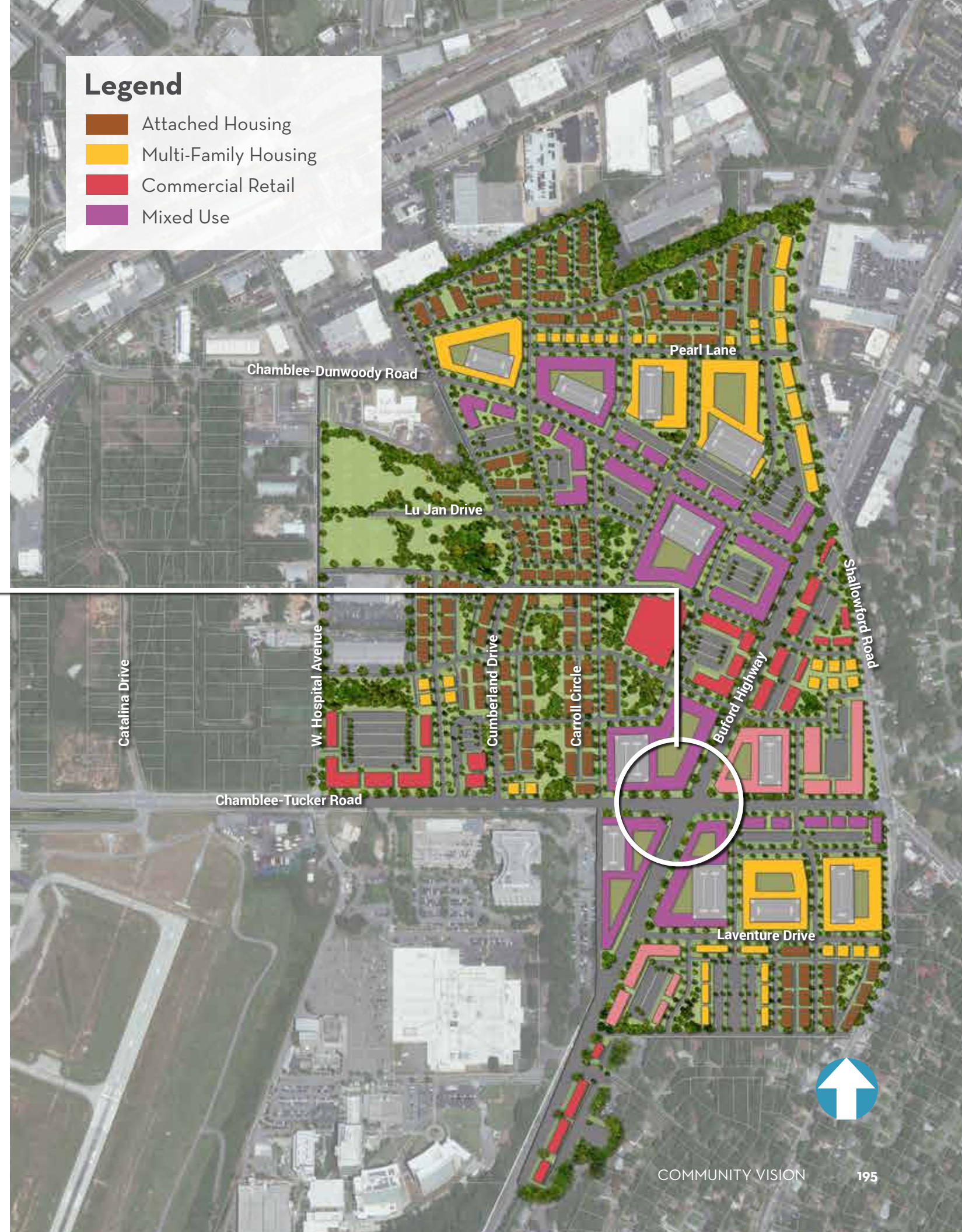
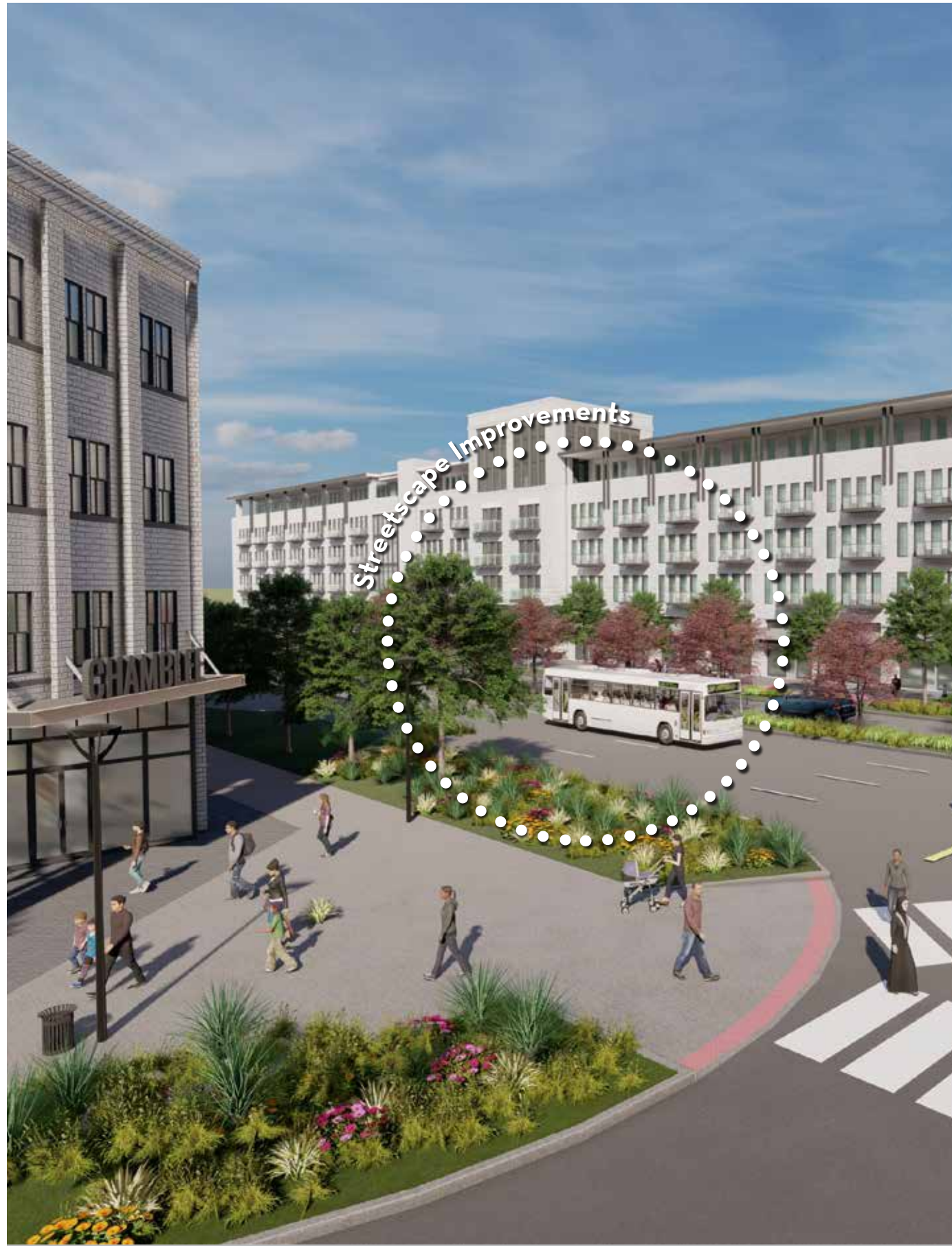
The eastern leg of the intersection of Chamblee Tucker Road and Shallowford Road is currently aligned at an angle, limiting motorists' visibility of other vehicles and pedestrians as they enter the intersection. MTP project SA.03 calls for realignment of the eastern leg. This requires a partnership with the City of Doraville as right-of-way would be needed to realign the eastern leg. An alternative, and potentially more effective solution, would be to realign the intersection further south and install a roundabout, Chamblee Tucker Road/Shallowford Road Roundabout (OP.15), as part of future redevelopment efforts.

Another roadway alignment that is challenging is the intersection of Shallowford Road, Chamblee Dunwoody Road, and Buford Highway. Future development in the area may lead to the need

for intersection improvements. Buford Highway/Chamblee Dunwoody Road/Shallowford Road Study (ST.09) calls for an evaluation of options to improve the geometry of all three intersections. Options could include a split-T with roundabouts and signals, realigning Shallowford Road to intersect with Buford Highway farther north and removing the eastern leg of the intersection with Buford Highway. Future improvement could also consider realignment to a large roundabout, creating safer turning movements for all legs of the combination of streets, and an opportunity to utilize the island as a defining gateway for the City of Chamblee and Buford Highway. Additionally, roundabouts may not be determined to be the best solution, and other intersection improvements should be considered to ensure safety of all modes.



Lastly, to ensure that the above projects and future development are considered comprehensively, a Shallowford Road Corridor Study (ST.11) is recommended in coordination with the City of Doraville to review safety improvements, access management, and streetscape improvements along Buford Highway from Interstate 85 to the Doraville MARTA station.



D Buford Highway @ Dresden Drive

The concept plan to the right and the 3-D perspectives that follow illustrate ideas for the long-term future. This concept plan is intended to depict potential redevelopment for the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Redevelopment Narrative


This section of Buford Highway (LU.11), like many other sections of this road corridor, is mostly older developments, auto dealerships, and repair shops with parking oriented to the street. This area is reimagined as a 5 to 8 story residential and office mixed-use and commercial corridor, with the majority of the density proposed across the street from PDK and close to Dresden Park. Moreover, there is an active plan for the Hearn property (P. 04) to transform into a new park with a soccer field, tennis courts, community gardens, and to make it the home of Chamblee's new police department; this will serve as a catalytic project for the area. The area includes two minor collector streets, Dresden Drive and Plaster Road, which meet near Buford Highway, creating two unique intersections in close proximity to each other. The intersection of Buford Highway, Dresden Drive, and Plaster Road is reconfigured (OP.03, NS.27). Along the realigned Dresden Drive is lower-density mixed-use, quadplexes/sixplexes, and higher density multi-family. Alley-loaded townhomes and quadplexes/sixplexes line the northern side of Plaster Road. Dresden Park is extended south to where a creek is located, and green parking pavers installed west of the creek could provide overflow parking for events at the park. The connection to the Peachtree Creek Greenway is another important catalytic project for the area.



Transportation Recommendations

The projects listed below include both MTP recommendations as well as other area-specific recommendations that will enhance future mobility and connectivity within the area.

#	Project
B.07	Peachtree Creek Greenway-Dresden East Connector Trail
OP.03	Buford Highway/Dresden Drive/Plaster Road Intersection Design
SA.09	Buford Highway Repurposing
ST.01	Buford Highway Corridor Access Management
SW.18	Dresden Court Sidewalks
SW.19 & SW.34	Buford Highway Sidewalks
SW.20	Plaster Road Sidewalk
B.33	Buford Highway Multi-Use Trail
B.39	Dresden Drive Multi-Use Trail
NS.27	Dresden Drive/Buford Highway/Plaster Road
OP.13	Plaster Road/Woodacres Road/Dresden Drive Roundabout

 denotes new area-specific project



MTP Projects

Project recommendations from the MTP focus on addressing safety concerns in the area and improving access and connectivity. Recommended projects include improving pedestrian crossings and restricting duplicative turning movements at the Buford Highway, Dresden Drive, and Plaster Road intersection (OP.03). Other projects include adding sidewalks to improve access and enhance the pedestrian experience and a proposed Peachtree Creek Greenway-Dresden East Connector Trail. Buford Highway is also recommended for a corridor access management study.

Area-Specific Project Recommendations

New project recommendations build from and are coordinated with the MTP recommendations. These include:

- B.33 – Buford Highway Multi-Use Trail
- B.39 – Dresden Drive Multi-Use Trail
- NS.27 – Dresden Drive/Buford Highway/Plaster Road
- OP.13 – Plaster Road/Woodacres Road/Dresden Drive Roundabout

Buford Highway Phased Approach to Bicycle Connectivity (B.33)

As described in the Buford Highway LCI study, there are many challenges to making the Buford Highway corridor safer and more livable. MTP projects ST.01 and SA.09 call for access management and the repurposing of the outer lane to right-size Buford Highway based on traffic volumes. A Buford Highway Multi-Use Trail (B.33) is envisioned to connect the Peachtree Creek Greenway-Dresden East Connector Trail (B.07) with the Chamblee Tucker Road Multi-Use Path (B.01). During the design of reclaiming the outside lane, step 3 of SA.09, consider a multi-use path from Dresden Park to Beverly Hills Drive on the east side of the street. At the signalized intersection of Beverly Hills Drive, a dedicated phase to cross Buford Highway to connect to the IRS and CDC campuses and an extended path on the west side of Buford Highway from Beverly Hills Drive to Chamblee Tucker Road along a north-south access easement should be added.

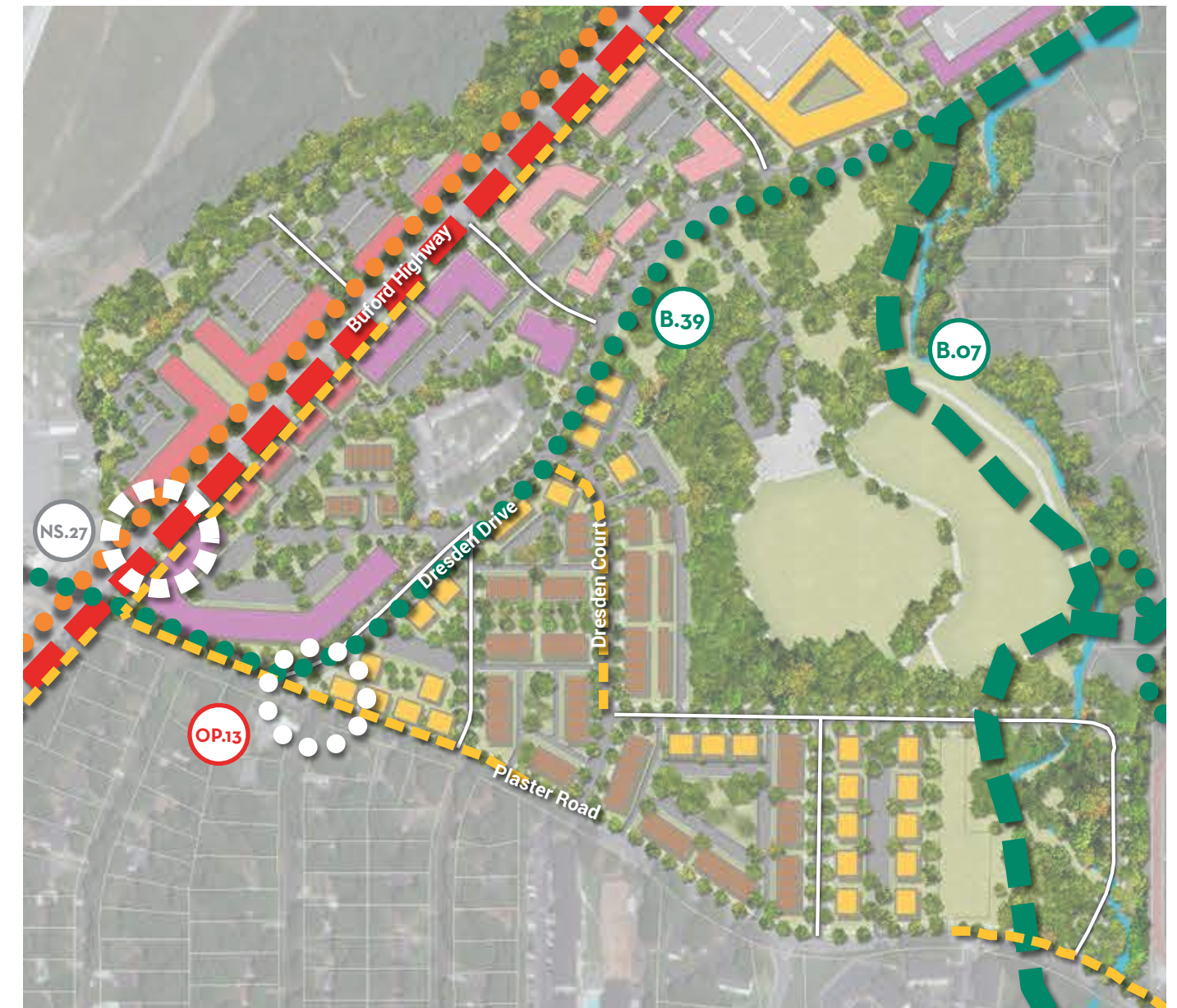
Dresden Park Redevelopment (B.39, NS.27, OP.13)

The land use plan for this Small Area Plan envisions redevelopment along Buford Highway and Plaster Road coinciding with the planned expansion of Dresden Park, creating a mixed-use neighborhood that is connected via local streets and multi-use paths with appropriate access to Buford Highway. To meet these goals, the plan re-envisions MTP project OP.03: the Buford Highway, Dresden Drive, and Plaster Road intersection. The MTP project calls for medians on Buford Highway to restrict duplicative westbound turning movements onto Plaster Road and Dresden Drive as Plaster and Dresden Drive merge to the west of the intersection. Instead, the Dresden Drive/Buford Highway/Plaster Road (NS.27) project calls for removing the intersection of Dresden Drive at Buford Highway and realigning Dresden Drive to intersect with Plaster Road at Woodacres Road with a new

roundabout, Plaster Road/Woodacres Road/Dresden Drive Roundabout (OP.13). The removal of the western leg of Dresden Drive eliminates redundancy and creates a larger and more desirable plot of developable land on the northwest corner of Plaster Road and Buford Highway. This would also require the realignment of Dresden Drive to meet Plaster Road on the east side of Buford Highway without severely impacting the flow of Dresden Drive. The plan recommends shifting Dresden Drive south to the existing intersection of Plaster Road at Woodacres Road, which would be best completed with future redevelopment of the site.

To support future multi-modal travel to and from this small area, this plan recommends constructing the Dresden Drive Multi-Use Trail (B.39), between Peachtree Creek Greenway-Dresden East Connector (B.07) and Clairmont Road, on the north side of Dresden Drive to connect to the Brookhaven trail network. Dedicated signal timing at the intersection of Buford Highway and at grade crossings of Dresden Drive should be considered as part of the Dresden Park Expansion and the Peachtree Creek Greenway-Dresden East Connector (B.07).

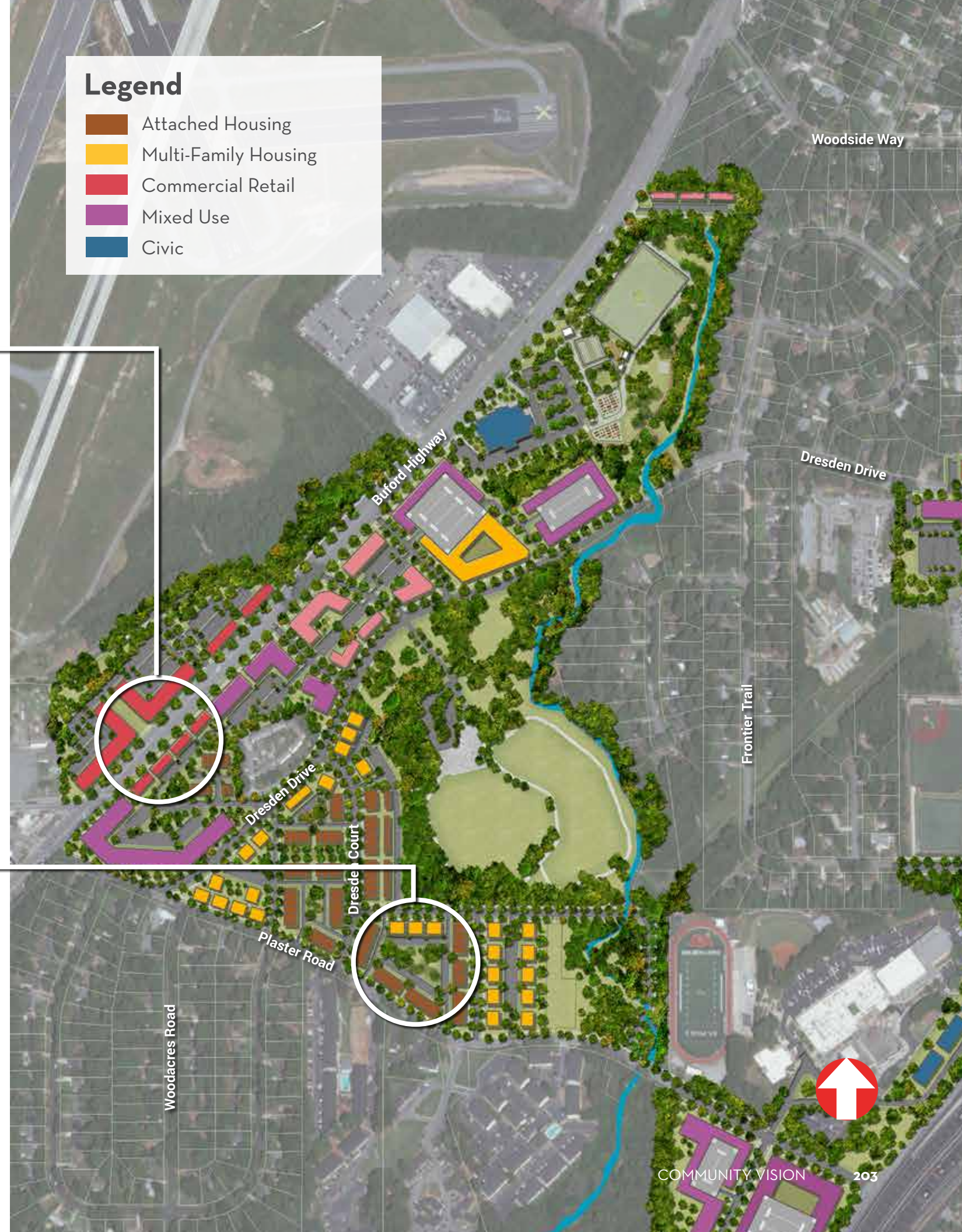
Dresden Park Redevelopment





Legend

- Attached Housing
- Multi-Family Housing
- Commercial Retail
- Mixed Use
- Civic



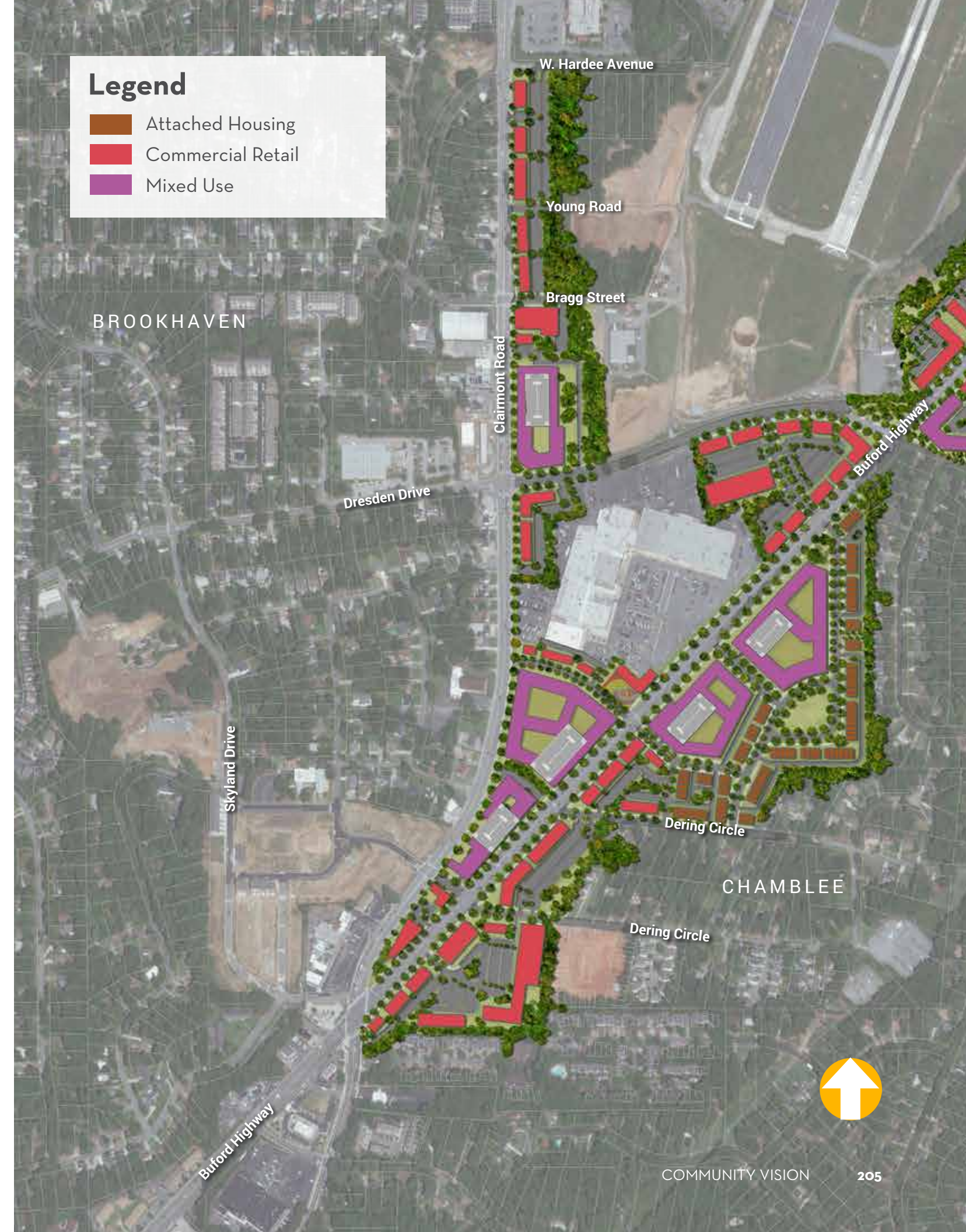
E Buford Highway @ Clairmont Road

The concept plan to the right and the 3-D perspectives that follow illustrate ideas for the long-term future. This concept plan is intended to depict potential redevelopment for the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Redevelopment Narrative

This section of Buford Highway (LU.12) connects Chamblee into neighboring Brookhaven — as such, this corridor should be a welcoming gateway into both cities. One major landmark in this area that should be preserved is Plaza Fiesta. Plaza Fiesta should be reimaged with portions of the property repurposed for additional commercial, mixed-use, and gathering space. New street connections (NS.06, NS.26) could be built between Buford Highway and Clairmont Road to create more walkable urban blocks. A community plaza celebrating the cultural diversity of Chamblee and the Buford Highway corridor could also be created as part of new development. The remainder of the Buford Highway corridor would also have street-facing commercial and mixed-use development to replace older developments that currently feature parking facing the streets. Density will be required in order for redevelopment to occur. Behind these mixed-use buildings on the eastern side of the corridor are townhomes that provide a transition to the existing nearby residential neighborhoods.


The Clairmont Road corridor also provides some unique challenges and opportunities. Clairmont Road and properties west of it are within the City of Brookhaven. Along the Chamblee side of the corridor, residential mixed-use development would provide higher-density opportunities, and neighborhood-serving commercial retail centers would serve nearby neighborhoods. The City of Chamblee is currently coordinating with the City of Brookhaven to ensure that future developments and streetscape along the corridor are complimentary (ST.10).



Transportation Recommendations

Transportation and connectivity recommendations support this vision to create a walkable retail destination. The projects listed below include both MTP recommendations as well as other area-specific recommendations that will enhance future mobility and connectivity within the area.

#	Project
NS.04	Dering Circle-Buford Highway Connector
NS.06	Dresden Drive-Buford Highway Connector
SA.04	Buford Highway/Clairmont Road Intersection Design
SW.33	Buford Highway Sidewalks
B.39	Dresden Drive Multi-Use Trail
NS.26	Buford Highway to Clairmont Road Connector
ST.10	Clairmont Road Corridor Study

 denotes new area-specific project



MTP Projects

Project recommendations from the MTP focus on increasing connections in the area by adding to the existing street and sidewalk networks. The Dering Circle-Buford Highway Connector would create a new street with signalized access at the Plaza Fiesta entrance, a major Buford Highway intersection, allowing safer turning movements. The Dresden Drive Buford Highway Connector would create a new street that follows the eastern edge of the Plaza Fiesta property. Additionally, the plan recommends adding sidewalks along Buford Highway and improved intersection design at Clairmont Road to change the signal phasing and realign crosswalks to shorten the crossing distance for pedestrians, improving pedestrian safety and connectivity.

Area-Specific Project Recommendations

New project recommendations build from and coordinate with the MTP recommendations. These include:

- B.39 – Dresden Drive Multi-Use Trail
- NS.26 – Buford Highway to Clairmont Road Connector
- ST.10 – Clairmont Road Corridor Study

Clairmont Road Corridor Study (ST.10)

Along Clairmont Road, from Buford Highway to the northern edge of the small area, there are four signalized intersections, providing controlled movement from Brookhaven to the west to Buford Highway through and around the Plaza Fiesta shopping center. With future development, additional cross-connecting streets should be considered. Further study and coordination with the City of Brookhaven should also be conducted to determine needs along the corridor. The Clairmont Road Corridor Study (ST.10) recommends studying the corridor, not only within this Small Area Plan, but extending farther north to Peachtree Boulevard.

Plaza Fiesta - Buford Highway Connections (NS.26)

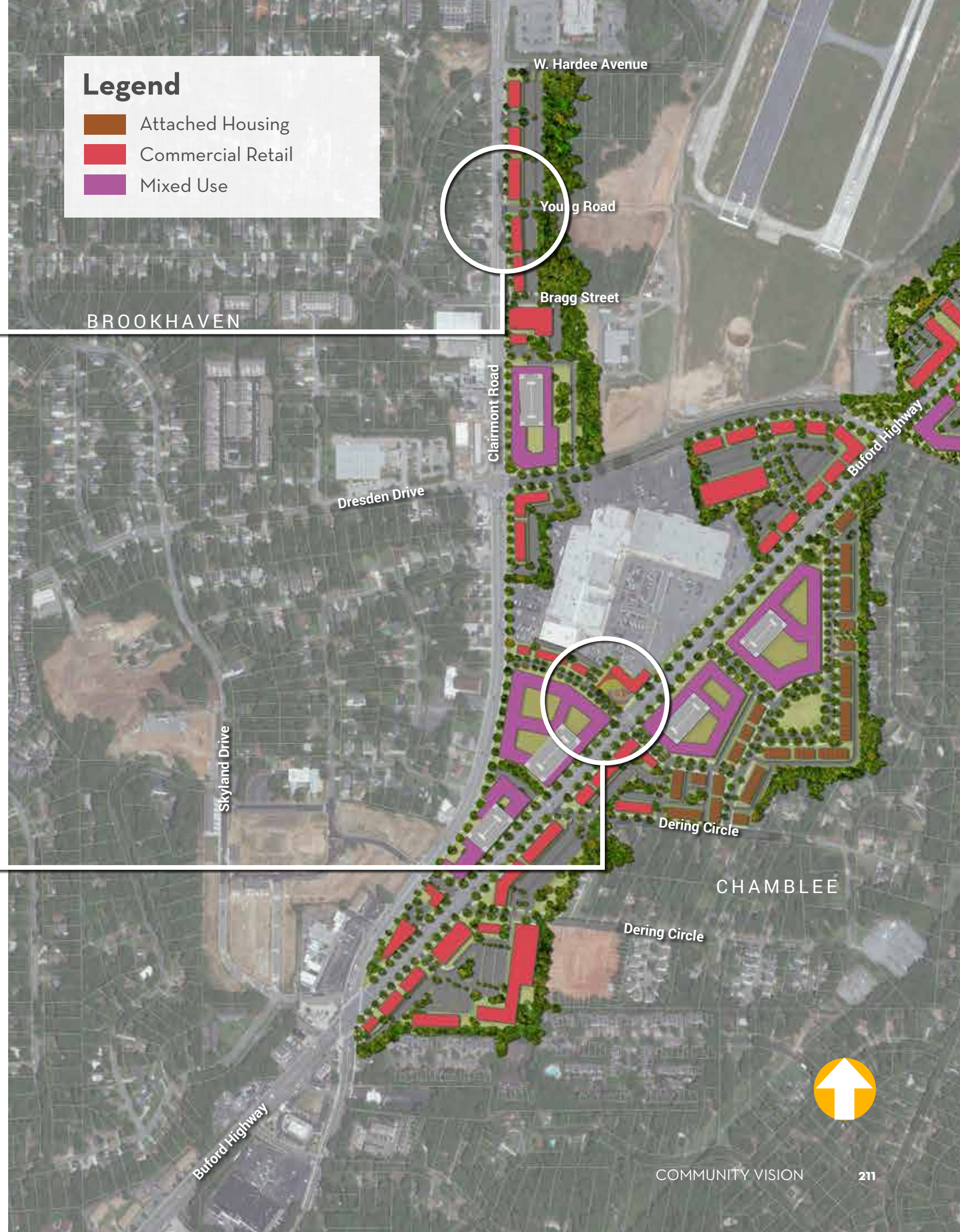
Like the Dresden Drive-Buford Highway Connector (NS.06) and Dering Circle-Buford Highway Connector (NS.04), Buford Highway to Clairmont Road Connector (NS.26) is intended to support future redevelopment and connectivity in the area. This connecting road extends MTP project NS.06 to Clairmont Road and supports the creation of a plaza/public space on the northern corner of Buford Highway.





Legend

- Attached Housing
- Commercial Retail
- Mixed Use



F Shallowford Road @ Interstate 85

The concept plan to the right and the 3-D perspectives that follow illustrate ideas for the long-term future. This concept plan is intended to depict potential redevelopment for the area, however, development will occur based on market conditions and willingness of the current owners to sell or redevelop.

Redevelopment Narrative

The area north of Shallowford Road adjacent to Interstate 85 (LU.13) is envisioned as a walkable employment center with office buildings of upwards of 10 stories, but predominantly office mixed-use. The office areas would have a new direct connection to the Interstate 85 access road (NS.23, NS.18). Townhouses are proposed in the northern area to serve as a transition to the existing single-family neighborhood. The Interstate 85 interchange at Shallowford Road provides an opportunity to create a gateway development to welcome visitors into Chamblee. Shallowford Road would be lined with residential mixed-use and commercial retail that would serve residents, workers, and St. Pius X students after school.

The realignment of Johnson Road (NS.09) creates an opportunity for St. Pius X Catholic High School to purchase land for expansion efforts and to create larger parcels adjacent to Interstate 85 in the southern area. The connection to the Peachtree Creek Greenway is an important catalytic project for the area. Connectivity is important to this Small Area Plan: new road connections are established onto the Interstate 85 access road both on the south and north sides (NS.23, NS.18), Johnson Road is rerouted (NS.09), and a new street connects Plaster Road onto a stub-out on Capehart Place (NS.29) and establishes an urban street grid with alley-loaded townhomes, high-density multi-family, and office and residential mixed-use.

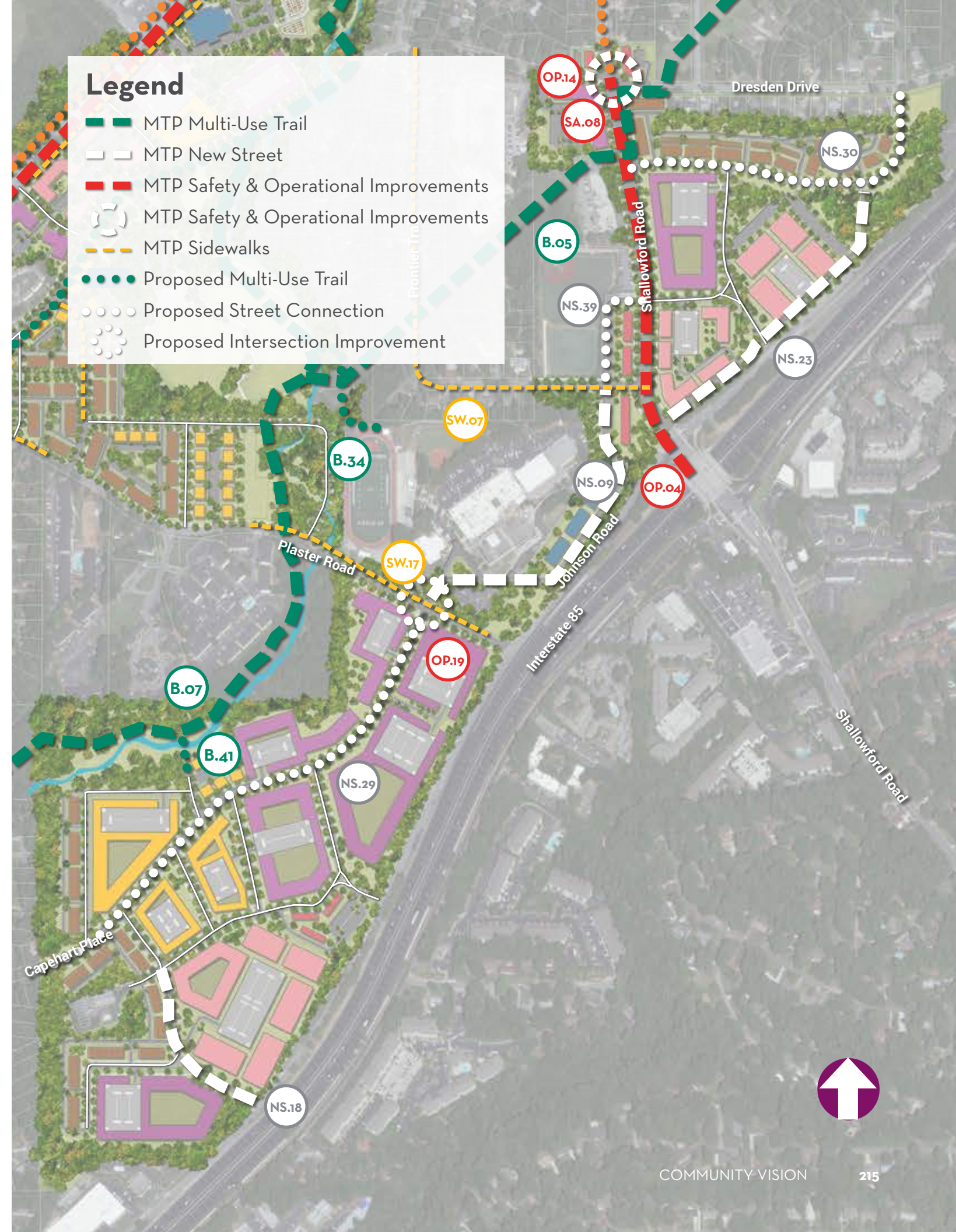


Transportation Recommendations

The projects listed below include both MTP recommendations as well as other area-specific recommendations that will enhance future mobility and connectivity within the area.

#	Project
B.05	Dresden East Utility Corridor Trail
B.07	Peachtree Creek Greenway
OP.04	Shallowford Operations at Interstate 85 Interchange
NS.09	Johnson Road Realignment
NS.18	Johnson Road South Extension
NS.23	Johnson Road East Extension
SA.08	Shallowford/Dresden Pedestrian Improvements
SW.07	Frontier Trail Sidewalk
SW.17	Plaster Road Sidewalk
B.34	Trail Access from Dresden Park to St. Pius X Catholic High School
B.41	Peachtree Creek Greenway Connector Bridge South
NS.29	Shallowford Road at Interstate 85 New Street Connection 1
NS.30	Shallowford Road at Interstate 85 New Street Connection 2
NS.39	Johnson Road Extension
OP.14	Shallowford Road/Dresden Drive Intersection Improvement
OP.19	Johnson Road South Roundabout

 denotes new area-specific project



MTP Projects

Project recommendations from the MTP focus on crossing barriers and providing improved pedestrian/bicycle facilities and street networks. The plan recommends a utility corridor trail to parallel Buford Highway, with improved sidewalks providing connectivity for residents in northeastern to southeastern Chamblee. This improvement in connection with operational enhancements at Shallowford Road at Dresden Drive would emphasize pedestrian and cyclist safety. Additionally, a realignment of Johnson Road and new streets are recommended to improve connectivity and spur redevelopment in the area.

Area-Specific Project Recommendations

New project recommendations build from and coordinate with the MTP recommendations. These include:

- B.34 – Trail Access from Dresden Park to St. Pius X Catholic High School
- B.41 – Peachtree Creek Greenway Connector Bridge South
- NS.29 – Shallowford Road at Interstate 85 New Street Connection 1
- NS.30 – Shallowford Road at Interstate 85 New Street Connection 2
- NS.39 – Johnson Road Extension
- OP.14 – Shallowford Road/Dresden Drive Intersection Improvement
- OP.19 – Johnson Road South Roundabout

Shallowford Road Development North (NS.30, OP.14) & Shallowford Operations at I-85

This Small Area Plan is distinctly separated into two sections: the area north of St. Pius X Catholic High School and the area south of it. In the area north of St. Pius X Catholic High School, the MTP recommends the realignment of Johnson Road (NS.09) to the existing intersection with Frontier Trail, removing the existing unsignalized intersection near the Interstate 85 access ramp and creating a signalized intersection. This new signalized intersection would also support Johnson Road East Extension, (NS.23), a connection from Shallowford Road to Dresden Drive through the area. To add to this new road network and support future investment, Shallowford Road at Interstate 85 New Street Connection 2 (NS.30) and Johnson Road Extension (NS.39) are recommended to create a grid network and connection from St. Pius X Catholic High School and Frontier Trail to Interstate 85 access road. Additionally, to minimize collisions and ensure the safety of people walking along the street, MTP project OP.04 recommends consolidating driveways and widening the roadway to create a two-way left turn lane. As Shallowford Road intersects with Dresden Drive and MTP project B.05, the Dresden East Utility Corridor Trail, a Shallowford Road/Dresden Drive Intersection Improvement (OP.14) is recommended to control speeds and minimize conflicts between pedestrians, cyclists, and motorists at the intersection.

Shallowford Road Development South (B.34, NS.29, OP.19)

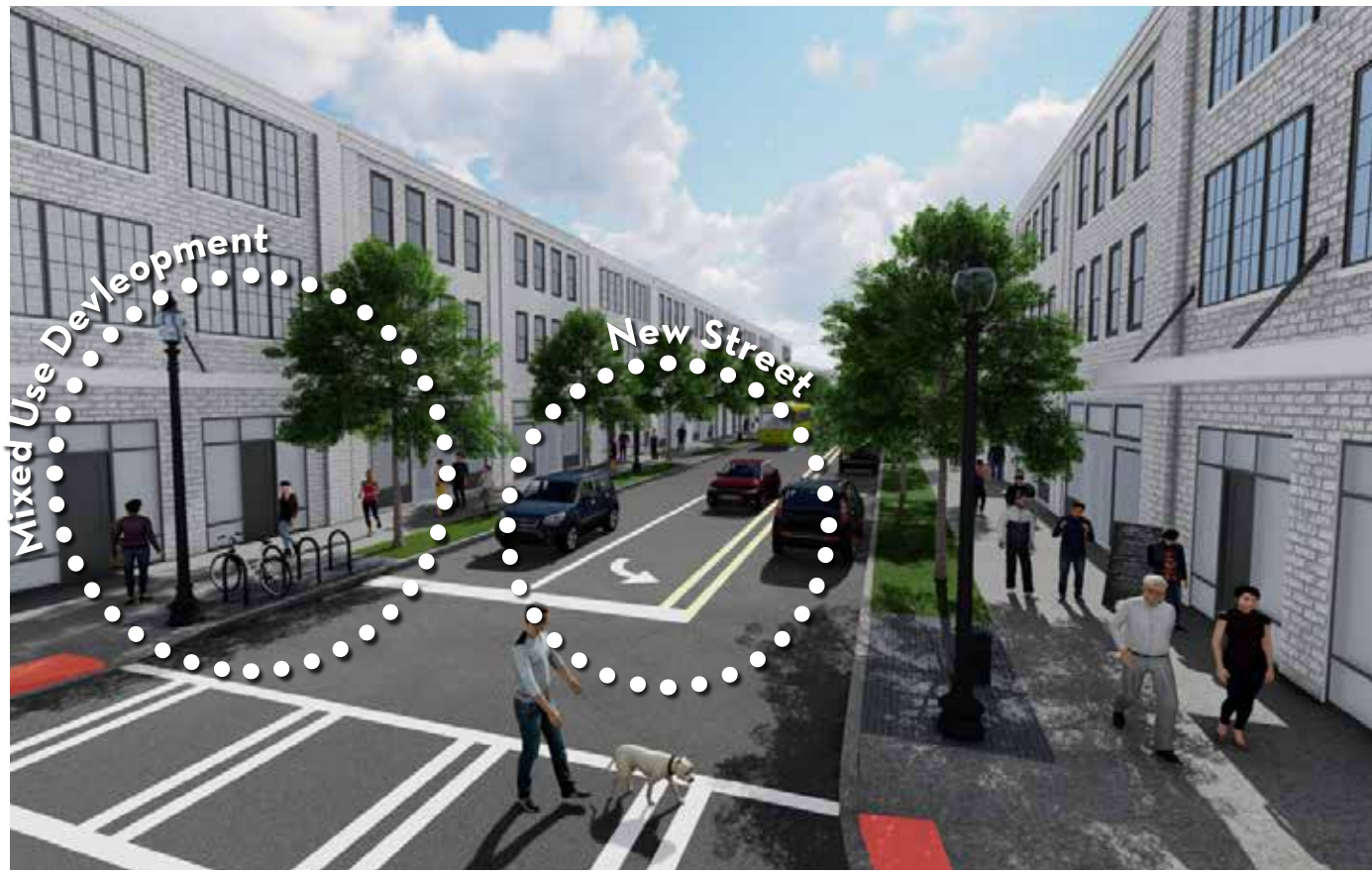
The area south of St. Pius X Catholic High School features MTP projects that would add sidewalks, install a multi-use path, and connect Johnson Road to the Interstate 85 access road at its southern extent. Additionally, the redevelopment plan envisions future offices, mixed-use development, and multi-family housing to create a more connected neighborhood. This plan recommends a new road, Shallowford Road at Interstate 85 New Street Connection 1 (NS.29), to connect from Capehart Circle to Plaster Road. This road would help organize and access future development and create a well-connected street grid. To continue to support redevelopment, NS.29 and Johnson Road Realignment (NS.09) should be connected by a roundabout, Johnson Road South Roundabout (OP.19). Additionally, trail access from Dresden Park to St. Pius X Catholic High School (B.34) would provide a spur trail from the high school to the Peachtree Creek Greenway-Dresden East Connector Trail (B.07) via an existing bridge and goat path. Lastly, future redevelopment of the southern half of the small area is separated by Peachtree Creek. The Peachtree Creek Greenway Connector Bridge South (B.41) will connect the redevelopment area to the Peachtree Creek Greenway (B.07) from the MTP.

Shallowford Road Development North



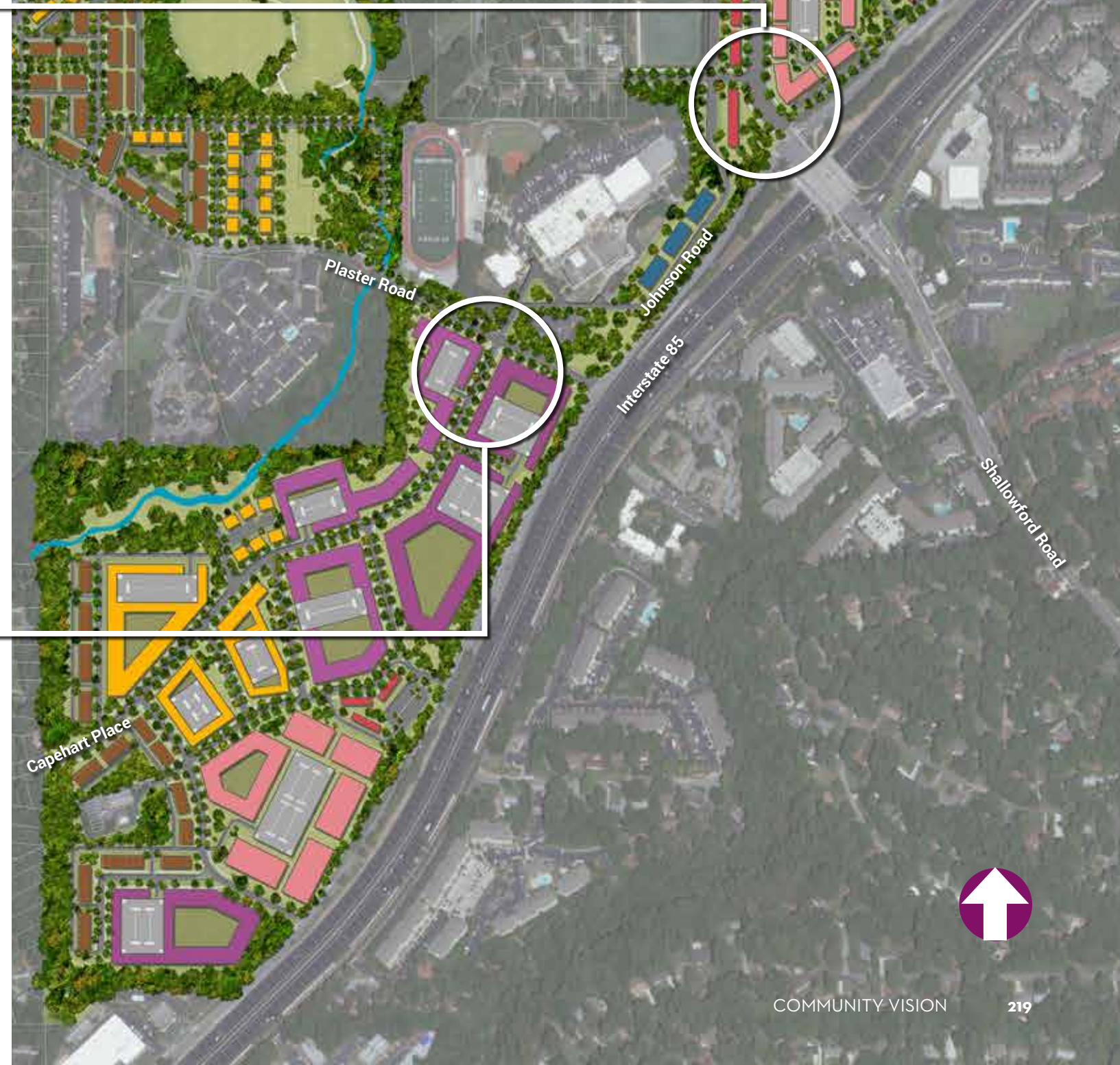
Shallowford Road Development South





Legend

- Attached Housing
- Multi-Family Housing
- Commercial Retail
- Office
- Mixed Use
- Civic



Population & Housing

Policies

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
PH.1	Expand Chamblee’s reach into the Hispanic, Latino, and Spanish-speaking communities by increasing communications and doing specialized outreach.					
PH.2	Eliminate or renovate substandard or dilapidated housing.					
PH.3	Promote and incentivize homeownership opportunities for existing and prospective residents.					
PH.4	Encourage the creation of “missing middle” housing to better accommodate the diverse population and their needs.					
PH.5	Educate the public on the availability of Neighborhood Preservation Design Overlays to promote infill development and renovations that complement the existing homes in the neighborhood.					
PH.6	Preserve the existence of quality naturally-occurring affordable housing.					

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
PH.7	Incentivize property owners to bring properties already in violation with code enforcement up to code.					
PH.8	Continue to research programs and policies that will increase Chamblee’s affordable housing stock (land trust, inclusionary zoning, etc).					

Population and housing policies were developed to address several needs: promoting the development of more diverse housing types, preserving character, preserving the existing stock of affordable housing, and creating more affordable housing through creative needs. Short-term projects (see page 296) seek to advance these policies by focusing efforts on hiring bilingual staff, further study of Chamblee’s existing housing (see page 222 for more details), creating a strategy for affordable housing, and incentivizing renovation of homes over tear-down/re-builds.



Recommendations & Projects

Housing Inventory

To fully understand the needs surrounding housing throughout the city, such as supply, condition, and affordability, there needs to be an inventory conducted that can:

- Determine which units are vacant and/or dilapidated and warrant removal;
- Determine units that are of poorer quality and may warrant basic improvements;
- Identify code violations and correct them;
- Identify potential issues with affordability; and
- Identify gaps in the housing supply (most notably, housing types that are in high demand, but low in supply).

The results of the study can help advance housing policies, like preserving naturally occurring affordable housing, removing vacant and dilapidated units and renovating other units, and introducing new housing types into the market.

WHAT IS NATURALLY OCCURRING AFFORDABLE HOUSING?

Naturally Occurring Affordable Housing (known as “NOAHs”) are residential rental properties that maintain low rents without federal subsidy. It is the most common form of affordable units in the United States.

NOAHs are typically Class B and Class C rental buildings, complexes, or detached housing that have been built between 1940 and 1990. Rents are lower-ranging, generally between \$550 and \$1,200, depending on the location and the quality of the unit. These housing units are affordable to most low- and moderate income households (those that earn between 50-80% of the median household income). NOAH units are the housing at greatest risk of being lost due to market speculation and upgrades that result in higher rents and lost affordability.

While upgrading poorer quality units is often desired and can boost community development, it is important to maintain a healthy inventory of naturally affordable units.

WHAT IS MISSING MIDDLE HOUSING? AND HOW DOES IT RELATE TO AFFORDABLE HOUSING?

An initiative gaining significant traction nationwide is the provision of “missing middle housing.” In many cities, most of the housing stock is comprised of single-family houses and large multi-family buildings, which do not fit everyone’s needs as they relate to size, accessibility, and cost. This initiative promotes more varied housing options that exist along a spectrum of size.

There are many types of housing that fall under this:

- Cottage courts
- Townhomes
- Duplexes (2 units) and triplexes (3 units), with units either stacked or placed side-by-side
- Multiplexes (4+ units), with units either stacked or placed side-by-side
- Courtyard apartments
- Live/work units
- Accessory dwelling units (ADUs)

These units can either be rented or owner-occupied, which make them flexible to changing markets.

WHAT ARE SOME WAYS AFFORDABLE HOUSING STOCK CAN BE INCREASED?

Housing Tax Credit Program. The Housing Tax Credit Program allocates federal and state tax credits to owners of qualified rental properties who reserve all or a portion of their units for occupancy for low income tenants. The Georgia DCA offers a streamlined, single application to access funds available through the HOME Rental Housing Loan and Housing Tax Credit programs. *(Source: Georgia DCA)*

Community Land Trust. By keeping housing permanently affordable, a community land trust helps reduce the displacement that can accompany gentrification when property values are climbing, and provides a community framework that supports residents and limits their overall exposure to debt that has been proven to sharply reduce the incidence of foreclosure when the economy takes a turn for the worse. Currently, this model is being used in Atlanta to combat climbing home values in the Atlanta BeltLine corridor and increase the city’s stock of affordable housing. *(Source: Atlanta Land Trust)*

Inclusionary Zoning. Inclusionary zoning is a policy that was originally developed in the 1970s as a response to zoning policies that were designed to racially segregate communities. It is a popular tool for getting the private market to subsidize affordable housing. For example, the City of Atlanta requires that rental developments with 10 or more units must set aside 10% of their units for includes at or below 60% of Area Median Income (AMI), or 15% of their units at or below 80% AMI, or pay a one-time in-lieu fee to be paid at 15% of AMI per unit. Adopting an inclusionary zoning policy in Chamblee could help increase the city’s stock of affordable rental units.

COMMUNITY VISION

Economic Development

Policies

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
ED.1	Target reinvestment in underdeveloped areas to further encourage redevelopment and accommodate future growth.					
ED.2	Support and establish programs for retention, expansion, and creation of businesses that enhance the community's economic development and entrepreneurship.					
ED.3	Encourage the development of Downtown Chamblee as a vibrant center for arts, dining, shopping, living, and civic activities.					
ED.4	Support public art as a tool for economic development.					
ED.5	Encourage the development of destination-scale live-work projects to serve as a new gateway into Chamblee from Interstate 285 and Peachtree Boulevard.					
ED.6	Encourage the continued reinvestment along Peachtree Boulevard with development that is consistent with the vision for the corridor and the downtown area of Chamblee.					
ED.7	Continue to implement the Town Center Master Plan					

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
ED.8	Continue to encourage the reinvestment occurring along Peachtree Boulevard near the Brookhaven city limits.					
ED.9	Build TOD connectivity with MARTA station on the east side of the rail line while strengthening the economic impact of DeKalb-Peachtree Airport.					
ED.10	Build upon Buford Highway's competitive advantages to activate critical commercial areas of the corridor.					
ED.11	Maximize the economic potential of DeKalb-Peachtree Airport through strategic marketing and investment.					
ED.12	Enhance Century Center's market competitiveness as a regional employment hub for the Interstate 85 corridor.					
ED.13	Initiate proactive and consistent outreach to property owners.					
ED.14	Build a local workforce that matches the existing and targeted job opportunities in Chamblee.					
ED.15	Proactively support the growth and expansion of Chamblee's aviation-based business cluster.					

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
ED.16	Proactively support the growth and expansion of Chamblee's professional services business base.					
ED.17	Proactively support the growth and expansion of Chamblee's logistics and production market.					
ED.18	Proactively support the growth and expansion of destination and multicultural dining establishments and businesses.					
ED.19	Continue to engage the local business community in all economic development and planning efforts.					
ED.20	Support the important role of affordable, attainable and workforce housing as an overall economic-development asset and promote development of these projects					
ED.21	Preserve Chamblee's Antique Row.					
ED.22	Promote development of Opportunity Zones throughout the city (see next page).					
ED.23	Coordinate with the newly formed Chamblee-Doraville Community Improvement District (CID)					

Many of these economic development policies are taken straight from the City's Strategic Economic Development Plan. The rest are carried over from the previous comprehensive plan or were created based on the results of public outreach and the needs and opportunities analysis. Economic development projects (see pages 298-303) include action items from this plan, focusing on matters related to leveraging existing assets, attracting new businesses, job creation, and redevelopment (assembling parcels, leveraging funding mechanisms, et cetera).

WHAT ARE OPPORTUNITY ZONES?

There are a variety of economic development programs and incentives that are available for Chamblee. The program they should most consider and pursue is the state Opportunity Zones (OZ) program. The state program, administered by the Georgia Department of Community Affairs (DCA), is designed to help attract jobs. Currently, there are no OZs in Chamblee.

The state's program is outlined below:

- The program combined and simplified several existing incentive programs into a more powerful and flexible job incentive program, such as Enterprise Zones, Urban Redevelopment Law, and State Job Tax Credit incentives.
- It broadened the applicability of job tax credits to all types of jobs as long as they exceed local average wage levels.
- The incentive is not just available to new employers but to existing employers who hire net new employees.
- It provides a tax credit of up to \$1,750 per job for 15 or more jobs created both existing and new employers in Tier 3 counties – a \$26,250 job tax credit over five years against state taxes paid by the company.

To be eligible for designation, OZ areas must meet a four way test of pervasive poverty (located in a Census block group with 15% or more residents in poverty), general distress, underdevelopment, and blight. Jobs created must meet three criteria to qualify: jobs must be full time at 35+ hours per week, must be at a wage higher than the average wage in the county with the lowest average wage in the state, and must offer health insurance to

employees but the employer does not have to pay for the insurance.

The job tax credit is for a maximum of five years and may be used over a ten year period. It is credit against Georgia Income Tax, any residual credit can be applied against withholding tax. The company must file for the credit with the local community and DCA and be approved before claiming the credit on their taxes.

The federal Opportunity Zone program is new and is a result of the latest federal tax reform bill. The exact details are still being worked out, but designated census tracts will be eligible for tax credits to development investors. 250 Georgia Census tracts are included in the program, with two in Chamblee: Tract 212.04 (PDK and the area east of Peachtree Road and north of Chamblee Tucker Road), and Tract 214.09 (along Interstate 85 between Century Center and Shallowford Road). These OZs can help Chamblee get additional housing opportunities and attract new office and retail development in these areas.



COMMUNITY VISION

Natural Resources & Sustainability

Policies

#	Policy	Identity	Economic Vitality	Livability	Connections	Service
NR.1	Promote development that is environmentally-sensitive, and protects valuable community, historic, and cultural resources.					
NR.2	Ensure adequate and high-quality water through protection of ground and surface water sources.					
NR.3	Continue to support enhanced and develop solid waste reduction and recycling initiatives.					
NR.4	Encourage sustainable policies, practices, and programs to better protect the natural environment and for the health and well-being of future generations.					
NR.5	Maintain and advance Chamblee's status as a sustainable city.					
NR.6	Promote conservation planning through low impact development, sustainable food systems, and the protection of watersheds, urban forests, and wildlife habitats.					

Consideration of the Regional Water Plan

Chamblee is located in the headwaters of the Chattahoochee River, split by two sub-watersheds – Nancy Creek and the North Fork of Peachtree Creek. Due to the location at the headwaters, the city has a responsibility to make sure that the water in those streams is as clean and healthy as possible for downstream neighbors. Additionally, the Metro Atlanta region, which Chamblee is a part of, is a water-constrained area, further highlighting the need for alignment with the Regional Water Plan.

The City, jointly with DeKalb County and the Cities of Dunwoody, Doraville, and Brookhaven, worked to complete the Nancy Creek Watershed Improvement Plan in 2016. The plan's overall objective is to examine the watershed health on a regional scale and identify projects to improve watershed conditions. The goals of the plan include:

- Meet state water quality standards;
- Restore stream buffers to prevent the loss of soil/stream buffer;
- Improve streams to “sub-optimal” habitat condition or better; and
- Support projects that promote wildlife diversity and aesthetics.

Metro North Georgia Water Planning District

DeKalb County and the City of Chamblee is located in the Metropolitan North Georgia Water Planning District (MNGWPD), a district created in 2001 by the Georgia General Assembly to include 15 counties and 92 cities within Metro Atlanta. The District's objective is to establish policy, create plans and promote intergovernmental coordination of all water issues from a regional perspective.

The District holds the role of developing regional and watershed-specific plans for stormwater management, wastewater treatment, and water supply and conservation. These plans protect water quality and water supply in and downstream of the region, protect recreational values of the water in and downstream of the region, and minimize potential adverse impacts of development on waters in and downstream of the region. In 2017, the District updated the plans to combine them into one comprehensive document – the Water Resource Management Plan.

Additional areas of focus for the Plan update include:

- Updated water demand and wastewater flow forecasts based on current usage patterns, revised population and employment projections, changes in state requirements

and building codes that affect water use and implementation of the region's water conservation and efficiency program;

- Enhanced strategies that maintain the region as a national leader in water conservation and efficiency, with specific consideration of the potential role of commercial water users in water supply and water conservation programs;
- Improved efforts to promote management of septic systems across the District to promote water quality and public health;
- Better alignment of the watershed management action items with existing federal stormwater management programs (that is, National Pollutant Discharge Elimination System [NPDES] Municipal Separate Stormwater Sewer [MS4]) to reduce duplication of effort and simplify implementation;
- Improved design of public education requirements to better match the range of community sizes in the District;
- Identification of new information on sources of financing for implementation; and
- Coordination of planning with the State Water Plan and the Regional Water Plans of neighboring regional Water Planning Councils.

Recommendations & Projects

Green Communities Platinum Status

Early on in the planning process, the City of Chamblee expressed a desire to achieve "Platinum" status with ARC's Green Communities program (see the sidebar on the next page for more information).

In order to achieve this, six initiatives were identified:



Initiative 1
Municipal Energy Audits



Initiative 4
Government Green Infrastructure



Initiative 2
Government Cool Roof



Initiative 5
Walk Friendly Community



Initiative 3
Government Water Audits



Initiative 6
Recycling Education Program



Initiative 1: Municipal Energy Audits

Chamblee Sustainability Imperative: Energy Audits are an effective measure to maximize taxpayer dollars. Operations and Maintenance costs represent greater than 90% of a buildings Life Cycle Costs. Municipal buildings often suffer from inadequate investment, minimal oversight and variable utilization and therefore rank very low in Energy Usage Indices. Energy Audits nearly always reveal no/low cost measures to reduce energy usage. With Georgia ranking high in carbon per kilowatt hour ratings, reductions create disproportion carbon benefits.

Task: Benchmark and Audit Municipal Buildings

- Enter all buildings into ENERGY STAR Portfolio Manager.
- Contract with Certified Energy Manager to Audit 50% of buildings (by area).
- Utilize ASHRAE Level 2 standards.

Proposed Targets

- 10% reduction in weather adjusted energy usage.

Proposed Metrics

- Kilowatt Hours saved.
- Therms saved.

Implementation Plan

- Schedule audits for all municipal buildings.
- Utilize tracked savings for additional efficiency upgrades.

THE ARC'S GREEN COMMUNITIES PROGRAM

The Green Communities Program is a voluntary certification program through the Atlanta Regional Commission (ARC) with goals that include:

- Reducing the environmental impact of the government through its buildings, fleets and practices;
- Encouraging their community to reduce its environmental impact; and
- Providing public education & outreach on sustainability issues.

Benefits of Green Community Certification include:

- Fosters civic pride;
- Creates a positive image of a place to live or conduct business;
- Sets an example for business and organizations seeking to reduce their environmental impact; and
- Leads to a greater quality of life.

Currently, Chamblee is certified "Gold."

Source: Atlanta Regional Commission



Initiative 2: Government Cool Roof

Cool roofs are an effective way of reducing building energy costs while also mitigating the urban heat island effect. Standard roofs can reach up to 150°F due to the absorption of sunlight from the dark material used. Switching a roof to an ENERGY STAR cool roof standards can reduce peak cooling demand by 10 to 15 percent. The cooler surface also reflects more sunlight, absorbing less heat, thereby reducing local air temperatures (urban heat island mitigation) and water runoff temperatures.

Task: Locate a Cool Roof on Government Property

- Provide education for cool roofs on site.
- Provide documentation: type of cool roof material, ENERGY STAR certification, photos, education materials available that explain the benefits of a cool roof, pamphlets or plaques, and site and location of education materials.

Proposed Targets

- Cover at least 75 percent of the single building roof surface.
- Reduce peak cooling demand by 10 percent.

Proposed Metrics

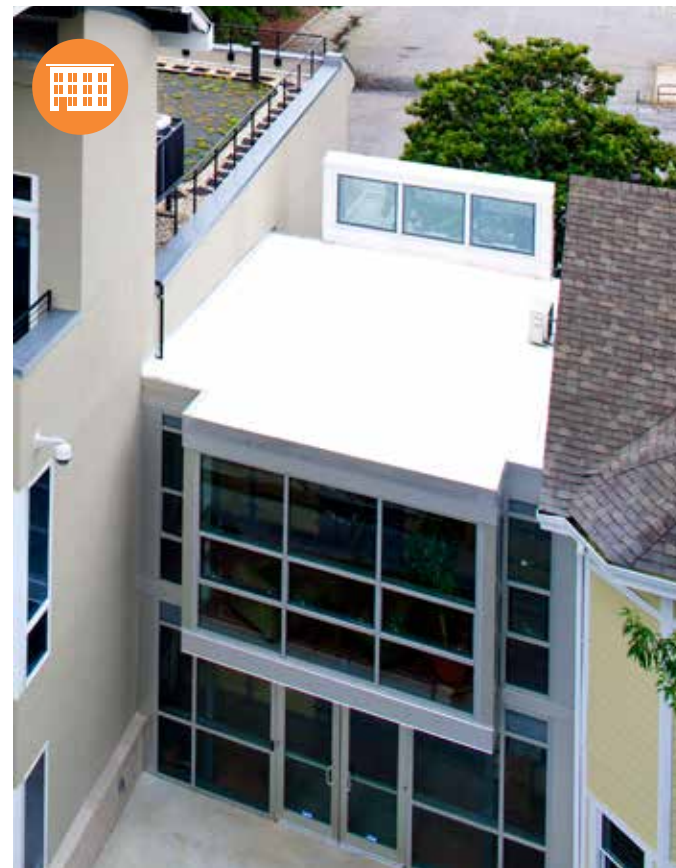
- Annual kWh savings.
- Annual energy cost savings.
- SRI percent.

Implementation Plan

- Develop selection criteria for implementation of cool roof: budget, project type (retrofit, recover, or replace), and candidate roof analysis.
- Distribute Request for Proposals (RFPs).
- Select proponent and implement.

Resources

- ENERGY STAR Labeled Roof Products Case Study: https://www.energystar.gov/ia/partners/manuf_res/JeffersonHouston_new.pdf
- ENERGY STAR rate cool roofs: https://www.energystar.gov/products/building_products/roof_products



A reflective roof



Initiative 3: Government Water Audits

Water Audits are an often overlooked but effective measure to reduce Operations and Maintenance costs of government buildings. Recently City Energy Project and Southface have created intuitive guides for building owners to complete their own water audits. Operations and Maintenance costs represent greater than 90% of a buildings Life Cycle Costs. In fact, since 2010, water and sewer rates have risen by 41 percent in 30 major US cities. Improving the efficiency of indoor and outdoor plumbing fixtures can yield significant water and cost savings, allowing building owners to reinvest capital into other municipal services (Source: Southface – Advanced Commercial Buildings Initiative). Additionally, Metro Atlanta is a water constrained area, known for being the largest metropolitan region extracting water from the smallest river. Water Audits nearly always reveal no/low cost measures to reduce energy usage.

Task: Benchmark and Audit Municipal Buildings

- Enter all buildings into ENERGY STAR Portfolio Manager.
- Complete a Level 2 Water Audit for 20% of buildings by 2020:
 - Meet with key building operation personnel to discuss consumption patterns or operations issues that may be affecting water use efficiency.
 - Perform Level 2 Water Audit as defined by City Energy Project.
- Complete an annual inspection and review of irrigation management practices.
- Enroll in BIT Building: complete Best Practices BP-01, BP-04, BP-09, BP-14.

Proposed Targets

- 15% reduction in water use intensity (WUI).

Proposed Metrics

- Water Use Intensity (WUI).
- Simple Payback.
- Annual Water Savings.

Implementation Plan

- Schedule audits for all municipal buildings per 4 year deadline in ARC Green Communities.
- Utilize tracked savings for additional efficiency upgrades.

Resources

- BIT Building (<https://www.bitbuilding.org/s/>) – BIT Building is a voluntary building management program which provides technical resources, community of technical experts, and implementation guides to improving the sustainable operations of commercial buildings. The following Best Practices fulfill the needs of ARC's Green Communities – Water Audits Criteria. Enrolling into BIT Building and completing these criteria would provide extended technical assistance and support to meet Green Communities Criteria.

- BP01: Basic Performance Data Tracking.
- BP04: Water Audit & Planning.
- BP09: Water Leak Detection.
- BP14: Landscape & Exterior Maintenance.

- Southface's Sustainable Site Management Plan.
- City Energy Project Water Audit Guidance.
- American Water – Water Leak Detection Kit.
- Landscape Irrigation Best Management Practices.
- ACBI's Procedures for Small Commercial Energy & Water Assessments.
- WaterSense at Work – BMP for Commercial and Institutional Facilities.



Auditing a toilet for potential flow issues



Auditing a sink for potential issues



Initiative 4: Government Green Infrastructure

Chamblee is split into two watersheds – Nancy Creek and the North Fork of Peachtree Creek – which are a part of the headwaters of the Chattahoochee River. Therefore, the city has a responsibility to make sure that the water in those streams is as clean and healthy as possible for downstream neighbors. A cost-effective way to reach this goal is through green infrastructure (GI). GI is an approach to managing stormwater runoff that emphasizes infiltration, evapotranspiration and reuse, thereby reducing the volume of polluted runoff from entering our streams and pipe systems. GI systems, such as bioretention areas, green roofs, permeable pavers, and cisterns are designed capture the first one inch of rainfall. In addition to stormwater management and cleaning water for downstream neighbors, GI provides local benefits, including wildlife habitat creation and biodiversity, Urban Heat Island mitigation, creation of greenspaces, and opportunities for localized workforce development.

Task: Install a Demonstration Green Infrastructure Project on Government Property or Public Right-Of-Way

- Select a location.
- Provide education materials for green infrastructure project on site: benefits of installing green infrastructure, materials used for the project, and how green infrastructure can be used by residents and businesses.
- Provide documentation: photos and education materials on green infrastructure project.
 - Pamphlets or plaques.
 - Site and location of education material.

Proposed Targets

- Capture and treat the first 1-inch of rainfall/runoff on site through green infrastructure practice installed.

Proposed Metrics

- Stormwater diverted.
- Drainage area captured.
- Size of installed practice.
- Site visitors to green infrastructure installation.

Implementation Plan

- Distribute RFPs.
- Contract with design and implementation firm for green infrastructure project.
- Train municipal staff, including, but not limited to, inspectors, stormwater utility, and maintenance crew.
- Identify green infrastructure practice most appropriate for site.

Resources

- EPA Green Infrastructure website: <https://www.epa.gov/green-infrastructure>
- Georgetown Climate Center Green Infrastructure Toolkit: <https://www.georgetownclimate.org/adaptation/toolkits/green-infrastructure-toolkit/introduction.html>
- Georgia Stormwater Management Manual: <https://atlantaregional.org/natural-resources/water/georgia-stormwater-management-manual/>



A roof-top cistern



Bioswales at Emory University



Atlanta City Hall green roof



Pervious concrete



Initiative 5: Walk Friendly Community

Reducing single-occupant vehicle trips in a community decreases air pollution and reliance on a limited supply of fossil fuels while encouraging infrastructure development that provides health, safety, mobility and equity benefits to residents. The Walk Friendly Community certification process allows Chamblee the chance to systematically assess current walkable and multi-modal transportation aspects of their community and receive targeted feedback for improvement. By collecting all relevant information for this assessment, Chamblee is simultaneously achieving recognition for their current efforts while developing a database of information that can be used to inform grant and other applications for community improvements in the future. Certification would also establish Chamblee as a leader in sustainable transportation options for residents as they would be only the third Georgia community to achieve the designation.

Task: Achieve Walk Friendly Community Bronze Certification or Higher

- Develop an application team and review assessment tool. Include:
 - Planning & Development Department.
 - Public Works.
 - MARTA.
 - Chamblee Police Department.
 - Local school representatives.
 - Advocates and community groups.
- Compile data and responses for at least 2 of the following:
 - Community and data evaluation (Recommended).
 - Planning and policy (Recommended).

- Engineering and design (Required).
- Education and Encouragement.
- Law Enforcement.
- Submit Application on June 15 or December 15.

Proposed Targets

- Bronze level designation.
- Improve safety index on 50% of intersections with accidents.
- Reduced per capita Vehicle Miles Traveled.
- Reduce rates of vehicle-pedestrian crash accidents by 25% in the next five years.

Proposed Metrics

- Miles/quality of sidewalk.
- Per capita Vehicle Miles Traveled.
- Pedestrian and Bicycle Intersection Safety Index.
 - Evaluate all intersections with pedestrian and bicycle accidents.
- Pedestrian Level of Service-Highway Capacity Manual.
 - Evaluate all intersections within a half mile of existing and planned trails.

Implementation Plan

- Choose Walk Friendly Communities components to pursue.
- Develop an application team and review assessment tool. Include as necessary:
 - Planning & Development Department.
 - Public Works.
 - MARTA.
 - Law enforcement.

Implementation Plan

- Schedule four events total to be held within a year: budget, allocate resources, develop education and outreach materials, and identify locations for events.
- Assess current route conditions and opportunities through discussions with haulers:
 - Identify neighborhoods with highest rates of contamination.
 - Identify neighborhoods with lowest participation rates.
- Create education tools for community use:
 - Utilize The Recycling Partnership's toolkit or similar.
 - Top Issue Mailers - most common recycling mistakes.
 - Oops Tag – to label mistakes in real-time.
 - Annual Info Card - schedule and accepted materials.
 - Online/Social Media.
 - Partner with local organizations to host events.
 - Hire/train additional route and quality enforcement staff.

Resources

- Keep Chamblee Beautiful: <http://www.keepchambleebeautiful.org>
- The Recycling Partnership:
 - Resources for Local Government: <https://recyclingpartnership.org/pdf-builder-login/>
 - Engaging Residents: <https://recyclingpartnership.org/engage-your-residents/>

Sustainability Plan

Chamblee's opportunity to drive sustainability in the region is significant. As a city embracing its transit resources and poised to grow substantially, taking on sustainability as a municipal value sets an example for other regional cities. In addition to obtaining Platinum status from ARC's Green Communities program, the City of Chamblee can take on the following measures to increase their overall triple-bottom-line sustainability.

Chamblee's vision for a sustainable future continues with this plan and will develop through ongoing community interaction. As the initiatives in this plan are successfully implemented, opportunities for citizens to engage and learn how to become part of the community wide efforts toward sustainability will grow.

Chamblee's government must lead by example. Critical steps toward a sustainable future have already been made. The desire to make the step toward Platinum Green Communities certification delivers a great message. Additional initiatives outlined here constitute actionable programs making Chamblee a leader among municipalities in the Southeast. These elements, combined, constitute Chamblee's Sustainability Plan with an initial vision adapted from the Brundtland Commission as follows:

"Chamblee envisions a city developing to meet the needs of its citizens without compromising the ability of natural, social and economic systems to provide for future citizens."

Urban Agriculture

Urban agriculture can take forms such as farmers markets, urban farms, community gardens, market gardens, greenhouses and nurseries, vertical farms, and green roofs, among many others. In addition to generating food, urban agriculture provides economic and health benefits creating a sense of community. People who shop at farmers markets have 15 to 20 social interactions, compared to one or two for those visiting traditional grocery stores. Urban agriculture in Chamblee would add to the community vision to be a "healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors," bringing community together through the desire and need for access to healthy food. Additional benefits of urban agriculture include:

- Social benefits:
 - **Public health.** A local supply of nutritious food for the community.
 - **Education.** Teaching and engagement surrounding sustainable, local agriculture helps to create the connection to where our food comes from.
- Economic benefits:
 - **Economic growth.** Localized economic growth circulates income throughout the region. The suppliers are more connected to the market, allowing them to adapt quick to demand and maximize profit.
 - **Job creation.** Localized workforce development in community gardens and other urban agriculture practices results from an increase in small business and localized economic growth, creating jobs where people live.

- Environmental benefits:
 - **Carbon emission reduction.** Due to localized production of food, urban agriculture can decrease the amount of fossil fuel computation necessary to transport, package, and sell food. The localized production allows residents to purchase food that was grown within their community.
 - **Greenspace creation.** The greenspace created through urban agriculture forms adds aesthetic benefits, reduces stormwater runoff, mitigates the heat island effect, and provides space for recreation for the community.

Action Items

Regulation. It is recommended that the City of Chamblee adopt urban agriculture typologies and assign to appropriate zoning districts (see the table on the following pages).

Typologies	Issues & Considerations	Uses
Farmers Markets	<ul style="list-style-type: none"> Increased traffic to the area. Increased parking need in residential settings. Shared parking is desirable. Recommended to not have a parking requirement for dense, transit accessible locations. Space and timing of loading of vendor supplies. Customer waste disposal: shopping, water, restrooms. 	<ul style="list-style-type: none"> Food uses: cultivation, aquaponics, aquaculture, composting, hydroponics. Animal uses: bees, yardfowl, fish, rabbits, goats. Human uses: retail and sales, seasonal sales, equipment and commercial vehicles, temporary outdoor events, outdoor eating areas, farming operations. Buildings: outdoor structures and storage, hoop houses, greenhouses, aquaculture structures.
Urban Farm	<ul style="list-style-type: none"> Uncultivated buffer between cultivation area and residential uses. Animal waste disposal. Customer waste disposal: shopping, water, restrooms. Runoff drainage to off-site. 	<ul style="list-style-type: none"> Food uses: cultivation, aquaponics, aquaculture, composting, hydroponics. Animal uses: bees, yardfowl, fish, rabbits, goats, animal husbandry, bovine, sheep, horses. Human uses: seasonal sales, agricultural services, equipment and commercial vehicles, temporary outdoor events, outdoor eating areas, caretakers dwelling, woodlots, farming operations, meadows. Buildings: outdoor structures and storage, hoop houses, greenhouses, aquaculture structures.

Typologies	Issues & Considerations	Uses
Community Garden	<ul style="list-style-type: none"> Connectivity and pathways accessibility. Security. Animal waste disposal. Community facilities: waste disposal, water, restroom. 	<ul style="list-style-type: none"> Food uses: cultivation, aquaponics, aquaculture, composting, hydroponics. Animal uses: bees, yardfowl, fish, rabbits, goats. Human uses: seasonal sales, agricultural services, equipment and commercial vehicles, temporary outdoor events, outdoor eating areas, caretakers dwelling, woodlots, farming operations, meadows. Buildings: outdoor structures and storage, hoop houses, greenhouses, aquaculture structures.
Market Garden	<ul style="list-style-type: none"> Increased traffic to the area if residential. Increased parking need. Recommended to not have a parking requirement (i.e. provide access to parking) for dense locations. Space and timing of loading of vendor supplies. Animal waste disposal. Customer waste disposal: shopping, water, restrooms. Connectivity and pathways accessibility. 	<ul style="list-style-type: none"> Food uses: cultivation, aquaponics, aquaculture, composting, hydroponics. Animal uses: bees, yardfowl, fish, rabbits, goats. Human uses: retail and sales, seasonal sales, equipment and commercial vehicles, temporary outdoor events, outdoor eating areas, farming operations. Buildings: outdoor structures and storage, hoop houses, greenhouses, aquaculture structures.

Typologies	Issues & Considerations	Uses
Greenhouses & Nurseries	<ul style="list-style-type: none"> Irrigation source. Security. 	<ul style="list-style-type: none"> Food uses: cultivation, aquaponics, aquaculture, composting, hydroponics. Animal uses: bees, yardfowl, fish, rabbits. Human uses: retail and sales, seasonal sales, agricultural services, equipment and commercial vehicles, temporary outdoor events, outdoor eating areas, farming operations. Buildings: outdoor structures and storage, hoop houses, greenhouses, aquaculture structures.
Vertical Farms	<ul style="list-style-type: none"> Irrigation source. 	<ul style="list-style-type: none"> Food uses: cultivation, aquaponics, aquaculture, composting, hydroponics. Animal uses: bees, yardfowl, fish, rabbits. Human uses: seasonal sales, equipment and commercial vehicles, farming operations. Buildings: outdoor structures and storage, greenhouses, aquaculture structures.
Green Roof	<ul style="list-style-type: none"> Irrigation source. Accessibility. 	<ul style="list-style-type: none"> Food uses: cultivation, composting, hydroponics. Animal uses: bees, yardfowl, rabbits. Human uses: seasonal sales, temporary outdoor events, outdoor eating areas, meadows.

Green Infrastructure & Low-Impact Development

Chamblee is located in the headwaters of the Chattahoochee River, split by two subwatersheds – Nancy Creek and the North Fork of Peachtree Creek. Due to the location at the headwaters, the city has a responsibility to make sure that the water in those streams is as clean and healthy as possible for downstream neighbors. Additionally, the Metro Atlanta region, which Chamblee is a part of, is a water-constrained area, further highlighting the need for alignment with green infrastructure low impact development (GI/LID) standards. GI is a cost-effective approach to managing stormwater runoff that emphasizes infiltration, evapotranspiration and reuse, thereby reducing the volume of polluted runoff from entering our streams and pipe systems. GI/LID best management practices (BMPs), such as bioretention areas, green roofs, permeable pavers, and cisterns are designed to capture the first one inch of rainfall. In addition to stormwater management and cleaning water for downstream neighbors, GI provides local benefits, including wildlife habitat creation and biodiversity, Urban Heat Island mitigation, creation of greenspaces, and opportunities for localized workforce development.

Action Items

- Adopt a regional watershed-based planning strategy.** Decisions based only on a single point in the watershed can have consequences elsewhere; therefore, a regional approach to stormwater management is most effective. It is recommended that Chamblee adopt a stormwater utility fee in addition to, and in coordination with, that of DeKalb County to initiate regional green infrastructure installations. The following activities for successful implementation of a stormwater fee should be considered: program

management, data and methodology, finance and legal, and public outreach.

- Site Runoff Reduction Goal of 50% to Landscape GI/LID.** It is recommended that Chamblee set a goal to have 50 percent of site runoff reduction captured and treated by landscaped GI/LID BMPs, including, but not limited to, bioretention, enhanced swales, and green roofs. In addition to stormwater management and cleaning water for downstream neighbors, landscaped BMPs provide ancillary benefits, including wildlife habitat creation and biodiversity, Urban Heat Island mitigation, creation of greenspaces, and opportunities for localized workforce development.
- GI/LID Maintenance and Inspection.** One of the barriers to long-term GI/LID health is lack of knowledge and protocols to ensure that GI structures function well for years to come. It is recommended that Chamblee support the development of Green Infrastructure Maintenance and Inspection protocols with adoption of standardized routine maintenance and inspection activities for GI/LID within the City:
 - City Facilities: As Chamblee adds GI/LID facilities, staff should be trained in operations and maintenance techniques including, but not limited to, water schedules, sediment control, and vegetative maintenance.

- Private Facilities: As private GI/LID facilities are developed Chamblee should adopt the Georgia Stormwater Management Manual protocols for operations and maintenance (below). Additionally, planning department staff should be trained and conduct regular inspections of private facilities:
 - GI/LID Maintenance Agreement
 - GI/LID Inspection Checklist
 - GI/LID Routine Maintenance Checklist
 - GI/LID Vegetation Maintenance Schedule

Cool Roof

The City of Chamblee is contributing to the Urban Heat Island of Metro-Atlanta. This Urban Heat Island is the result of the built environment (buildings, roads, parking, etc.) absorbing solar energy throughout the day. This solar energy is stored in buildings and roads as thermal energy and increases the ambient air temperature by 2-6°F. In the evenings, however, the Urban Heat Island can increase the ambient air temperature by 22°F (source: EPA). These elevated temperatures increase the severity of heat waves – a public health hazard. It also increases the energy consumption of buildings.

To decrease the severity of the Urban Heat Island, a cool roof strategy should be implemented. The amount of heat absorbed and re-radiated back to the ambient air is a result of the type and color of building materials – dark materials absorb more solar energy. Traditional asphalt shingles or other dark building materials absorb greater quantities of thermal energy than Cool Roofs. By implementing a Cool Roof program, the city can reduce its

contribution to Urban Heat Island, reduce the acute public health stressor that are heat waves, and reduce the energy loads on buildings. Cool Roofs are commonly 50 °F cooler than traditional roofs (Source: U.S. Department of Energy).

Action Items

- Policy.** Require all renovations of city-owned buildings to include a Cool Roof Retrofit. Additionally, identify which buildings best suited for immediate retrofit based on current energy load of building and absence of Cool Roof.
- Policy.** Adopt policy that all commercial re-roof projects include upgrade to current code required insulation levels.
- Program.** Develop program to strategically retrofit existing roofs to Cool Roofs.
- Regulation.** Include Cool Roof requirements in building codes for all residential and commercial construction in Chamblee.

Issues and Considerations

- For buildings proximate to DeKalb-Peachtree Airport determine best Cool Roof practice that minimizes glare for airport. Consider green roof application in these locations.
- Cost and difficulty of conversion is no different than a standard roof replacement. The issue is to select the appropriate materials to achieve the Cool Roof outcome. Utilize the following protocol for prioritization.
 - Dark roofs in the first third of their expected life:** Schedule for Cool Roof coating.
 - Dark roofs in the last third of their expected life:** Schedule for upgraded insulation and roof replacement with Cool Roof.

- Dark roofs in the middle third of their expected life:** When located in area contributing to the urban heat island, schedule for Cool Roof coating.

- See below (Tree Preservation and Planting) for further discussion about benefit of urban tree canopy on the Urban Heat Island effect.

Tree Preservation and Planting

The Urban Tree Canopy (UTC) provides ecological services to the City of Chamblee, such as urban heat island mitigation, air quality improvements, storm water management, and bio-habitat. In addition, the UTC provides direct benefit to residents through attenuating noise pollution, providing traffic calming services, and general beauty and comfort to the city's streets.

These services are not evenly distributed across Chamblee and they face severe threats in the face of construction and development. Generally, the tree canopy is located in single family residential zoned property and on private property. This land use type is a majority of the City of Chamblee so, therefore, the city has an extensive tree canopy and contributes to Metro-Atlanta's nickname of "City in the Trees."

To preserve the Tree Canopy, a stronger, more robust tree preservation ordinance should be crafted. The Tree Ordinance should focus on two strategies, a tree canopy performance metric and right-of-way tree planting.

The Tree Canopy Performance approach is a methodology to evaluate the environmental and social services tree canopy is providing on a parcel-by-parcel approach. These environmental and social services are indexed against a city-wide goal for each service. Using this evaluative method each parcel is either a contributing or deducting parcel for the environmental and social service

goals of Chamblee's Tree Canopy. For each land disturbing activity in Chamblee, the parcel would develop a plan to have no negative impact on the environmental and social services provided by the Tree Canopy and a net positive impact. These impacts would be graded by the time-value of the impact to incent near terms improvements to the environmental and social services of the tree canopy.

Secondly, the City of Chamblee should develop right-of-way tree planting guidelines and program. Street Trees provide some of the greatest benefit of all trees in the City. Primarily, they provide canopy coverage for the city's streets which contribute to the urban heat island. Not only do they provide shade, they provide traffic calming benefits for streets which increase walkability.

The need for a street tree planting guidelines and program are to designate ideal locations for tree planting between sidewalk and street curb – the most impactful area for street trees.

Action Items

- Policy.** Develop Community Forest Master Plan that meets the Atlanta Regional Commission's Green Communities program. This plan must include the following:
 - Goals.
 - Descriptive analysis of tree populations, distributions, species, and urban tree canopy coverage.
 - Outline short-term and long-term goals for the status of local forests.
 - Action items and implementation tools.
 - List of preferred tree species and prohibited tree species.

- **Program.** Develop program to evaluate the benefits of burying overhead utilities which inhibit tree canopy growth. Additionally, develop guidelines for engineers to design underground infrastructure compatible with tree planting goals.
- **Regulation.** Include tree-sensitive construction technique requirements for land disturbing activities.
- **Regulation.** Develop regulation which requires right-of-way storm water to be controlled using street tree planting boxes.

Issues and Considerations.

- There is a strong aversion to planting trees between sidewalk and curb by developers and engineers due to perceived risk. This risk is associated with tree root damage to underground utilities, sidewalks, and foundations. This aversion could become a recurring friction point for developers.
- Environmental service goals provided by tree canopy will need to be included in comprehensive plan or other document to establish the community's recognition of the value of the services.
- The Tree Canopy Performance approach provides great flexibility for developers on the form and site plan of each site.

Building Utility Benchmarking

Benchmarking is the practice of measuring how much energy and water a building consumes and comparing that against other buildings. Benchmarking is an important starting place for local governments looking to reduce the cost of operation, improve occupant health and comfort, and reduce environmental impacts of municipal, commercial, and residential properties. Benchmark data is an invaluable guidepost for local

governments as they work to identify and target policies that address the building-related energy and water consumption profile unique to every community. Research from DOE has also found that benchmarking a building is a cost-effective way to reduce consumption, with the average building reducing energy consumption 7% within 3 years, simply by giving facility managers a better understanding of their seasonal usage patterns.

There are several tools available in the marketplace that allow building owners and managers to measure, manage, and report building data. The industry standard in benchmarking is a free tool from the Department of Energy (DOE) and the Environmental Protection Agency (EPA) known as ENERGY STAR® Portfolio Manager®. Portfolio Manager utilizes DOE and EPA datasets to analyze a building's consumption data and compare its performance against buildings of a similar age, size, occupancy, use-type, and local climate. Currently, just over 40% of commercial buildings in the United States benchmark using Portfolio Manager.

Action Items

- **Program.** It is recommended that Chamblee start with a voluntary benchmarking program that promotes benchmarking to commercial and multi-family building owners and operators while offering opportunities for education, peer exchange, and technical support with the benchmarking process. Such a voluntary program can further leverage the potential for impact by making a savings goal commitment (such as 20% below 2020 baseline by 2025) through DOE's Better Buildings initiative. This would provide Chamblee staff with access to additional resources from DOE such as marketing and outreach support, sector-related training webinars and conferences, and national recognition for goal achievement. A strong

voluntary program is built on the strength of its partnerships. Effective programs around the country include partnership that can effectively engage and recruit with property owners and managers, provide technical support of the process of benchmarking, have the buy-in of key stakeholders such as the local government and utilities. Engagement and recruitment can be effectively accomplished through working with local partners such as the area Chamblee Chamber of Commerce, Downtown Development Authority, Atlanta Apartment Association, and Building Owners and Managers Association. Nonprofits have a demonstrated history of acting as a technical support partner for benchmarking programs but programs in larger local government have utilized municipal staff, such as Building Energy Managers, to effectively manage this aspect of their programs. Buy-in from key stakeholders can take a number of forms but common examples are the Mayor appearing at events occasionally to lend the legitimacy of their office to the program or working with the local utility to program commercial and multi-family energy efficiency programs to participants. Once Chamblee has established a program that is driven by engagement with businesses and residents in the community, evaluation of success should be measured against a "tipping point." A mandatory ordinance should only be considered if participation in the voluntary program stagnates below 20%. A voluntary program offers the opportunity to first lead building owners and managers toward a critical mass of social change in how owners and operators monitor and manage their buildings' performance.

- **Regulation.** It is recommended that if Chamblee's voluntary benchmarking program participation stagnates, the City progress to enact a mandatory ordinance requiring commercial and multi-family residential buildings above a certain size to annually report their energy and water usage to the City of Chamblee. Such a policy can be implemented gradually through phases tailored to your community's building profile and municipal staff enforcement capacity. A recommended target size for benchmarked buildings is any structure greater than 25,000 square feet. The threshold is ultimately determined by the community's building profile but is generally not set much lower than this in order to not include small business owners that may lack the resources or capacity to report their data. Due to the complexity of how multi-family residential or multi-tenant commercial buildings are metered, it can be difficult to benchmark when the local utility does not offer the ability to aggregate together multiple accounts into one dataset. To assist, Georgia Power has developed a data aggregation resource called the Automated Benchmarking Tool (ABT) for any customer with more than five individually metered units. ABT makes benchmarking compliance a simple process with the end output being a dataset that can easily be uploaded into ESPM.

Issues and Considerations

- Policymakers have a choice to make in getting a benchmarking initiative started in their community, voluntary or mandatory. Voluntary benchmarking initiatives, such as DOE's Better Buildings Challenge, can be a good starting place for communities or a companion to other community outreach programs. Mandatory programs, such as benchmarking ordinances, are the best way to ensure policymakers have the information they need to guide their community to greater efficiency. Below are some of the strengths and opportunities that typify most successful voluntary and mandatory programs around the county.
- Voluntary Competitions:
 - Competition: voluntary programs are a good option for a community with smaller buildings or with fewer sustainability-ready indicators, such as LEED and ENERGY STAR certified buildings.
 - Flexibility: building owners determine which buildings are ready to participate, optimizing participation against technical readiness thus minimizing community resistance.
 - Knowledge Building: allows participants to identify best practices to leverage across your portfolio through peer exchange and education opportunities.
 - Recognition: provides opportunities to recognize high performers in a confidential manner the uses positive reinforcement.
 - Pathfinding: builds momentum for benchmarking and improving

efficiency through future policies tailored to the needs of the community and informed by the benchmarking data.

- Additional Opportunity: early in the program, it is a good idea to provide participation incentives, such as free energy audits or efficiency improvement consulting, through partnerships such as with your local utility.
- Mandatory Ordinances
 - Complete Data: mandatory programs offer the ability to gather data from a wider dataset of building types.
 - Segmentation: improved datasets offer opportunities to deliver targeted programs to property owners and tenants of all properties required to benchmark.
 - Capacity Building: provides an opportunity for a local government to interface with local businesses and residents as an ally in improving their quality of life.
 - Public-Facing: data visualization tools can enable making the performance data transparent and freely available in a way that does not include private information.
 - Future opportunities: opportunities can pair well with an energy and/or water audit reporting requirement, and be a great opportunity to implement in conjunction with other financing initiatives such as Property Assessed Clean Energy (PACE) financing.

Enhanced Building Energy Performance

Energy efficiency is considered one of the easiest and most effective strategies available to decision makers, consumers and industry to save energy. While the development and adoption of progressive energy codes are the necessary first steps, they alone do not guarantee compliance. Cities, counties, and other jurisdictions must develop and carry out realistic and effective energy code implementation and enforcement strategies to ensure that energy codes accomplish their intent to reduce energy use and save money for consumers and businesses.

Achieving compliance with energy codes saves residents and businesses money by reducing energy consumption, which lowers utility bills. Moreover, as energy prices increase, so do monetary savings from compliance with energy codes. Savings from energy efficiency measures increase consumer purchasing power and companies' ability to lower costs and invest in their businesses, ultimately aiding Georgia's economy.

Chamblee is currently positioned to gain significant benefits from improvements to code and enforcement strategies. This is due to the city's current rapid rate of growth in population and associated new commercial development and additional housing units being constructed. Upgraded codes and policies ensures the large volume of new construction and substantially renovated properties coming available are of high quality, energy efficient, and durable to support commercial activity and the growing workforce well into the future.

Georgia now requires each builder to meet the minimum requirements of the energy code. However, it is the charge of each responsible city, town or county building department to determine how to enforce the energy code to reach Georgia's current compliance requirements. A recent study collected data from homes permitted under the

Georgia Energy Code and potential savings were calculated against that code. While many building components tested frequently met or exceeded code requirements, several key items were identified potential for improvement. Duct leakage and lighting are two examples where only 69% and 37%, respectively, of homes measured met or exceeded the associated code requirement. This leaves many buildings performing at lower standards than is desirable.

Opportunities to improve construction quality through energy code process upgrades include better enforcement, better codes, and pursuing stretch code options strategically are outlined in more detail below.

Action Items

- **Regulation.** Better Enforcement: enhanced verification procedures across all levels of construction including single and multifamily residential, commercial, and industrial. This can be accomplished by:

1. Training for inspectors

- Often staff in building departments only receive training on energy code requirements once, soon after a new code becomes effective. Therefore, many inspectors are not fully versed in the energy code and the nuances of specific requirements. Additional training, specifically field training, would improve enforcement of this and other more nuanced requirements in the energy code.
- In Field Training: To enable inspectors to learn about some of the more nuanced air-sealing and insulation installation requirements in the energy code through hands-on activities.

- Staff Training: All staff should receive introductory residential and commercial training with a strong basis in building science.
- Department Heads Lead and Train: Department leadership should receive IECC training and certification and disseminate knowledge and information throughout the department via in-house training sessions.
- Mandatory Training for Trades: Inspectors required to be licensed in their trades for basic employment with the city, and must maintain that certification with the licensing department.
- Mandatory Updating: As part of that mandatory training, code staff must take 18 hours of in-service training.
- Consumer Orientation: Focus on conducting consumer outreach on new or changing codes and requirements, primarily by developing and distributing informational flyers describing new or upcoming code changes to contractors via building suppliers and annual industry outreach meetings.

2. Industry Outreach

- Building department outreach should aim to reach as many affected professions and trades as possible to notify the industry of how they intend to enforce the testing requirements, new provisions in the energy code, and to ensure effective adoption throughout Georgia.

- A letter posted on the website or sent to the construction industry explaining how the department plans on enforcing the testing requirements in the energy code as well as other changes to the code.
- Provide flexible training options, including live workshops, videos, webinars, and online coursework.
- Schedule multiple workshops in key cities/regions around the state.
- Give builders copies of practical resources that would help improve compliance and promote best practices including field guides and online tools.
- Leverage established relationships with professional organizations, agencies, and other partners to promote trainings and resources and inform them of regular compliance issues.

3. Develop a Set of Energy Code Enforcement Policies

- Mandatory Energy Modeling on Certain Building Types: By developing a policy to select an appropriate modeling approach, Chamblee can ensure that builders meet the requirements in the energy code. Requiring an energy model submittal before permitting ensures the building as designed will attain the performance required by code, provides builders a resource to understand the factors in construction involved in making that happen, and provides an opportunity to re-design any portion of the

building that would create issues with compliance. When reviewing energy model reports, the building department not only needs to ensure that the building passes, but that the most recent versions of modeling software were used. Previous versions of the software do not include the most up to date versions of or amendments to the code.

- Optional Energy Rating Index (ERI) Compliance: The 2015 IECC introduces a new compliance pathway – the Energy Rating Index (ERI). This pathway is modeled on the Home Energy Rating (HERS) industry and allows an energy simulation that looks at all energy used in the home. This is significant because this compliance pathway allows credit for mechanical equipment, increased lighting efficiency, better appliances and renewable energy.
- Required Submittal of Load Calculations (Manual J) and Staff Review: HVAC load calculations are important to ensure a system is not oversized. Correctly sized HVAC equipment is necessary for efficient equipment operation that meets code requirements, and consistent comfort. Rarely does industry put enough emphasis on these code requirements. Departments should require that load calculations be submitted prior to issuance of the building permit. However, this ensures that the load calculation is performed but it does not ensure that is performed

correctly. Studies have shown that the majority of load calculations conducted by contractors have inappropriate inputs and thus HVAC systems are typically oversized. It is recommended that the building departments train their staff on reviewing load calculations and then review specific inputs used.

- 3rd-Party Quality Assurance of Duct and Envelope Testing: Executed by Building Performance Institute (BPI) or Home Energy Rating System (HERS) credentialed verifiers on a random sample of a percentage of the total buildings completed. Verification testing should follow Duct and Envelope Tightness regulations. Builders and sub-contractors would be put on a probation system to ensure quality.
- **Regulation.** Better Code: Adopt current IECC code without the Georgia performance reduction amendments.
 - Georgia has been on the current energy code (2009 IECC with the 2011 GA Supplements and Amendments) since January 1, 2011. The new code will go into effect on January 1, 2020. The as-written 2015 IECC is the basis of the GA 2020 Energy Code and will include GA Supplements and Amendments. The code was approved by the DCA board (November 2018) and is now scheduled for an implementation date of January 1, 2020 (nine years since the previous update). The GA supplements and amendments reduce the effectiveness of the measures in the updated IECC

2015, as shown in some of the code update examples below. It is for this reason we recommend adopting the revised IECC but not including the GA supplements and amendments.

- The amended code brings minimal changes to the building thermal envelope components. Ceiling insulation increases from R-30 to R-38 in Chamblee’s climate zone (CZ) 3. House leakage changes to < 5 ACH50 (a reduction from the current < 7 but not as stringent as the < 3 IECC target).
- For ducted mechanical systems, duct leakage improves from 12% leakage to 6% for Total Leakage at Final but stays at 6% for Total Leakage at Rough-In.
- The < 5 ACH50 air tightness requirement would mean that all new homes will require a whole house mechanical ventilation system as per the 2012 IRC. Note that GA subsequently modified the 2015 IRC to not require whole house ventilation except for homes < 3 ACH50.
- **Regulation.** High Performance Building Stretch Code: Success with Chamblee’s existing building performance mandate on new commercial construction creates the opportunity to expand to Multi-Family and Single family construction. The recommendation is adoption a High Performance Building Standard or other permissive High Performance Building codes written as such (ASHRAE Standard 189 and the National Green Building Standards) and allow green building program as a compliance pathway.

Additional Recommendations

Water Resources Management Plan

In 2017, the City of Chamblee completed an audit with the Georgia Environmental Protection Division to become compliant with the MNGWPD Water Resource Management Plan updates. To surpass compliance, the City can go above and beyond in completing the Plan Action Item to adopt a post-development stormwater management ordinance, a local design manual, and a site plan development plan review and inspection process to address post-development stormwater management. This Action Item states that each local government shall:

1. Adopt the Metro Water District Model Post-Development Stormwater Management Ordinance for New Development and Redevelopment Ordinance or an equivalent ordinance at least as effective, based on the guidance in the latest Georgia Stormwater Management Manual (GSMM) and MS4 permit as applicable.
2. Adopt and implement site plan reviews for development plans based on the GSMM or equivalent local design manual.
3. Require maintenance agreements on all new post-construction stormwater facilities, including local inspections.
4. Develop a site development plan review and inspection process and checklist(s) that lists stormwater and watershed management related requirements.

The City of Chamblee can emphasize a green infrastructure requirement as part of a Model Post-Development Stormwater Management Ordinance through its current adoption of the Georgia Stormwater Management Manual (GSMM). The requirement states the capture of the first flush of runoff (one inch) must be through green

infrastructure best management practices on-site for any new development or redevelopment over 500 square feet. The ordinance will be enforced for both commercial and residential building types, including single family residential. The ordinance will also include compliance with the ordinance for any building renovation project which enforces full code compliance by renovation of more than 50 percent of the value of the building.

Green infrastructure (GI) is an approach to managing stormwater runoff that emphasizes infiltration, evapotranspiration and reuse, thereby reducing the volume of polluted runoff from entering our streams and pipe systems. GI systems, such as bioretention areas, green roofs, permeable pavers, and cisterns are designed capture the first one inch of rainfall. In addition to stormwater management and cleaning water for downstream neighbors, certain GI best management practices (BMPs) provide ancillary benefits, including wildlife habitat creation and biodiversity, Urban Heat Island mitigation, creation of greenspaces, and opportunities for localized workforce development. To achieve these benefits, we suggest that Chamblee give priority and emphasis on certain types of BMPs based on a tiered system, with landscaped BMPs at the top level, and subsurface BMPs at the bottom.

Water Audit Benchmarking Ordinance

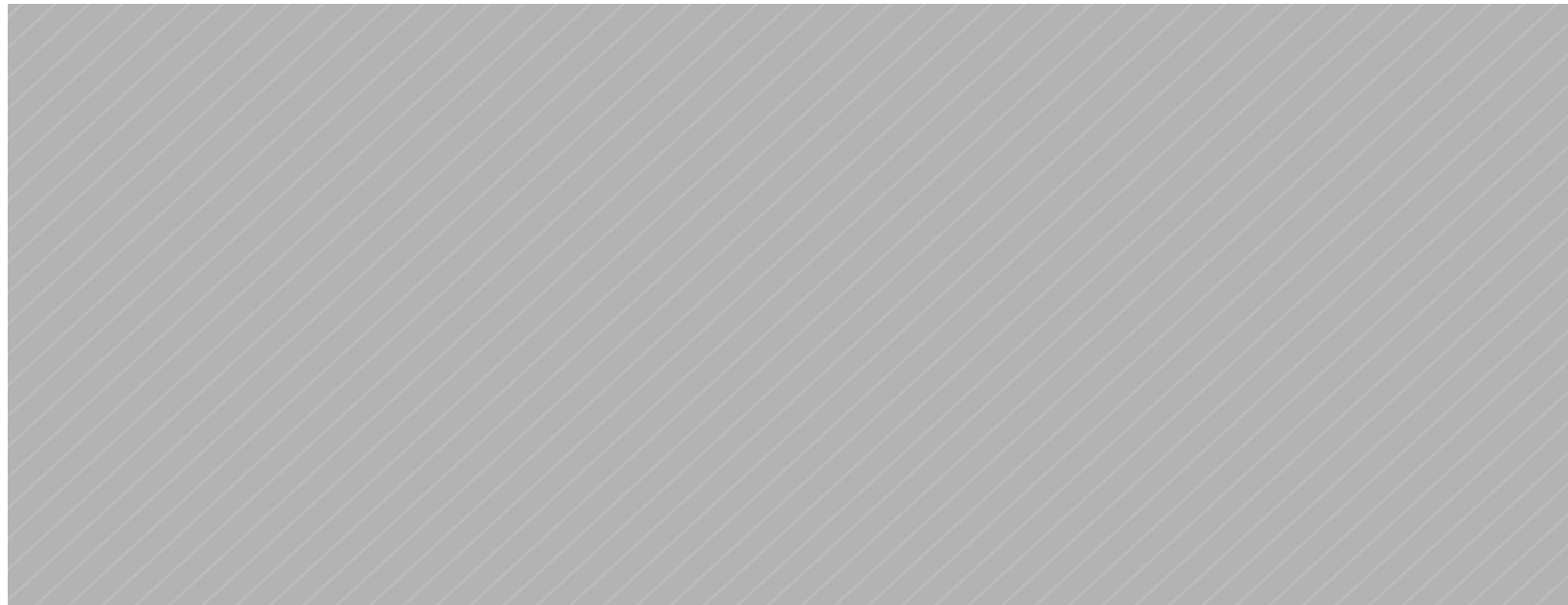
National efforts funded by Bloomberg Philanthropies, among others, and implemented by National Resource Defense Council and the Institute for Market Transformation through the City Energy Project have developed a Water Audit Standard for commercial buildings. This was undertaken as a result of Atlanta’s participation in the City Energy Project and its adoption of a Commercial Buildings Energy and Water Efficiency Ordinance. Atlanta led participating cities by adding a water utility benchmarking requirement to their ordinance. Additionally, Atlanta’s Better Building Challenge leads nationally with a 20% reduction in water usage in participating buildings.

Development of the Water Audit Standard now allows implementation of the ordinance beyond benchmarking.

It is recommended that Chamblee adopt a water (and energy) benchmarking, audit, transparency and retro commissioning requirement for its commercial buildings with the policy goals of:

- Provide *information* about building utility use that will help owners and managers cut waste;
- Align *financial incentives* for utility efficiency;
- Ensure that building systems *function* optimally; and
- Encourage *leadership* from universities, hospitals, and other major stakeholders.

Model ordinance language and technical support is available through a variety on national and local efforts.



IMPLEMENTATION

How will this be accomplished?

IMPLEMENTATION

Implementation Program

Overview

In order for the City of Chamblee to successfully implement this plan, they will need to bring together many people, organizations, and tools as available.

Actors

Action Matrix

The Action Matrix, starting on page 262, lists every project to be completed within the next 5 years to implement the first phases of this plan's vision. The Matrix also identifies the timeframe of each project, as well as the estimated costs, funding sources, and the actors responsible for implementation. Additionally, this plan identifies projects that may be completed in the longer term (10+ years), although they are not listed in the Action Matrix (see page 313).

Regulations

The regulations that are most likely to be instrumental in implementing the plan are zoning and other development regulations. In cases where projects do not meet the requirements set forth in the City's regulations, policy recommendations suggest where changes may be made.

Elected Officials

Not only do elected officials vote to adopt local plans, they are important in the timeline and implementation of individual projects, whether they be public or private sector.

City Staff & Agencies

Most public projects will be managed by the City of Chamblee's staff in various departments and agencies:

- Planning & Development;
- Public Works;
- Parks & Recreation; and
- Community and Economic Development.

Some projects may require the heavy use of staff time, instead of the use of funds.

Community Partners

Community partners may include non-profits, agencies outside of Chamblee, schools, special interest groups, and advocacy groups. While not every project may warrant their participation, care should be taken to involve the appropriate groups when necessary to ensure a project's success.

How will the One Chamblee Comprehensive Plan get IMPLEMENTED?

Implementing this plan will involve many actors working both independently and together to fulfill the City's vision and goals.



These community partners may include the following organizations:

- MARTA;
- DeKalb County
- DeKalb County Schools;
- Chamber of Commerce;
- Georgia Hispanic Chamber of Commerce;
- DeKalb Convention and Visitor’s Bureau;
- Keep Chamblee Beautiful;
- Chamblee Arts Alliance
- Peachtree-DeKalb Airport;
- Center for Pan Asian Community Services;
- Latin American Association;
- Los Vecinos de Buford Highway;
- We Love BuHi
- Neighborhood associations; and
- St. Pius X Catholic High School.

Private Sector

Many ideas set forth in this plan will require the participation from the private sector, mostly real estate developers.

Funding Sources

Total, the Action Matrix proposes \$141.2 million of projects to be implemented over the next five years. Nearly 75% of this total is made up of transportation projects alone. The majority of non-transportation projects will be funded through Chamblee’s general fund. The general fund is the City’s principal operating fund, and is funded through property taxes, utility taxes, franchise fees, and program fees.

The City also collects funding from the following sources:

- **Grants.** These funds, usually from federal, state, or local agencies, typically go toward funding special projects, planning studies, and transportation projects.
- **Hotel/Motel Fund.** Taxes are levied on city hotels and motels to promote tourism and facilitate economic vitality.
- **Renaissance Fund.** Revenues from alcohol sales within the city are set aside to fund beautification efforts.
- **Homestead Option Sales Tax (HOST) and Special Purpose Local Option Sales Tax (SPLOST).** Used for capital projects, this comes from the City’s portion of the revenues received from 1% dedicated sales taxes.

As aforementioned, transportation projects will make up the bulk of the Action Matrix’s final costs. The MTP identified the following sources to fund transportation improvements:

- **Community Development Block Grant program (CDBG).** This is a federal program generally available to metropolitan areas and urban counties (such as DeKalb County) and used for a variety of planning purposes (individual cities are not eligible on their own). Communities in the Atlanta metropolitan area have applied these to transportation and planning programs in the past, including local matches for LCI studies and related projects.
- **Congestion Management and Air Quality program (CMAQ).** The federal FAST Act transportation authorization provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for

areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter.

- **Surface Transportation Block Grant program (STBG).** This program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects
- **Livable Centers Initiative (LCI).** The Atlanta Regional Commission’s Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. Projects included in an LCI study are eligible for funds to perform more detailed supplemental studies or implement projects, though these funds are generally limited to the same kinds of projects that STBG funds can support.
- **Transportation Alternatives Program (TAP).** The current-day successor to previous funding programs promoting walking and bicycling infrastructure, including the Safe Routes to School program, the TAP program is focused on providing safe routes for non-motorized travel, including on- and off-street bicycle facilities and trails, access to public transportation and schools, and other planning and design efforts associated with these projects.
- **Local Maintenance Improvement Grants program (LMIG).** This GDOT-funded program provides assistance to local governments

for maintenance and repair of streets off of the state system. Of Chamblee’s approximately 93 miles of street centerline mileage, approximately 74 miles of this is on local streets, all of which are the City’s operation and maintenance responsibility. It is typically used for resurfacing projects.

- **Georgia Highway Safety Improvement Program (HSIP).** This program identifies and reviews specific traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- **Georgia Transportation Infrastructure Bank (GTIB).** This is a grant and low-interest loan program administered by the State Road and Tollway Authority (SRTA). Since inception, GTIB has provided over \$124 million in grants and loans to highly competitive transportation projects that have enhanced mobility in local communities throughout Georgia.
- **Community Improvement Districts (CIDs).** CIDs are self-taxing districts on commercial and industrial properties that use funds to catalyze and lead infrastructure enhancements, capital projects, and special programs to encourage investment and economic development. Many of the Atlanta region’s CIDs have focused their capital programs on transportation projects, leveraging their funds as a source of local match funding and attracting state and federal funds that constitute the bulk of a project’s resources. Recently, the Cities of Chamblee and Doraville have created a CID for the Peachtree Boulevard corridor.

IMPLEMENTATION

Action Matrix

ID #	Project Name/Description	2020	2021	2022	2023	2024
Land Use						
LU.01	Create & update architectural design standards	x	x	x	x	x
LU.02	Architectural review services. Contract with a design professional to review development applications for the Town Center.	x	x	x	x	x
LU.03	Create a Citywide Gateway and Wayfinding Master Plan & Implementation Plan. Develop seamless branding for gateways and wayfinding design throughout the city including the designated Small Area Plans.		x	x		
LU.04	Continuously update the Unified Development Ordinance	x	x	x	x	x
LU.05	Create graphics for the Unified Development Ordinance. Contract with consultant to develop clarifying graphic set for the UDO.	x				
LU.06	Virtual Reality Development Modeling. Develop a program to 3-D model proposed zoning requests in 3-D.			x	x	x
LU.07	Implement Town Center Plan	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	TBD	General fund	Develop and update architectural design standards throughout the City
Planning & Development	\$100,000	General fund	\$20,000 annually
Community Development; Planning & Development	\$50,000	General fund	
Planning & Development	Staff Time	General fund	
Planning & Development	\$75,000	General fund	Carried over from the strategic plan
Planning & Development	\$250,000	General fund	Carried over from the strategic plan
Planning & Development; DDA; Private Developers	TBD	General fund; SPLOST; Private funds	

ID #	Project Name/Description	2020	2021	2022	2023	2024
LU.08	Implement Savoy Drive Area Plan	x	x	x	x	x
LU.08.01	<i>Savoy Drive Area Plan - Create a master street plan that encourages connectivity, bikeability, and walkability</i>		x			
LU.08.02	<i>Savoy Drive Area Plan - Create a wayfinding plan</i>				x	
LU.08.03	<i>Savoy Drive Area Plan - Implement physical design standards on the I-285 corridor</i>			x		
LU.08.04	<i>Savoy Drive Area Plan - Continue coordination on future projects with the City of Dunwoody and City of Brookhaven</i>	x	x	x	x	x
LU.08.05	<i>Savoy Drive Area Plan - Develop a mix of uses and a variety of housing types at varied price points</i>	x	x	x	x	x
LU.09	Implement Peachtree Boulevard at Chamblee Dunwoody Road Area Plan	x	x	x	x	x
LU.09.01	<i>Peachtree Boulevard at Chamblee Dunwoody Road Area Plan - Create a master street plan that encourages connectivity, bikeability, and walkability</i>		x			
LU.09.02	<i>Peachtree Boulevard at Chamblee Dunwoody Road Area Plan - Create a gateway plan that includes the Peachtree Boulevard corridor</i>			x		
LU.09.03	<i>Peachtree Boulevard at Chamblee Dunwoody Road Area Plan - Develop a mix of uses and a variety of housing types at varied price point and redevelop existing strip commercial into mixed use developments</i>	x	x	x	x	x
LU.10	Buford Highway at Chamblee Tucker Road Area Plan	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	TBD	General fund; Private funds	See pages 172-173
Planning & Development	TBD	General fund; Private funds	See pages 172-173
Planning & Development	TBD	General fund; Private funds	See pages 172-173
Planning & Development	TBD	General fund; Private funds	See pages 172-173
Planning & Development; City of Brookhaven; City of Dunwoody	TBD	General fund; City of Brookhaven; City of Dunwoody; Private funds	See pages 172-173
Planning & Development	TBD	General fund; Private funds	See pages 172-173
Planning & Development	TBD	General fund; Private funds	See pages 180-181
Planning & Development	TBD	General fund; Private funds	See pages 180-181
Planning & Development	TBD	General fund; Private funds	See pages 180-181
Planning & Development	TBD	General fund; Private funds	See pages 188-189

ID #	Project Name/Description	2020	2021	2022	2023	2024
LU.10.01	<i>Buford Highway at Chamblee Tucker Road Area Plan - Create a master street plan that encourages connectivity, bikeability, and walkability</i>		x			
LU.10.02	<i>Buford Highway at Chamblee Tucker Road Area Plan - Create a wayfinding plan</i>				x	
LU.10.03	<i>Buford Highway at Chamblee Tucker Road Area Plan - Develop a mix of uses and a variety of housing types at varied price points while preserving existing residential neighborhoods</i>	x	x	x	x	x
LU.11	Implement Buford Highway at Dresden Drive Area Plan	x	x	x	x	x
LU.11.01	<i>Buford Highway at Dresden Drive Area Plan - Create a master street plan that encourages connectivity, bikeability, and walkability</i>		x			
LU.11.02	<i>Buford Highway at Dresden Drive Area Plan - Create a wayfinding plan</i>					
LU.11.03	<i>Buford Highway at Dresden Drive Area Plan - Develop a mix of uses and a variety of housing types at varied price points</i>	x	x	x	x	x
LU.12	Implement Buford Highway at Clairmont Road Area Plan	x	x	x	x	x
LU.12.01	<i>Buford Highway at Clairmont Road Area Plan - Create a master street plan that encourages connectivity, bikeability, and walkability</i>		x			
LU.12.02	<i>Buford Highway at Clairmont Road Area Plan - Create a wayfinding plan</i>				x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	TBD	General fund; Private funds	See pages 188-189
Planning & Development	TBD	General fund; Private funds	See pages 188-189
Planning & Development	TBD	General fund; Private funds	See pages 188-189
Planning & Development	TBD	General fund; Private funds	See pages 196-197
Planning & Development	TBD	General fund; Private funds	See pages 196-197
Planning & Development	TBD	General fund; Private funds	See pages 196-197
Planning & Development	TBD	General fund; Private funds	See pages 196-197
Planning & Development	TBD	General fund; Private funds	See pages 204-205
Planning & Development	TBD	General fund; Private funds	See pages 204-205
Planning & Development	TBD	General fund; Private funds	See pages 204-205

ID #	Project Name/Description	2020	2021	2022	2023	2024
LU.12.03	<i>Buford Highway at Clairmont Road Area Plan - Develop a mix of uses and a variety of housing types at varied price points while limiting residential development along Clairmont Road adjacent to the DeKalb-Peachtree Airport</i>	x	x	x	x	x
LU.12.04	<i>Buford Highway at Clairmont Road Area Plan - Collaborate with The City of Brookhaven on potential projects proposed for this area to create a cohesive streetscape</i>	x	x	x	x	x
LU.12.05	<i>Buford Highway at Clairmont Road Area Plan - Collaborate with DeKalb-Peachtree Airport on potential projects proposed for this area and their overall master plan implementation</i>	x	x	x	x	x
LU.12.06	<i>Buford Highway at Clairmont Road Area Plan - Collaborate with Plaza Fiesta on potential projects proposed for this area</i>	x	x	x	x	x
LU.13	Implement Shallowford Road at Interstate 85 Area Plan	x	x	x	x	x
LU.13.01	<i>Shallowford Road at Interstate 85 Area Plan - Create a master street plan that encourages connectivity, bikeability, and walkability</i>		x			
LU.13.02	<i>Shallowford Road at Interstate 85 Area Plan - Create a wayfinding plan</i>				x	
LU.13.03	<i>Shallowford Road at Interstate 85 Area Plan - Develop a mix of uses and a variety of housing types at varied price points while preserving existing residential neighborhoods</i>	x	x	x	x	x
LU.14	Assess Unified Development Ordinance for changes that would help advance the Small Area Plans. This could include new zoning districts, PUDs, etc.			x	x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	TBD	General fund; Private funds	See pages 204-205
Planning & Development; City of Brookhaven	TBD	General fund; City of Brookhaven; Private funds	See pages 204-205
Planning & Development; PDK	TBD	General fund; DeKalb-Peachtree Airport; Private funds	See pages 204-205
Planning & Development; Plaza Fiesta	TBD	General fund; Private funds	See pages 204-205
Planning & Development	TBD	General fund; Private funds	See pages 212-213
Planning & Development	TBD	General fund; Private funds	See pages 212-213
Planning & Development	TBD	General fund; Private funds	See pages 212-213
Planning & Development	Staff Time	General fund	

ID #	Project Name/Description	2020	2021	2022	2023	2024
LU.15	New City Hall Building		x	x	x	x
LU.16	Complete 10-year update to the Town Center LCI Plan					x
LU.17	Complete 5-year update to the Buford Highway LCI Plan			x		
Parks & Recreation						
P.01	Keswick Park Renovations. Improvements include: <ol style="list-style-type: none"> 1. Relocate the T-ball field to the south side of the street. 2. Reposition the softball field. 3. Completely renovate fields (turf, irrigation, fences, dugouts, bleacher areas, scoring towers, etc.) to modern standards. 4. Relocate the dog park to the north side of the street, where the T-ball field is currently located. Provide modern amenities at the park. 5. Provide paved ADA access everywhere. 6. Renovate parking lot to expand parking. 7. Provide a restroom building. 			x	x	
P.02	Nancy Creek Park (Savoy Parcel) Construction. Steps include: <ol style="list-style-type: none"> 1. A topo, underground utility and tree survey. 2. Clean and restore the stream bank. 3. Remove trash and underbrush (ivy, mimosa, kudzu, etc.). 4. Construction based on 2018 site design. 		x	x	x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$2,000,000	General fund; Hotel/ Motel Tax	
Planning & Development	\$150,000	General fund; ARC	
Planning & Development; City of Doraville	\$150,000	General fund; ARC; City of Doraville	
Parks & Recreation	\$2,700,000	General fund; Park bond; Grants	Carried over from the Parks and Recreation Master Plan.
Parks & Recreation	\$2,100,000	General fund; Park bond; Grants	Carried over from the Parks and Recreation Master Plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
P.03	<p>Dresden Park Renovations. Improvements include:</p> <ol style="list-style-type: none"> 1. Add additional parking. 2. Improve concession stand. 3. Coordinate the site furnishings to match and meet anti-pick/anti-sleep requests. 4. Address ADA access in the park. 5. Light the upper multi-purpose fields, and evaluate the other park lighting for security. 6. Replace metal railings that are missing on staircases. 7. Add security camera's throughout the park. 8. Add benches to the fenced in multi-purpose fields. 9. Replace existing water fountains. 10. Add an additional park gazebo, utilizing the old maintenance shed concrete pad. 			x	x	
P.04	New Park and Police Station at Hearn Property.	x	x			
P.05	<p>Shallowford Park Renovations. Improvements include:</p> <ol style="list-style-type: none"> 1. Restripe the existing parking to include a few more standard parking spaces. Coordinate with other City departments to allow some on-street parking. 2. Repair the low place in the lawn. 3. Provide sidewalks in shaded areas to connect playgrounds, benches, swings, shelter, etc. via ADA accessible routes. 				x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Parks & Recreation	\$4,500,000	General fund; Park bond; Grants	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	\$10,000,000	General fund; Park bond; Hotel/Motel Tax	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	\$30,000	General fund; Park bond; Grants	Carried over from the Parks and Recreation Master Plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
P.06	Clairmont Park Renovations. Improvements include: 1. Provide ADA access to the train play area and make improvements to the play area to be ADA compliant. 2. Create brick paved sidewalk to the MARTA bus stop.					x
P.07	Huntley Hills Park Renovations. Improvements include: 1. Provide ADA access to the train play area and make improvements to the play area to be ADA compliant. 2. Provide perimeter sidewalks and provide connections to other neighborhood sidewalks.					x
P.08	New Town Center Park from Downtown Chamblee Town Center Master Plan at Char-Griller site					x
P.09	Passive park behind DeKalb County Animal Control Building		x	x		
P.10	Update Park Design Standards	x	x			
P.11	Develop and Implement Community Gardens		x	x		
P.12	Develop and Implement Dog Parks			x	x	
P.13	Continue to Implement New Programs	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Parks & Recreation	\$20,000	General fund; Park bond; Grants	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	\$20,000	General fund; Park bond; Grants	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	TBD	General fund; Park bond; Grants	Carried over from the Strategic Economic Development Plan and Town Center Master Plan
Parks & Recreation; DeKalb County	TBD	General fund	Would involve either purchasing land from DeKalb County, or entering an intergovernmental agreement
Parks & Recreation	\$50,000	General fund; Park bond	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	TBD	General fund; Grants	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	TBD	General fund; Park bond	Carried over from the Parks and Recreation Master Plan
Parks & Recreation	TBD	General fund; Park bond	Carried over from the Parks and Recreation Master Plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
Transportation						
Bicycle Trails & Protected Facilities						
B.01	Chamblee Tucker Multi-Use Path					x
B.02	Nancy Creek Trail - West Segment				x	
B.04	Rail-Trail Phase 2 Expansion				x	
B.05	Dresden East Utility Corridor Trail					x
B.06	North Fork Peachtree Creek Greenway					x
B.07	Peachtree Creek Greenway - Dresden East Connector Trail					x
B.07A	Peachtree Creek Greenway - Dresden East Connector Trail Alternate Alignment					x
B.09	Nancy Creek Trail - East Segment				x	
B.26	Chamblee Dunwoody Road Connector Trail					x
B.30	Keswick Drive Multi-Use Trail. Install new trail connection on Keswick Drive between Johnson Ferry Road and Chamblee Rail Trail at Keswick Baseball and Softball Field.					x
B.31	Chamblee Dunwoody Road Multi-Use Trail. Between New Peachtree Road and Buford Highway, construct multi-use trail on northside of corridor. In the interim, paint crosswalks at appropriate intersections (i.e. bus stops and heavily crossed locations).	x				

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$3,480,000	General fund; TAP; LCI funds; CID; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$710,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$5,450,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$1,290,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$4,000,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$4,000,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$4,000,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$570,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$1,100,000	General fund; TAP; LCI funds; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$1,200,000	General fund; TBD	
Planning & Development	\$2,600,000	General fund; TBD	

ID #	Project Name/Description	2020	2021	2022	2023	2024
B.32	Carroll Circle Multi-Use Trail. With redevelopment and extension of Carroll to Chamblee Dunwoody Road, include multi-use path or protected bike facility as connection to Chamblee Tucker Road and trail network				x	
B.33	Buford Highway Multi-Use Trail. Along with consideration of Step 3 of SA.09, build multi-use path from Dresden park to Beverly Hills Drive on the Eastside of the street. Add dedicated phase to signalized intersection at Beverly Hills Drive. Extend Multi-use path from Beverley Hills Drive to Chamblee Tucker Road Multi-Use path along north-south access easement, referred to in MTP project B.01.					x
B.34	Trail Access from Dresden Park to St. Pius X High School. Connect Dresden Park Trail with St. Pius High School via spur trail from Peachtree Creek Greenway-Dresden East Connector Trail (B.07 from MTP).					x
B.35	Chamblee Plaza Redevelopment Multi-Use Trail. Between Longview Drive and Chamblee-Dunwoody Road, install multi-use path/trail to connect Chamblee Charter High School and provide redevelopment amenity.					x
B.36	BRT Station Connector Trail. Install multi-use trail to connect Nancy Creek Trail to BRT Station at North Shallowford Road and I-285 on the east side of North Shallowford Road.					x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$500,000	General fund; CID; TBD	
Planning & Development	\$5,100,000	General fund; TBD	
Planning & Development	\$400,000	General fund; TBD	
Planning & Development	\$1,000,000	General fund; CID; TBD	
Planning & Development	\$700,000	General fund; TBD	

ID #	Project Name/Description	2020	2021	2022	2023	2024
B.37	Rail Trail to Peachtree Road Connector Trail. Install multi-use trail on the westside of Pierce Ave to connect the proposed Rail Trail Extension to the MARTA station, pedestrian bridge project (B-16). Widen existing sidewalk where applicable. The MTP calls for sidewalks on the eastside of the street (SW-12) and a pedestrian crossing of Peachtree Road (SA.13) which would still be valid.				x	
B.38	Chamblee-Dunwoody Road Multi-Use Trail - North. Between American Drive and Harts Mill Road, construct multi-use trail on northside of the corridor.					x
B.39	Dresden Drive Multi-Use Trail. Between Peachtree Creek Greenway-Dresden East Connector (B.07) and Clairmont Road, construct multi-use trail on the northside of Dresden Drive to connector trail network with City of Brookhaven.					x
B.40	Nancy Creek Bridges. With the redevelopment and creation of the park along Nancy Creek, design and construct at a minimum 2 additional bridges to provide multi-modal connectivity.				x	
B.41	Peachtree Creek Greenway Connector Bridge South. A bridge that would connect redevelopment near Interstate 85 across Peachtree Creek and connect to the Dresden East Connector Trail (B.07).					x
B.42	Achieve Bike/Walk Friendly Designation	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development; MARTA	\$400,000	General fund; CID; TBD	
Planning & Development; Public Works	\$1,900,000	General fund; TBD	
Planning & Development	\$5,300,000	General fund; TBD	
Planning & Development	\$500,000	General fund; TBD	
Planning & Development	\$300,000	General fund; TBD	
Planning & Development	\$5,000	General fund	Carried over from strategic plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
Complete Streets						
CS.02	Chamblee Dunwoody Road Repurposing	x	x			
New Street Connections						
NS.01	Century Center Street Extension 1					x
NS.02	Century Center Street Extension 2					x
NS.03	Perimeter Park Drive Extensions		x			
NS.05	Sexton Woods-Malone Drive Intersection Alignment					x
NS.06	Dresden Drive- Buford Highway Connector			x		
NS.07	Peachtree Boulevard Access Management				x	
NS.09	Shallowford Operations at Interstate 85 Interchange			x		
NS.16	Century Center Street Extension 3					x
NS.22	Deacon Lane Extension					
NS.26	Buford Highway to Clairmont Road Connector. South of Plaza Fiesta, with redevelopment provide east-west connection between Buford Highway and Clairmont Road			x		
NS.27	Dresden Drive/ Buford Highway/Plaster Road. Remove intersection of Dresden Drive at Buford Highway and realign Dresden Drive to intersect with Plaster Road at Woodacres Road with a new roundabout R.01; related to NS.06.				x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$1,020,000	General fund; TAP; LCI funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$1,300,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$1,300,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$480,000	Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$2,480,000	General fund; GDOT; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$640,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Public Works; PDK; MARTA	\$1,000,000	General fund; CID; Private funds; TIP	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$7,980,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$1,300,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$900,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$700,000	General fund; TBD	
Planning & Development	\$1,000,000	General fund; TBD	

ID #	Project Name/Description	2020	2021	2022	2023	2024
NS.28	Johnson Circle - Deacon Lane/Parsons Drive Connector. Install new street to connect Johnson Circle with Deacon Lane and Plaster Road.			x		
NS.29	Shallowford Road at I-85 New Street Connection 1. Between Capehart Circle and Plaster Road, construct new road upon redevelopment; related to NS.09			x		
NS.30	Shallowford Road at I-85 New Street Connection 2. With redevelopment of parcel north east of Shallowford and Interstate 85, construct east-west street to formalize grid; related to NS.09.				x	
NS.31	Perimeter Park and Parsons Drive Connection					x
NS.32	Pedestrian Rail Crossing - West Chamblee. Construct at grade pedestrian crossing between New Peachtree Road near Quinn Place and Peachtree Boulevard near Whole Foods shopping plaza entrance and abandoned rail line.		x			
NS.33	Pedestrian Rail Crossing - East Chamblee. Construct pedestrian bridge to connect Peachtree Boulevard at Ingersoll Rand and New Peachtree Road at Garcia Court		x			
NS.34	Broad Street Extension and Bicycle Facility. With redevelopment of Chamblee Plaza, extend broad street with an off-street multi-use path to B.35. This connects Rail Trail in Downtown Chamblee with the northern Chamblee trail system.			x		
NS.35	Design & Construct New Road to Create a Comprehensive City Grid	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$1,500,000	General fund; TBD	
Planning & Development	\$1,800,000	General fund; TBD	
Planning & Development	\$1,300,000	General fund; TBD	
Planning & Development	TBD	General fund; Private funds	Carried over from Economic Development Plan; related to NS.03, NS.22
Planning & Development	\$340,000	General fund; CID; TBD	
Planning & Development	\$340,000	General fund; CID; TBD	
Planning & Development	\$500,000	General fund; CID; TBD	
Planning & Development	TBD	General fund; TBD	Carried over from Economic Development Plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
NS.36	Green Industrial Way to Clyde Drive Connection. Install new street to connect Green Industrial Way with Clyde Drive Connection.					x
NS.37	Clyde Drive Extension. Extend Clyde Drive to Peachtree Road.					x
NS.38	John Glenn Drive Extension. Extend John Glenn Drive to Peachtree Road.					x
NS.39	Johnson Road Extension. With future redevelopment, extend Johnson Road from Frontier Trail between the St. Pius sports fields and the existing buildings to connect to Shallowford Road at the new street connection NC.05.					x
Operation Improvements						
OP.01	Peachtree Boulevard South Gateway			x		
OP.02	Peachtree Boulevard North Gateway			x		
OP.03	Buford Highway/Dresden Drive/Plaster Road Intersection Design				x	
OP.04	Shallowford Operations at Interstate 85 Interchange					x
OP.08	Reduce posted speed limit on Buford Highway	x				
OP.09	Establish a Sidewalk Improvement Program for regular maintenance and expansion of the City's pedestrian network	x	x	x	x	x
OP.10	Access Management program	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$730,000	General fund; CID; TBD	
Planning & Development	\$350,000	General fund; CID; TBD	
Planning & Development	\$390,000	General fund; CID; TBD	
Planning & Development	\$720,000	General fund; TBD	
Planning & Development; Peachtree Gateway CID; GDOT	\$10,000,000	General fund; CID; TIP	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$4,500,000	General fund; CID; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$1,600,000	General fund; GDOT; TIP	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$7,980,000	General fund; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; City of Doraville	Staff Time	General fund	Carried over from Buford Highway LCI
Planning & Development; Public Works	Staff Time	General fund	Carried over from previous comprehensive plan, see sidewalk projects below
Public Works	Staff Time	General fund	Related to SA.02, NS.07, ST.01

ID #	Project Name/Description	2020	2021	2022	2023	2024
OP.11	Expand micro-mobility infrastructure (parking and staffing) across the City	x	x	x	x	x
OP.12	Reduce posted speed limit on Peachtree Road and New Peachtree Road	x				
OP.13	Plaster Road/Woodacres Road/Dresden Drive Roundabout. Install roundabout with redevelopment and realignment of Dresden Drive.			x		
OP.14	Shallowford Road/Dresden Drive Roundabout. Install roundabout at Shallowford Road and Dresden Drive to support redevelopment and Dresden East Utility Corridor Trail, MTP recommendation B.05.					x
OP.15	Chamblee Tucker Road/Shallowford Road Roundabout. Install roundabout slightly south of existing intersection to address visibility and safety concerns. This project replaces MTP project SA.03 intersection design that requires purchase of right-of way in the city of Doraville.				x	
OP.16	Chamblee Tucker Road/Carroll Circle Roundabout. Install roundabout at Chamblee Tucker Road at IRS entrance and realignment of Carroll Circle					x
OP.17	Chamblee Dunwoody Road/Carroll Circle Roundabout. Install roundabout at Chamblee Dunwoody Road with the extension of Carroll Circle and future redevelopment.					x
OP.18	Johnson Circle Roundabout. Install East Johnson Circle and West Johnson Circle merge with roundabout and connection to Parsons Drive (NC.03).				x	
OP.19	Johnson Road South Roundabout. Connects the Johnson Road Realignment.					x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Public Works	Staff Time	General fund	See transit-related projects below
Planning & Development; City of Doraville	Staff Time	General fund	
Planning & Development	TBD	General fund; TBD	
Planning & Development	TBD	General fund; TBD	
Planning & Development	TBD	General fund; TBD	
Planning & Development	TBD	General fund; CID; TBD	
Planning & Development	TBD	General fund; CID; TBD	
Planning & Development	TBD	General fund; TBD	
Planning & Development	TBD	General fund; TBD	

ID #	Project Name/Description	2020	2021	2022	2023	2024
Policy Changes						
PL.01	Complete Streets Policy Update. This policy recommends an update to exempt projects that do not require a full reconstruction of the ROW to provide safety improvements for all users.	x	x	x	x	x
PL.02	Street Network Connectivity. This policy recommends updating the Unified Development Ordinance to require developers to build streets internal to their developments to connect to abutting streets if the existing block face is twice the maximum length allowed, 600 feet for new blocks faces.	x	x	x	x	x
PL.03	Trail Design. This policy recommends a minimum width of 12 feet for multi-use trails and off-street paths.	x	x	x	x	x
PL.04	Citywide Speed Limits on Local Streets. This policy recommends 25 miles per hour as the speed limit on all local streets.	x	x	x	x	x
PL.05	Community Sidewalk Enhancements. This policy recommends expanding the existing 'opt-in' process that allows neighbors to request sidewalk additions. This process currently covers the partial cost of the sidewalk projects while the updated policy should allow neighborhoods the option of a "full cost assessment" of sidewalks to advance sidewalk construction and rely less on outside funding.	x	x	x	x	x
PL.06	Functional Classification and Streetscape and Gateways. This policy recommends utilizing the GDOT-based Functional Classification Map for city planning and development regulation purposes.	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)

ID #	Project Name/Description	2020	2021	2022	2023	2024
PL.07	Parking Fee In-Lieu Policy. This policy allows applicants to meet a portion of, or all, their off-street parking requirements by payment into a City fund. The fund could be used for Transportation Demand Management Programs, multi-modal improvements, or public parking (on-street or off-street) additions.	x	x	x	x	x
Safety Projects						
SA.02	Peachtree Boulevard Access Management				x	
SA.06	N. Shallowford Road Roundabout				x	
SA.07	N. Peachtree Road Roundabout				x	
Sidewalk Projects						
SW.01	North Shallowford Road sidewalk between North Peachtree Road and Admiral Way				x	
SW.05	Forrestal Drive between the two intersections of Seaman Circle			x		
SW.06	Keswick Drive between Donaldson Drive and Hamlin Drive, then to Hamlin Drive between Keswick Drive and Sexton Woods Drive			x		
SW.07	Frontier Trail between Dresden Drive and Shallowford Drive				x	
SW.12	East side of Pierce Drive from Parkside Chamblee to Peachtree Road		x			
SW.14	North and west sides of Dresden Drive from 2830 Dresden Drive to Chamblee Tucker Road				x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development; Public Works	Staff Time	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works; PDK; MARTA	\$2,000,000	General fund; CID; TIP; Private funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$1,750,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development	\$1,750,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$111,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$76,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$60,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$153,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$24,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$127,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)

ID #	Project Name/Description	2020	2021	2022	2023	2024
SW.36	Add sidewalk to south side of New Peachtree Road between Hood Avenue and Chamblee Dunwoody Road		x			
SW.38	Longview Drive between Seaman Circle and existing sidewalk at Chamblee Plaza shopping center					x
SW.39	Add sidewalk to east side of Sexton Woods Drive between Marray Drive and Peachtree Boulevard					x
Transit Projects						
TR.01	Chamblee MARTA Station Multimodal Hub				x	
TR.02	Chamblee Station Pedestrian Passage		x			
TR.03	Chamblee Autonomous Vehicle Circulator Program		x	x	x	x
TR.04	285 Rapid Transit Station - N. Shallowford Road at Interstate 285				x	
TR.05	Work with MARTA to provide destination mapping within bus shelters and the MARTA station			x		
Further Study						
ST.01	Buford Highway Access Management Study			x	x	
ST.02	Peachtree Boulevard Scoping Study and Report			x		
ST.03	Detailed Engineering Studies		x			

Responsible Parties	Estimated Cost	Funding Sources	Notes
Public Works	\$30,000	General fund; CID	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$288,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Public Works	\$45,000	General fund	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; MARTA; FTA	TBD	Potential: City funds, MARTA/FTA, TIP funds	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; MARTA	\$500,000	Potential: Local City funds, MARTA, FTA	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; MARTA	\$2,000,000	Potential: City funds, private sources, Federal funds	Carried over from the Multimodal Transportation Plan (MTP); \$1,000,000 in first year and \$500,000 in subsequent years
Planning & Development; MARTA	TBD	TBD	
Planning & Development; MARTA; Public Works	Staff Time	General Fund	Carried over from previous comprehensive plan
Planning & Development; Public Works; City of Doraville; GDOT	\$150,000	General fund; GDOT; City of Doraville	Carried over from the Multimodal Transportation Plan (MTP)
Public Works; MARTA	\$300,000	General fund; ARC	Carried over from the Multimodal Transportation Plan (MTP)
Planning & Development; GDOT	\$50,000	General fund; ARC	Carried over from the Multimodal Transportation Plan (MTP); related to B.26

ID #	Project Name/Description	2020	2021	2022	2023	2024
ST.04	Central Parking Study		x	x		
ST.06	Top End Transit Location Study/Savoy Transit Station Master Plan	x				
ST.08	Savoy Drive Corridor Study. In coordination with the Top End 285 managed lanes projects, study Savoy Drive to ensure it supports the multi-modal needs of the existing developments and proposed redevelopment.		x			
ST.09	Buford Highway/Chamblee Dunwoody Road/Shallowford Road Study. Evaluate options to improve geometry and efficiency and flow of all six legs / three intersections potentially with split T with roundabouts or signals, or a large roundabout	x	x			
ST.10	Clairmont Road Corridor Study. Coordinate with the city of Brookhaven for a study to review access management and streetscape improvements from Buford Highway to 8th Street.		x			
ST.11	Shallowford Road Corridor Study. Study Shallowford Road to review access management and evaluate options for streetscape improvements.					x
ST.12	Connected Freight Corridor Study			x		
ST.13	Create a Street Design Manual		x			
ST.14	Streetscape Study		x			

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	\$50,000	General fund	Carried over from the previous comprehensive plan and the MTP
Planning & Development; MARTA	\$100,000	General fund	Carried over from the Multimodal Transportation Plan (MTP); related to TR.04.
Planning & Development	\$50,000	General fund	
Planning & Development; Public Works; City of Doraville	\$50,000	General fund; City of Doraville	
Planning & Development; City of Brookhaven	\$50,000	General fund; City of Brookhaven	
Planning & Development; City of Doraville	\$50,000	General fund	
Planning & Development; ARC	\$100,000	General fund; ARC	Carried over from the strategic plan
Planning & Development; Public Works	\$15,000	General fund	Carried over from the strategic plan
Planning & Development; Public Works	\$50,000	General fund	Carried over from the strategic plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
ST.15	Complete 5-year update to the Multimodal Transportation Plan					x
ST.16	Prepare a 5-Year Public Works Plan	x	x			
Economic Development						
ED.01	Establish an arts incubator in the community to attract artists			x	x	
ED.02	Public Art Program	x	x	x	x	x
ED.03	Provide development/density incentives for property assemblages, triggered by total project acreages	x	x	x	x	x
ED.04	Create a relocation incentive program for residents and businesses displaced by property assemblages and redevelopment, through offering down payment assistance and/or relocation stipend for those affected.	x	x	x	x	x
ED.05	Create redevelopment incentives to accelerate action.	x	x	x	x	x
ED.06	Connect potential investors with property owners to explore opportunities.	x	x	x	x	x
ED.07	Provide greater facade improvement opportunities for owners not interested or willing to redevelop at this time	x	x	x	x	x
ED.08	Work in partnership with DeKalb-Peachtree Airport to market and recruit additional aviation-based commercial activity.	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development; Public Works	\$200,000	General fund	
Public Works	Staff Time	General fund	Carried over from the previous comprehensive plan
DDA; Arts Alliance; Community Development; Chamber of Commerce	\$150,000	General fund; DDA; Arts Alliance; Grants	Carried over from previous comprehensive plan
Arts Alliance; Community Development	TBD	General fund; Arts Alliance; Grants	
Community Development; DeKalb County	Staff Time	General fund	Strategic Economic Development Plan
Community Development	\$500,000	General fund	Strategic Economic Development Plan
Planning & Development	\$150,000	General fund	Strategic Economic Development Plan
Planning & Development; Community Development	Staff Time	General fund	Strategic Economic Development Plan
DDA; Planning & Development	\$100,000	General fund; Grants	Strategic Economic Development Plan
Planning & Development; Community Development; PDK; Chamber of Commerce	Staff Time	General fund	Strategic Economic Development Plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
ED.09	Create a land bank of parcels bounded by New Peachtree Road, Hardee Avenue, 6th Street, and Clairmont Road for aviation-based commercial development.	x	x	x	x	x
ED.10	Encourage the assemblage of parcels bounded by West Hardee Avenue, PDK, Bragg Street, and Clairmont Road for aviation-based commercial development	x	x	x	x	x
ED.11	Work with Georgia Power to find alternative site for their transmission enhancement needs to free up their property for redevelopment.	x				
ED.12	Work with property owner on southwest corner of Buford Highway/Chamblee Tucker to accelerate commercial development.	x	x	x	x	x
ED.13	Encourage reinvestment/assemblage of eastern quadrants of Buford/Chamblee Tucker to strengthen commercial critical mass.	x	x	x	x	x
ED.14	Engage with property owners along Buford Highway to identify physical and operational needs.	x	x	x	x	x
ED.15	Encourage the assemblage of Shallowford Road parcels south of Laventure Drive for reinvestment as a mixed-use or live-work project.	x	x	x		
ED.16	Work with Century Center property owners to reposition area as vibrant mixed-use activity center.	x	x	x	x	x
ED.16.01	<i>Engage state and federal tenants to track long-term tenancy within the development.</i>	x	x	x	x	x
ED.16.02	<i>Work with property owners to create development strategy for parking fields adjacent to the Gables apartment complex to accommodate office and retail space.</i>	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development; Community Development	\$10,000,000	General fund	Strategic Economic Development Plan
Planning & Development; Community Development; PDK	Staff Time	General fund	Strategic Economic Development Plan
Planning & Development; Georgia Power	Staff Time	General fund	Strategic Economic Development Plan
Planning & Development; We Love BuHi	Staff Time	General fund	Strategic Economic Development Plan
Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Planning & Development; I Love BuHi	Staff Time	General fund	Strategic Economic Development Plan
Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	Staff Time	General fund	Strategic Economic Development Plan

ID #	Project Name/Description	2020	2021	2022	2023	2024
ED.16.03	Encourage redevelopment of single-story commercial buildings along Century Boulevard to accommodate live-work and mixed-use buildings.	x	x	x	x	x
ED.16.04	Integrate a dining/entertainment component of the redevelopment strategy to support existing office uses.	x	x	x	x	x
ED.17	Work with MARTA for TOD development potential of parking lot located along New Peachtree Road	x	x	x	x	x
ED.18	Establish a retail incubator in Downtown Chamblee			x		
ED.19	Provide business incentives for small, minority, and women-owned businesses to locate and grow in Chamblee	x	x	x	x	x
ED.20	Create public-private partnerships to build structured parking downtown	x	x	x	x	x
ED.21	Adaptive reuse and activation of City Hall as a cultural arts venue					
ED.22	Apply for an Opportunity Zone				x	
ED.23	Feasibility study for city-wide broadband service. Conduct case studies of other cities that have implemented widespread broadband service to see if something similar could be done in Chamblee to improve broadband access for future residents and businesses.			x	x	

Responsible Parties	Estimated Cost	Funding Sources	Notes
Community Development; Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Planning & Development; MARTA	Staff Time	General fund	Strategic Economic Development Plan
Community Development; Planning & Development; Chamber of Commerce	TBD	General fund	Strategic Economic Development Plan
Community Development; Planning & Development; Chamber of Commerce	TBD	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	TBD	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	TBD	General fund	Strategic Economic Development Plan
Community Development; Planning & Development	Staff Time	General fund	Strategic Economic Development Plan
Community Development	\$20,000	General fund; Grants	

ID #	Project Name/Description	2020	2021	2022	2023	2024
Population & Housing						
PH.01	Hire a bilingual liaison to conduct specialized outreach for the Hispanic and Latino communities.	x	x	x	x	x
PH.02	Housing Study & Inventory. Perform a housing inventory assessment and use the results from study to guide a housing strategy for the City.	x				
PH.03	Affordable Housing Study. This study will feed off the results of PH.02.		x			
PH.04	Community Land Bank & Affordable Housing Strategy			x		
PH.05	Create a Remodeling Guidebook. A guidebook of renovation recommendations for single-family housing stock and incentivizes reuse over tear-down/new construction.			x		
PH.06	Create a Neighborhood Planning Program to assist with the creation of neighborhood plans, code enforcement, and community engagement.	x	x	x	x	x
PH.07	Affordable Housing Parcel potential. Track potential parcels for compliance with Department of Community Affairs Low Income Housing Tax Credit Qualified Allocation Plan.	x	x	x	x	x
PH.08	Affordable Housing Incentive package. for time frame between identification and funding.	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Community & Economic Development; City Manager	TBD	General fund	The role of this liaison is to communicate information from the City to the non-English speaking Hispanic and Latino community and relay information back to the City. The City should also prioritize the hiring of more bilingual employees to supplement outreach efforts
Community & Economic Development; Planning & Development	\$50,000	General fund	
Community & Economic Development; Planning & Development	TBD	General fund	
Community & Economic Development; Planning & Development; Non-Profits	Staff Time	General fund	Carried over from the strategic plan
Community & Economic Development; Planning & Development	\$50,000	General fund	Carried over from the strategic plan
Planning & Development; Homeowners Associations	\$800,000	General fund	Carried over from the strategic plan; would cost \$160,000 annually
Community & Economic Development; Planning & Development	Staff Time	General fund	
Community & Economic Development; Planning & Development	Staff Time	General fund	

ID #	Project Name/Description	2020	2021	2022	2023	2024
Natural Resources & Sustainability						
NR.01	Update and maintain the City's Stormwater facilities in GIS	x	x	x	x	x
NR.02	Update and maintain GIS mapping of the City's natural and piped waterways	x	x	x	x	x
NR.03	Identify and fund priority areas for repairs on aging stormwater facilities	x	x	x	x	x
NR.04	Update of Specimen Tree Credit Requirements in City Tree Ordinance to encourage tree conservation	x				
NR.05	Add Canopy Coverage Standards to existing City Tree Ordinance to preserve existing canopy and promote new tree canopy planting	x				
NR.06	Implement the recommendations from the Food Systems Plan		x	x	x	x
NR.07	Submit application to Atlanta Regional Commission's Green Communities program to receive Platinum status	x				
NR.07.01	<i>Municipal Energy Audits</i>	x	x	x	x	x
NR.07.02	<i>Government Cool Roof</i>	x	x	x	x	x
NR.07.03	<i>Government Water Audits</i>	x	x	x	x	x
NR.07.04	<i>Government Green Infrastructure</i>	x	x	x	x	x
NR.07.05	<i>Walk Friendly Community</i>	x	x	x	x	x
NR.07.06	<i>Community Recycling Education Program</i>	x	x	x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Public Works	Staff Time	General fund	Carried over from previous comprehensive plan
Public Works	Staff Time	General fund	
Public Works	Staff Time	General fund	Carried over from previous comprehensive plan
Planning & Development	Staff Time	General fund	
Planning & Development	Staff Time	General fund	
Planning & Development	\$100,000	General fund	Carried over from the strategic plan; implementation would cost the City \$25,000 annually
Planning & Development	\$250,000	General fund	Achieve measures to qualify the City for Platinum status; implementation would cost the City \$50,000 annually
Planning & Development	TBD	General fund	See page 231 for details
Planning & Development	TBD	General fund	See page 232 for details
Planning & Development	TBD	General fund	See page 233 for details
Planning & Development	TBD	General fund	See page 235 for details
Planning & Development	TBD	General fund	See page 237 for details
Planning & Development	TBD	General fund	See page 239 for details

ID #	Project Name/Description	2020	2021	2022	2023	2024
NR.08	Assign urban agriculture typologies to appropriate zoning districts in the Unified Development Ordinance		x			
NR.09	Adopt a regional watershed-based planning strategy		x			
NR.10	Expand applicability of green building requirement to include multi-family and single-family housing	x	x			
NR.11	Support the development of Green Infrastructure maintenance and inspection protocols	x	x	x	x	x
NR.12	Require all renovations of city-owned buildings to include a Cool Roof Retrofit	x	x	x	x	x
NR.13	Adopt policy that all commercial re-roof projects include upgrade to current code required insulation levels	x	x	x	x	x
NR.14	Develop program to retrofit existing roofs to Cool Roofs	x	x			
NR.15	Include Cool Roof requirements in building codes for all residential and commercial construction in the city	x				
NR.16	Develop preferred tree planting limits to ensure that canopy trees are planted on public rights-of-way.	x				
NR.17	Develop program to evaluate the benefits of burying overhead utilities which inhibit tree canopy growth.	x	x			
NR.18	Include tree-sensitive construction technique requirements for land disturbing activities.	x				
NR.19	Develop regulation which requires right-of-way storm water to be controlled using street tree planting boxes.	x				

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	Staff Time	General fund	
Planning & Development	Staff Time	General fund	See page 245 for details
Planning & Development	Staff Time	General fund	Include multi-family into the requirements in 2020; include single-family into the requirements in 2021
Planning & Development	Staff Time	General fund	See page 245 for details
Planning & Development	Staff Time	General fund	See page 246 for more details
Planning & Development	Staff Time	General fund	See page 246 for more details
Planning & Development	TBD	General fund	See page 246 for more details
Planning & Development	Staff Time	General fund	See page 246 for more details
Planning & Development	Staff Time	General fund	See page 247 for more details
Planning & Development	TBD	General fund	See page 247 for more details
Planning & Development	Staff Time	General fund	See page 247 for more details
Planning & Development	Staff Time	General fund	See page 247 for more details

ID #	Project Name/Description	2020	2021	2022	2023	2024
NR.20	Create a voluntary utility benchmarking program that promotes benchmarking to commercial and multi-family building owners and operators while offering opportunities for education, peer exchange, and technical support with the benchmarking process.		x	x	x	x
NR.21	Enact a mandatory ordinance requiring commercial and multi-family residential buildings above a certain size to annually report their energy and water usage to the City of Chamblee.				x	x
NR.22	Enhance verification procedures across all levels of construction	x	x	x	x	x
NR.23	Adopt the current IECC code without the Georgia performance reduction amendments.	x				
NR.24	Adopt a High Performance Building Standard	x				
NR.25	Water Audit Benchmarking Ordinance	x				
NR.26	Climate Action Plan. Inventory of existing conditions and develop emission reduction goals.			x	x	x

Responsible Parties	Estimated Cost	Funding Sources	Notes
Planning & Development	TBD	General fund	See page 248 for more details
Planning & Development	Staff Time	General fund	See page 248 for more details
Planning & Development	TBD	General fund	See pages 249-251 for more details
Planning & Development	Staff Time	General fund	See pages 253-254 for more details
Planning & Development	Staff Time	General fund	See page 254 for more details
Planning & Development	Staff Time	General fund	See page 255 for more details
Planning & Development; Non-Profits	\$100,000	General fund	Carried over from the strategic plan

Total Costs: \$141,249,000

IMPLEMENTATION

Priority Projects

Priority projects are defined as those that can be funded or started within the first year of the plan and/or are important to the completion of other projects listed in the plan. Listed below are the priority projects for Chamblee:

Buford Highway @ Chamblee Tucker Road Small Area Plan

At the Draft Plan Open House, the community identified Small Area Plan implementation as a top priority. However, it would not be feasible to implement all six Small Area Plans all at once. The public engagement process revealed that the redevelopment of Buford Highway at Chamblee Tucker Road was to be a top priority. Priority projects for this effort include LU.10, ED.13, ED.14, and ED.15 (see the Action Matrix for more information on these projects).

Rail Trail Expansion

Another initiative identified as a top priority at the Draft Plan Open House was Rail Trail Expansion, particularly Phase 2, project B.04.

Housing Study

The final top priority for Chamblee is the completion of a housing study, PH.02 (more details can be found on page 222).

IMPLEMENTATION

Long-Term Projects

This comprehensive plan describes a vision for the City of Chamblee that will take decades to implement. The Action Matrix illustrates a short-term work program (5 years). This list describes the projects that will be fully implemented beyond the 5 year scope of the Action Matrix:

- Small Area Plans: Although this comprehensive plan lists implementation items in the 5-year Action Matrix, full implementation will take at least 10 years to complete.
- MTP items not included in the Action Matrix: As previously mentioned, the Community Vision outlines how longer term development scenarios align with all MTP projects, including those with a longer timeframe. The Action Matrix lists those projects prioritized in the MTP, particularly those that can occur within a 5-year scope. For more information on these projects, refer to the MTP.
- City Hall Park renovation: The Parks & Recreation Master Plan programs this for the year 2025.
- Town Center Master Plan

APPENDIX

Report of Accomplishments

Project Name/Description	Complete	Underway	Postponed	Dropped	Notes
Prepare Parks and Recreation Master Plan	X				
Acquire Dresden Park from DeKalb County	X				
Hire new personnel to address service needs of the 2014 annexation	X				
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		X			
Prepare new Unified Development Ordinance	X				
Implement Citizens Planning Academy (UDO 101)	X				
Prepare Downtown Parking Study			X		Will be incorporated into the Chamblee Mobility Plan
Prepare and launch a communications plan, as a component of an overall marketing strategy that targets industry sector/recruits and brands	X				

Project Name/Description	Complete	Underway	Postponed	Dropped	Notes
Implement communications plan and finalize and implement a marketing strategy	X				
Prepare an Strategic Economic Development Plan	X				
Identify and implement ways to promote an "Auto Row" as part of City communication and active marketing strategy				X	No longer a priority
Apply for Opportunity Zone			X		Delayed; to be included in the Strategic Economic Development Plan
Establish an Arts Incubator in the community to attract artists			X		Will be explored through a Public Art Master Plan
Purchase new equipment to address service needs of the 2014 annexation	X				
Hire new employees to address service needs of the 2014 annexation	X				
Continue to work with MARTA to provide destination mapping within bus shelters and the MARTA station			X		Delayed
Update and maintain the city's Stormwater facilities in GIS			X		Delayed

Project Name/Description	Complete	Underway	Postponed	Dropped	Notes
Stormwater: Identify and fund priority area for repairs on aging facilities			X		Delayed
Prepare a 5-year Public Works Plan			X		Delayed
Establish a Sidewalk Improvement Program for regular maintenance and expansion of the city's pedestrian network			X		Will be incorporated into the Chamblee Mobility Plan
Build Bicycle/Ped Improvements on Perimeter Trail from Womack Drive to Murphy Candler Park from 2014 DeKalb County CTP			X		Will be incorporated into the Chamblee Mobility Plan
Build Crosswalk improvements on Clairmont Rd @ I 85 from 2014 DeKalb County CTP			X		Will be incorporated into the Chamblee Mobility Plan
Build Pedestrian Improvements along Dresden Dr from 2014 DeKalb County CTP			X		Will be incorporated into the Chamblee Mobility Plan
Build Bicycle/Ped Improvements on Peachtree Blvd from Peachtree Road/ Brookhaven Station to Plaza Fiesta from 2014 DeKalb County CTP			X		Will be incorporated into the Chamblee Mobility Plan
Build New Roadway over Railroad Connecting Buford Highway to Peachtree Blvd Connector from Doraville LCI/GM Redevelopment Plan			X		Will be incorporated into the Chamblee Mobility Plan
Build Bicycle/Ped Improvements on Buford Hwy from 2014 DeKalb County CTP			X		Will be incorporated into the Chamblee Mobility Plan
Build Bicycle/Ped Improvements on Clairmont Rd from 2014 DeKalb County CTP			X		Will be incorporated into the Chamblee Mobility Plan

Project Name/Description	Complete	Underway	Postponed	Dropped	Notes
Build the Chamblee Rail Trail Multi-Use Greenway (Ph2) from 2014 Chamblee Town Center LCI		X			
Add Bicycle Lane on Peachtree Rd & American Industrial Way from 2014 Chamblee Town Center LCI		X			Being completed as part of a streetscape project
Build Corridor Improvements along Chamblee Dunwoody Rd from New Peachtree Road to Chamblee HS from 2014 Chamblee Town Center LCI	X				
Build Streetscape Improvements along Chamblee Tucker Rd from 2014 Chamblee Town Center LCI	X				
Build Corridor Improvements along Peachtree Rd from Clairmont Road to Pierce Road from 2014 Chamblee Town Center LCI		X			
Build Corridor Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI		X			
Build a Chamblee Dunwoody/Peachtree Road Gateway from 2014 Chamblee Town Center LCI			X		Will be incorporated into the Chamblee Mobility Plan
Build a Chamblee Dunwoody/Peachtree Blvd Gateway from 2014 Chamblee Town Center LCI			X		Will be incorporated into the Chamblee Mobility Plan
Build Pedestrian Improvements along Chamblee Dunwoody Rd from 2014 Chamblee Town Center LCI			X		Will be incorporated into the Chamblee Mobility Plan
Build Pedestrian Improvements along Chamblee Tucker Rd from 2014 Chamblee Town Center LCI			X		Will be incorporated into the Chamblee Mobility Plan

Project Name/Description	Complete	Underway	Postponed	Dropped	Notes
Build Pedestrian Crosswalk Improvements at Peachtree Rd at Pierce Road from 2014 Chamblee Town Center LCI		X			
Build Pedestrian Improvements along Malone Dr from 2014 Chamblee Town Center LCI	X				
Build Streetscape Improvements along Broad Street from 2014 Chamblee Town Center LCI		X			

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Survey Questions

1. Which of the statements below best describes you? (Check all that apply.)

- I live in Chamblee.
- I work in Chamblee.
- I live and work outside of Chamblee, but I visit occasionally.
- None of these apply to me.

2. Using the map below, which area in Chamblee do you live, work, or typically visit (select from below)?

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7
- Area 8
- None of the above

3. What one word would you use to describe Chamblee today?

4. What one word would best describes what you would like to see Chamblee be tomorrow?

5. What types of land uses would you like to see more, the same, or less?

Land Use	More	Same	Less
Low density residential (mostly single-family detached homes)			
Medium density residential (mostly single-family detached homes and townhomes)			
High density residential (mostly townhomes and multi-family)			
Retail			
Office			
Industrial			
Civic			
Mixed Use (a mix of residential, retail, office, civic in one building/development)			
Parks and recreation			

6. The comprehensive plan will propose redevelopment plans for six areas throughout the city. Which of these redevelopment areas would you like to see prioritized as the plan is implemented? You may select up to 3.

- Savoy Drive
- Peachtree Boulevard and Chamblee-Dunwoody Road
- Buford Highway and Chamblee-Tucker Road
- Buford Highway and Dresden Drive
- Buford Highway and Clairmont Road
- Shallowford Road at I-85

7. How satisfied are you with the overall transportation network in Chamblee?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisfied

8. What is your primary mode of transportation for commute trips?

- Car
- Carpool
- Rideshare (Uber, Lyft, etc)
- Bicycle
- Walk
- Transit
- None of the above

9. What is your primary mode of transportation for non-commute trips?

- Car
- Carpool
- Rideshare (Uber, Lyft, etc)
- Bicycle
- Walk
- Transit
- None of the above

10. What do you believe to be the greatest transportation issue in Chamblee? Give specific examples, if needed.

11. Which of the following would prevent you from walking/biking as much as you would like? Check all that apply.

- Where I want to go is too far.
- There is no sidewalk or bicycle facility near me, or what is available is not suitable.
- Walking/riding along the street is uncomfortable due to the amount of traffic.
- There is no direct route and I would have to walk/bike far out of my way.
- It is difficult to cross the street safely.
- I am a person with mobility issues, or cannot walk/bike due to other reasons.
- None of these apply.

12. Are you a regular user of the Rail Trail (at least once per month), or do you anticipate using the trail regularly at any point?

- Yes
- No
- I'm not sure

13. Please indicate the condition you believe Chamblee's existing infrastructure and services to be?

Infrastructure/Service	Excellent	Satisfactory	Fair	Poor
Roadway corridors				
Roadway intersections				
Bus transit				
Rail transit				
Bridges				
Sidewalks				
Bicycle network / facilities				
Parks, recreation areas				

21. Do you think the City of Chamblee prioritizes sustainability today?

- Yes
- No
- I'm not sure

22. Have you heard of these City initiatives which contribute to sustainability? (Check all that apply.)

- ARC Green Communities (the City is certified Gold!)
- National Wildlife Mayors' Monarch Pledge
- National Wildlife Community Wildlife Habitat
- Sustainable governance policies
- Electronics and Household Hazardous Waste recycling initiatives
- Rail Trail and other non-motorized transportation efforts
- Shared autonomous vehicles
- I haven't heard of these

23. Low-impact development (LID) strategies are important for communities that want to better promote sustainability. The following items are LID strategies that may work for Chamblee. Please select the strategies you would most support for Chamblee. (Check all that apply.)

- Non-motorized transportation
- Green development regulations (e.g. required sidewalks, green building certifications, EV charging stations, etc)
- Procurement of sustainable products and services
- Green building
- Permeable pavers for streets and/or parking areas
- High-porosity concrete sidewalks and/or parking areas
- Bioretention areas
- Swales (shallow channels with gently sloping sides)
- Stormwater planters
- Vegetated and hardscape infiltration
- None of the above

24. Please rank the following items in order of how important they are to you in Chamblee's development over the next decade, with 1 being the most important and 6 being the least important.

- _____ Infill Development (placing new development in between existing developments)
- _____ Transportation
- _____ Economic Development
- _____ Housing
- _____ Historic and Cultural Resources
- _____ Sustainability (improving environmental protection)

25. Is there anything else you would like the Planning Team to know as they move forward in the planning process?

These questions are optional, and your answers will be used to help us improve our outreach efforts to reach every person in Chamblee. Don't worry, your answers will be kept confidential.

26. What age group do you fall?

- Under 18 years old
- 18-29 years old
- 30-39 years old
- 40-49 years old
- 50-59 years old
- 60-69 years old
- 70+ years old

27. What race/ethnicity do you identify with?

- White / Caucasian alone
- Black / African-American alone
- Asian alone
- American Indian / Alaska Native alone
- Some other race alone
- Two or more races
- Other

28. Do you identify as Hispanic or Latino?

- Yes
- No

29. What is your household's income range?

- Less than \$25,000 per year
- \$25,000 to \$39,999 per year
- \$40,000 to \$49,999 per year
- \$50,000 to \$74,999 per year
- \$75,000 to \$99,999 per year
- Over \$100,000 per year

30. What is your highest level of education?

- Less than high school
- High school diploma, GED, or equivalent
- Some college
- Associate's degree
- Bachelor's degree
- Graduate or post-graduate degree

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31. What is your household size?

- 1 person
- 2 people
- 3 people
- 4 people
- 5+ people

32. Do you own or rent your residence?

- I own
- I rent

APPENDIX

Meeting Sign-In Sheets

One Chamblee - Community Education Session #1 & Kick-Off Meeting - April 10, 2019



Name	Email Address	Name	Email Address
Brianna Merel	briannaandrewid@gmail.com		
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One Chamblee - Community Education Session #1 & Kick-Off Meeting - April 10, 2019



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