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City of Brookhaven  
**COMPREHENSIVE PLAN**

APRIL 18, 2024  
**DRAFT**

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# EXECUTIVE SUMMARY

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

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

**We Are Brookhaven** is a resonating theme.

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

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

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

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



# YOUR PLAN GUIDE

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

## FOUNDATION

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

## VISION

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

## FUTURE LAND USE

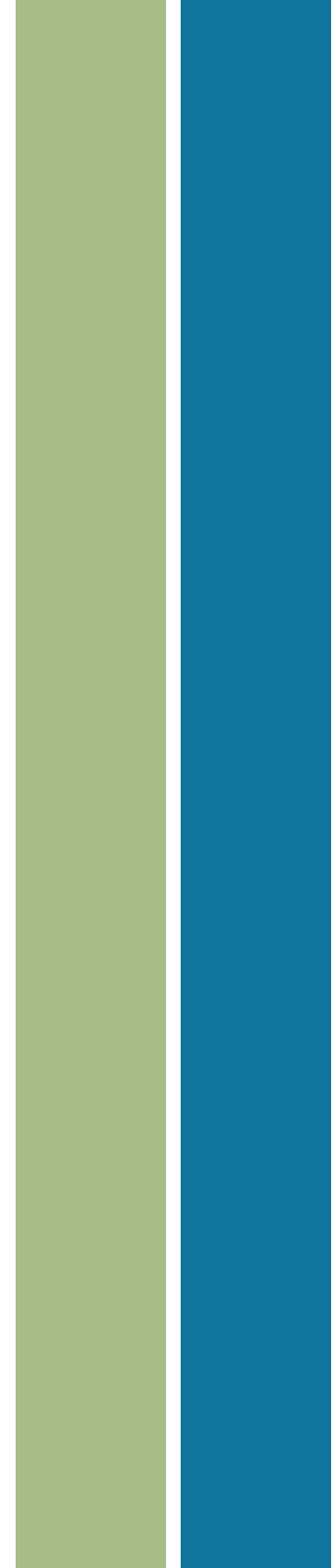
**Chapter 3** details the future land use policy for the City articulated through the character areas and further delineation of subareas within each. Housing diversification and connection to the City's major transportation and multimodal investments are critical to achieving the City's goals for an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

## OUR PRIORITIES

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

## ACTION PLAN

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







# ACKNOWLEDGEMENTS

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

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



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# TABLE OF CONTENTS

|           |   |            |
|-----------|---|------------|
| <b>01</b> | <b>OUR FOUNDATION</b>                         | <b>1</b>   |
|           | 1.1 Comprehensive Plan History                |            |
|           | 1.2 Plan Update Process                       |            |
|           | 1.3 Trend Highlights                          |            |
|           | 1.4 Key Plan Drivers                          |            |
| <b>02</b> | <b>OUR PATH FORWARD</b>                       | <b>19</b>  |
|           | 2.1 Meeting Local + State Planning Goals      |            |
|           | 2.2 2044 Vision Statement                     |            |
|           | 2.3 Our Long-term Goals                       |            |
|           | 2.4 Citywide Future Land Use Vision           |            |
|           | 2.5 Priority Focus Areas                      |            |
|           | 2.6 Priority Needs and Opportunities          |            |
| <b>03</b> | <b>FUTURE LAND USE PLAN</b>                   | <b>33</b>  |
|           | 3.1 Land Use Approach                         |            |
|           | 3.2 Character Area + Sub-Area Policy          |            |
| <b>04</b> | <b>STRATEGIC GROWTH</b>                       | <b>105</b> |
|           | 4.1 Overview                                  |            |
|           | 4.2 Short Term Priorities                     |            |
| <b>05</b> | <b>EQUITABLE DEVELOPMENT &amp; INVESTMENT</b> | <b>127</b> |
|           | 5.1 Overview                                  |            |
|           | 5.2 Short Term Priorities                     |            |
|           | 5.3 Related Policies                          |            |
|           | 5.4 Mid to Long Term Considerations           |            |



**06 CULTURE & PLACE 145**

- 6.1 Overview
- 6.2 Short Term Priorities
- 6.3 Related Policies

**07 SUSTAINABILITY 161**

- 7.1 Overview
- 7.2 Short Term Priorities
- 7.3 Related Policies
- 7.4 Mid to Long Term Considerations

**08 CONNECTIVITY & ACTIVE TRANSPORTATION 185**

- 8.1 Overview
- 8.2 Short Term Priorities
- 8.3 Related Policies
- 8.4 Mid to Long Term Considerations

**09 COMMUNITY WORK PROGRAM 201**

- 9.1 Overview
- 9.2 Funding Opportunities
- 9.3 Responsible Parties & Partnerships
- 9.4 2024-2029 Community Work Program

**APPENDICES**

- A. Progress + Trends Report
- B. Public Involvement Documentation
- C. Report of Accomplishments for 2019-2024 Community Work Program





## LIST OF MAPS

|  |     |
|--|-----|
| Map 1. Character Area Map.....                                     | 27  |
| Map 2. Sub-Area Examples - LaVista Park.....                       | 41  |
| Map 3. Lakes District Sub-Areas.....                               | 45  |
| Map 4. Perimeter Center Sub-Areas.....                             | 51  |
| Map 5. Blackburn Park Neighborhood Center Sub-Areas.....           | 53  |
| Map 6. Lynwood Park Sub-Areas.....                                 | 57  |
| Map 7. Historic Brookhaven Center Sub-Areas.....                   | 61  |
| Map 8. Osborne Sub-Areas.....                                      | 63  |
| Map 9. Peachtree Corridor Overlay District Sub-Areas.....          | 67  |
| Map 10. Ashford Park-Drew Valley Sub-Areas.....                    | 71  |
| Map 11. Brookhaven Heights-Brookhaven Fields Sub-Areas.....        | 75  |
| Map 12. Lenox Park Sub-Areas.....                                  | 81  |
| Map 13. Roxboro Sub-Areas.....                                     | 85  |
| Map 14. Buford Highway-Peachtree Creek Sub-Areas.....              | 90  |
| Map 15. Briar Hills Innovation District Sub-Areas.....             | 95  |
| Map 16. LaVista Park Sub-Areas.....                                | 99  |
| Map 17. Median Household Income.....                               | 130 |
| Map 18. Predominate Race/Ethnicity.....                            | 131 |
| Map 19. Tree Canopy and Justice 40 Equity Areas.....               | 175 |
| Map 20. Urban Heat Severity.....                                   | 177 |
| Map 21. Local Schools in Context with Justice 40 Equity Areas..... | 179 |

## LIST OF TABLES

|   |     |
|---|-----|
| Table 1. Summary of Engagement Activities.....              | 7   |
| Table 2. Land Use Table: Residential .....                  | 42  |
| Table 3. Land Use Table: Non-Residential .....              | 43  |
| Table 4. Watershep BMP Projects Recommended at Schools..... | 180 |
| Table 5. City of Brookhaven Local Funding Sources .....     | 204 |
| Table 6. Community Work Program .....                       | 207 |

## LIST OF FIGURES

|  |     |
|--|-----|
| Figure 1. Comprehensive Plan History Timeline..... | 3   |
| Figure 2. Plan Update Phases & Timeline.....       | 4   |
| Figure 3. Homeownership Trends.....                | 137 |
| Figure 4. Business Ownership Trends.....           | 140 |
| Figure 5. Example from Community Work Program..... | 203 |



## Key Planning Terms

### Character Area

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

### Future Land Use Plan

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

### Gentrification

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

### Missing Middle Housing

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

# ACRONYMS

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





# 01 OUR FOUNDATION

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# 1.1 Comprehensive Plan History

## Inaugural Plan

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

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

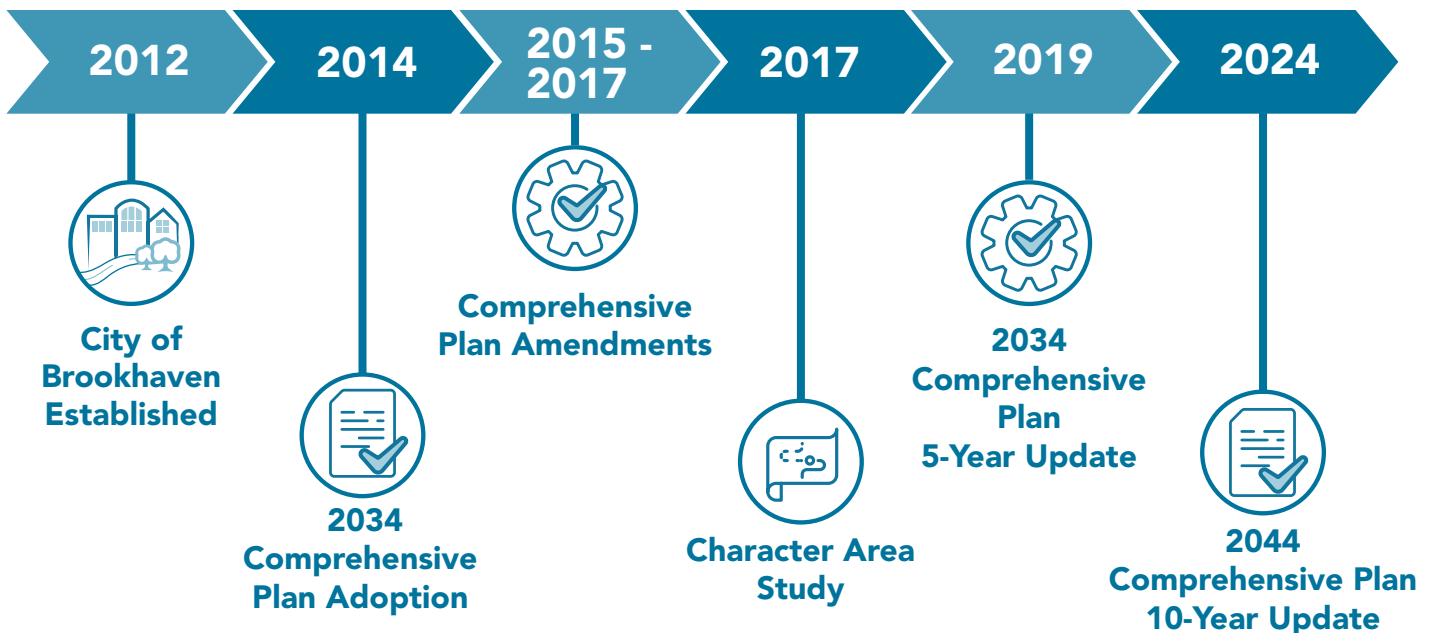
## Character Area Study

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

## 2019 Update

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

**Figure 1. Comprehensive Plan History Timeline**



# 1.2 10-Year Plan Update

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

## Key Focus

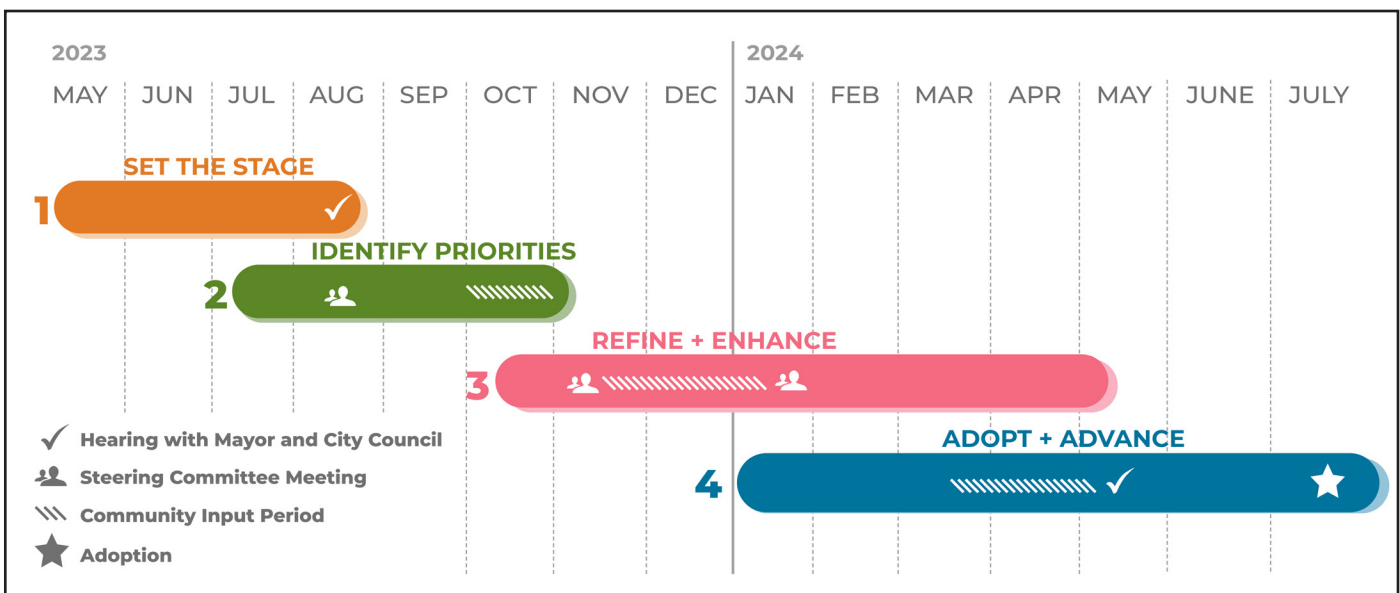
The 10-year update process focused on strengthening the City’s vision, goals, and community priorities and creating more detailed character area direction and related policy. The resulting 2044 Comprehensive Plan has a refreshed look and more detailed policy direction, along with a directive implementation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

## Character Area Map & Policy

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

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

**Figure 2. Plan Update Phases & Timeline**



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

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

## New Approaches

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

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

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



## Engagement Overview

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

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

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

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

## Input Activity Highlights





**Table 1. Summary of Engagement Activities**

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





## Round 1 Engagement Series

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

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

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

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



## Round 2 Engagement Series

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

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

## Overarching Key Takeaways

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

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

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



## Equitable Approach

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

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

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

# 1.3 Trend Highlights

## Major Takeaways

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

## Local Perspective

### Traffic & Pedestrian Safety

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

### Real Estate

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

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

### Economic Drivers

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

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





## Regional Trends

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

### Dramatic Population Growth

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

### Urbanizing Suburban Communities

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

### Decline in Housing Affordability

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





## 1.4 Key Plan Drivers

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

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



### Local Plans

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

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

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





## EQUITY

### Social Justice, Race, and Equity Commission

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

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

The Commission is not currently operational but will be reconvened every 5 years.



Image Source: Peachtree Creek Greenway

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

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





## Buford Highway Planning

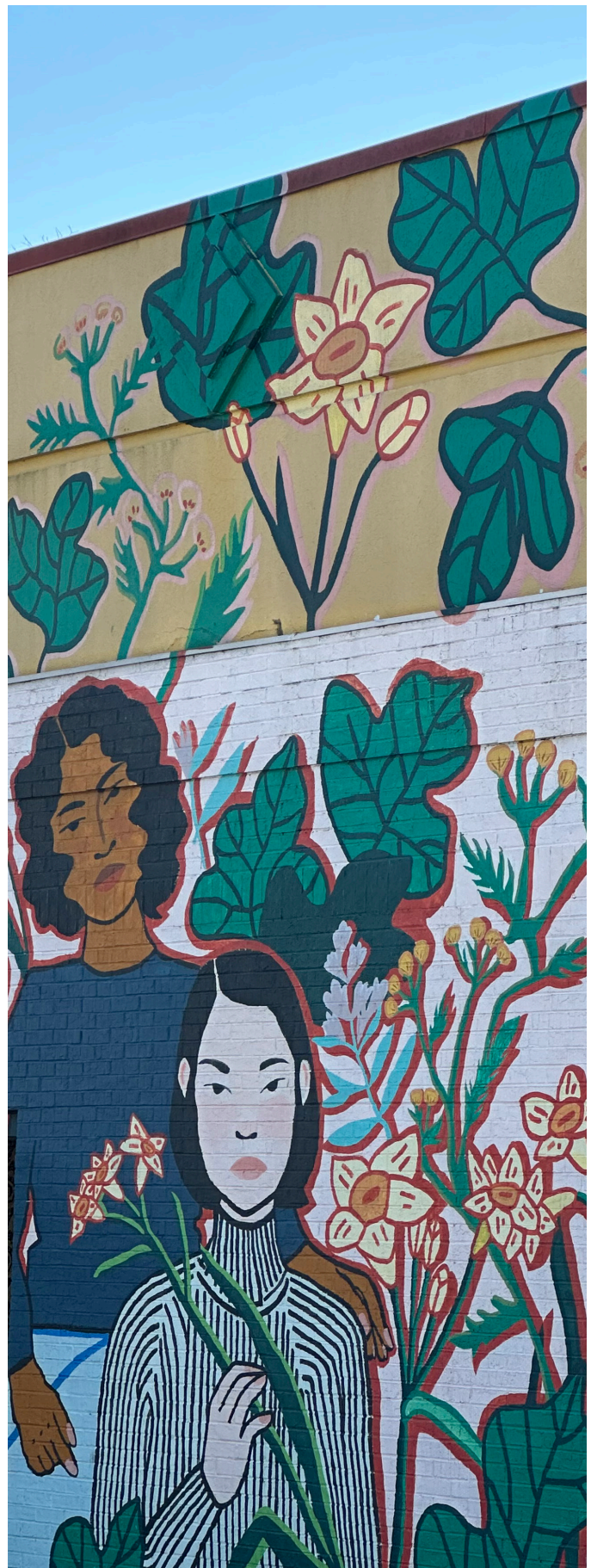
Often a focus of future planning studies, the Buford Highway corridor represents one of the most distinct areas of the City characterized by diverse commercial development and multi-family housing. There is much support for focused reinvestment along Buford Highway to further its vision as a more green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

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



### Buford Highway Planning Efforts

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





## HOUSING

### Expanding Housing Choices and Attainability

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

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

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

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



Image Source: The Columbus Dispatch

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

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

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

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





## SUSTAINABILITY

### Sustainable Brookhaven

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

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

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



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

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





## City Centre

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

## Peachtree Creek Greenway

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

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

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

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

## Corridor Plans/Studies

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

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

## State & Federal Funding Support

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



**02**

**OUR PATH  
FORWARD**

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# OUR PATH FORWARD

## 2.1 Meeting Local + State Planning Goals

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

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

### Substantive Elements Covered

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

### Guiding Elements

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

### Broadband

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

## Important Note

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

## 2.2 2044 Vision Statement

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

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

### How does Brookhaven define key concepts of this vision statement?

#### Fiscal, Social, and Environmental Stewardship

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

#### Vibrant

Espousing the multicultural identity and energy of our population

#### Attainable

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

#### Well-Connected

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

#### Activity Hubs

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

### 2044 VISION STATEMENT

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



# WE ARE BROOKHAVEN





## 2.3 Our Long-Term Goals

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



### **Goal 1: Land Use and Transportation Coordination**

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



### **Goal 2: Transit Oriented Design**

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



### **Goal 3: Multicultural Hub**

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



### **Goal 4: A City of Parks & Paths**

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



### **Goal 5: Neighborhoods**

Preserve the City's unique neighborhoods and communities.



### **Goal 6: Economic Prosperity**

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



### **Goal 7: Innovative & Sustainable**

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



### **Goal 8: Unique Brookhaven**

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



## What has changed?

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

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

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

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

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

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

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

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

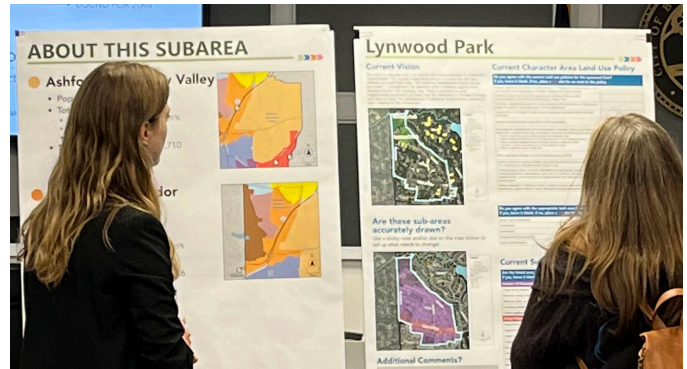


## 2.4 Citywide Future Land Use Vision

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

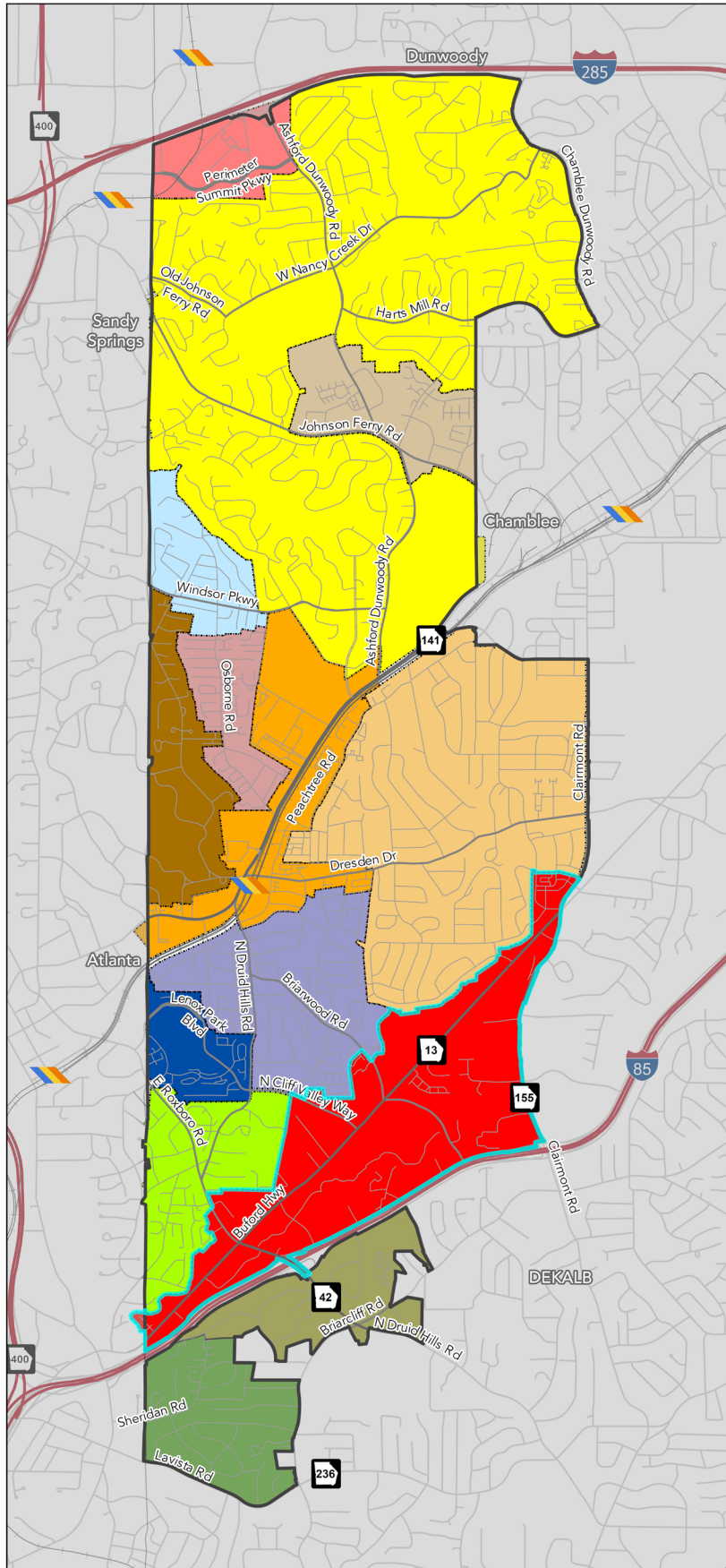
Shown on the next page, the foundation for this future land use plan is the Character Area Map (**Map 1**). This map divides the City into character areas as a way to organize land use policy that guides future development. The original character areas—established in the 2014 Comprehensive Plan—were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

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





Map 1. Character Area Map

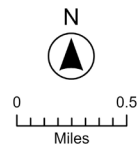


**Legend**

- Expressways
- State Routes
- Major Road
- Local Streets
- Railroads
- MARTA Stations
- Brookhaven City Limits
- Surrounding Cities and Counties

**Character Areas**

- Ashford Park-Drew Valley
- Blackburn Park Neighborhood Center
- Brookhaven Heights-Brookhaven Fields
- Buford Highway-Peachtree Creek
- Historic Brookhaven
- Lakes District
- Lenox Park
- Lynwood Park
- Osborne
- Peachtree Corridor Overlay District
- Perimeter Center
- Briar Hills Innovation
- LaVista Park
- Roxboro



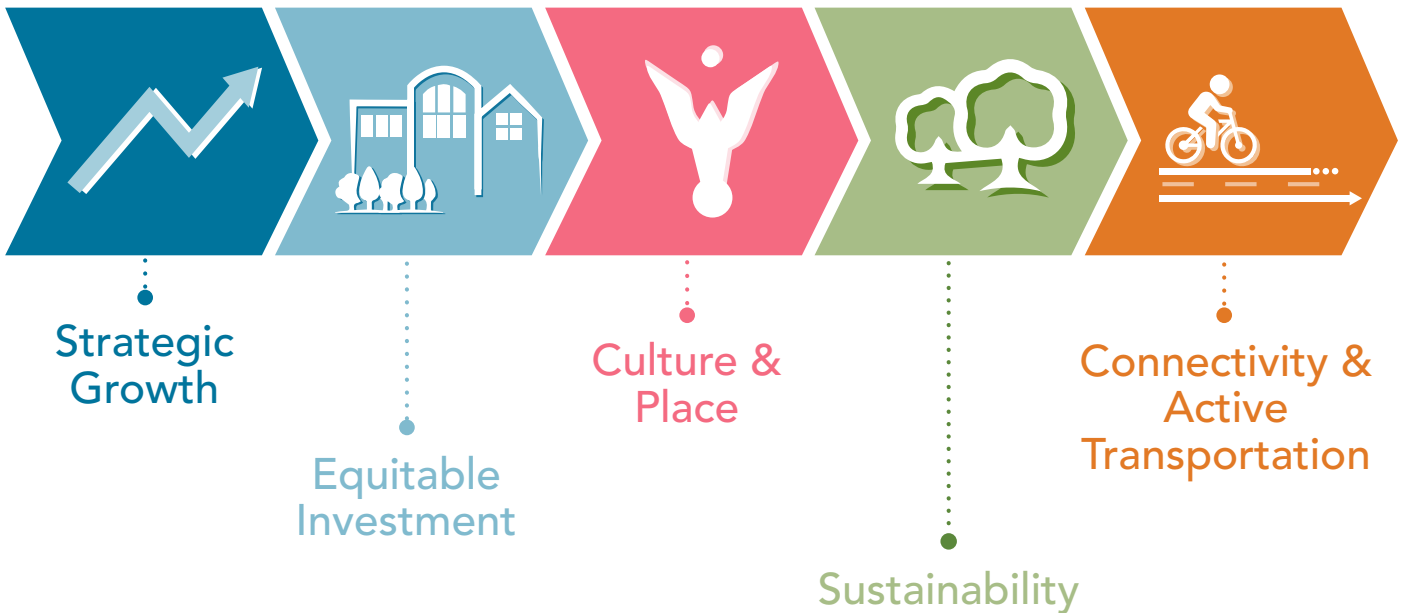


## 2.5 Priority Focus Areas

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

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

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



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



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

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

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

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

## 2.6 Priority Needs and Opportunities

### Strategic Growth (SG)

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

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

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

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

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

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

SG.7 Expand public gathering spaces in underserved areas.

SG.8 Advance live-work opportunities within City.

SG.9 Maintain investments already made by the City.

### Equitable Development & Investment (EI)

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

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

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

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

### Culture & Place (CP)

CP.1 Build out a Town Center.

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

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

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

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

## Sustainability (S)

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

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

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

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

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

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

## Connectivity & Active Transportation (CT)

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

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

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

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

CT.5 Improve safety on City's roadways.





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**03**

**FUTURE LAND  
USE PLAN**

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# FUTURE LAND USE PLAN

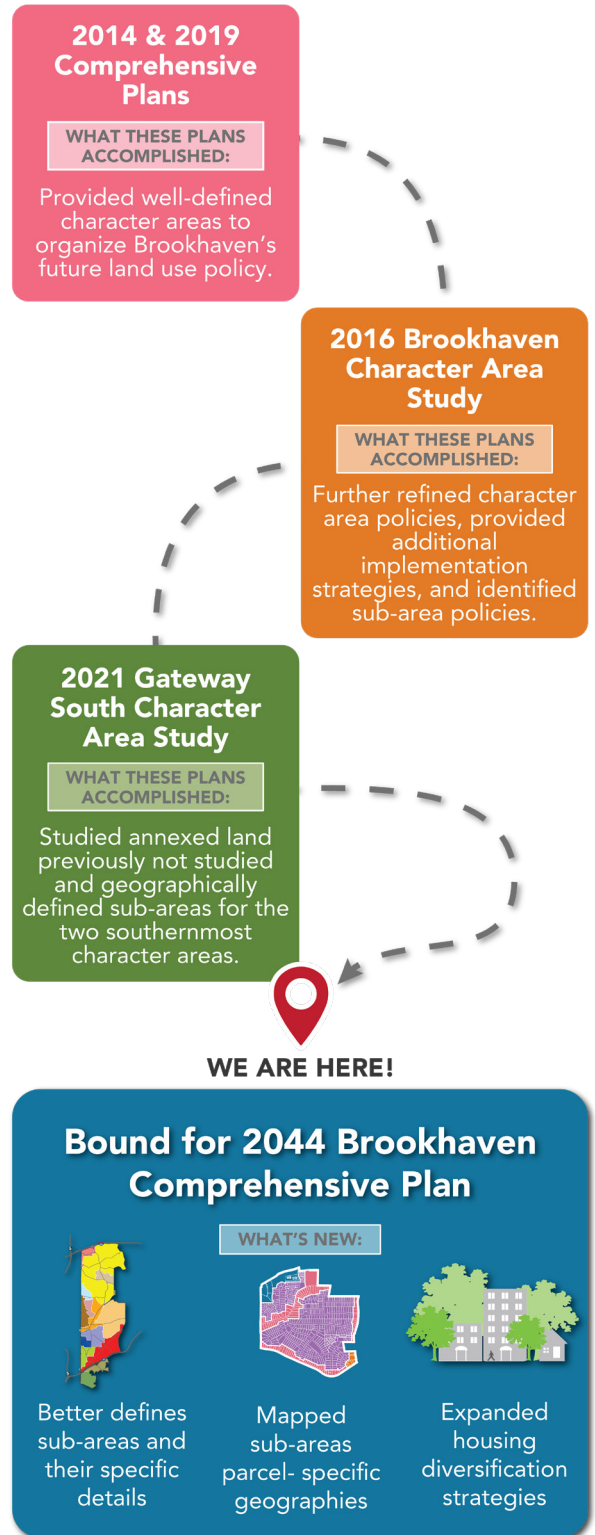
## 3.1 Land Use Approach

### Future Land Use Policy Evolution

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

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

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



## What's the Same?

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

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

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

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





## What's New?

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

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

### Focus on Housing

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

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

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

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

existing character particularly in established neighborhoods.

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

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

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

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





## Recommended Small-Scale Housing Types

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



Total Typical Size:  
300-750 SF

### Accessory Dwelling Units

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

### Duplexes

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



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



#### Stacked

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

#### Side-By-Side

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

## Triplex

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



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



## Fourplex

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

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

## Cottage Courts

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



Total Typical  
Size:  
500-800 SF



## Focus on Mobility

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

Transportation is covered in more detail in Chapter 8, but has a significant impact on land use. The City's Multimodal Study, anticipated to be adopted by summer 2044, is the main source of guidance for mobility. Recommendations for multimodal updates provide opportunities for modest amounts of additional development—particularly near MARTA, Peachtree Road, and other corridors—therefore influencing the land use. Generally, if there is a multimodal project recommended for a corridor, the appropriate residential intensity increases. For corridors without multimodal projects, residential intensities are similar to those of interior neighborhoods.

## Detailed and Defined Sub-Areas

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

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

## Placeholder for Multimodal Networks, pending Multimodal Study Adoption

The sub-areas are defined as follows:

### *Interior*

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

### *Corridor*

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

### *Transition*

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

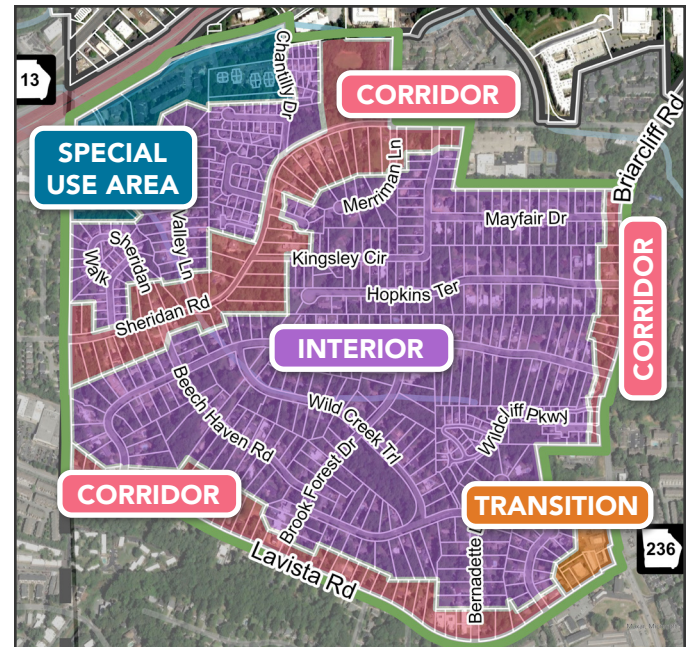
### *Special Use Area*

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



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

**Map 2. Sub-Area Examples - LaVista Park**





## 3.2 Character Area and Sub-Area Policy









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

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

**Table 2. Land Use Table: Residential**

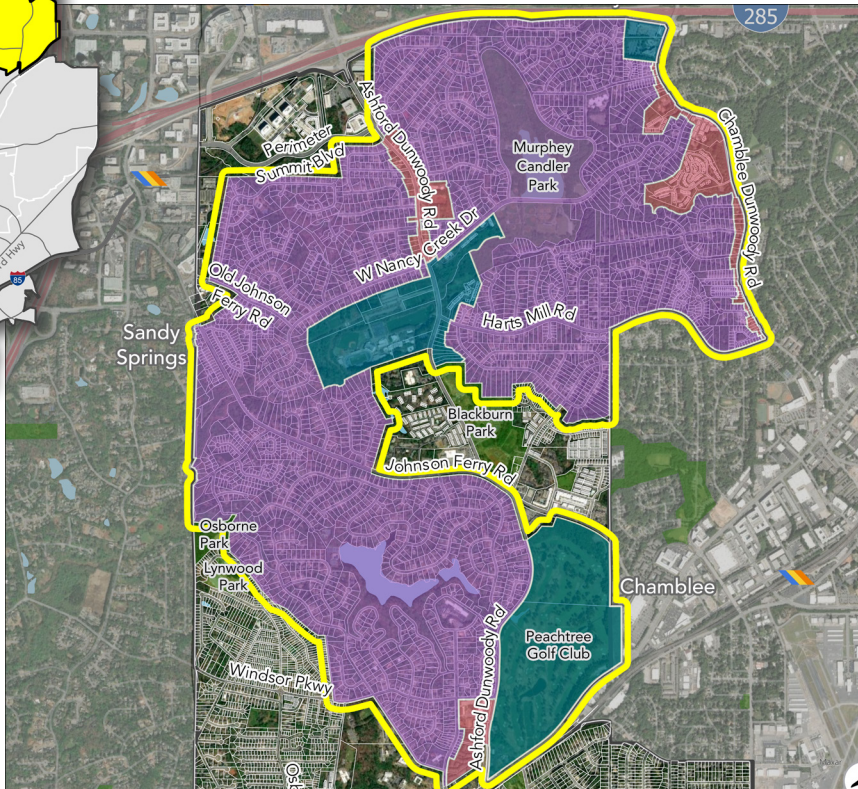
|             | Land Use            | Description  | Sample Image  |
|-------------|---------------------|--|---|
| RESIDENTIAL | Single Family + ADU | Single family is one detached home with one household living in it. Single family uses can also have accessory dwelling units (ADU). ADUs sit in the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

**Table 3. Land Use Table: Non-Residential**

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



# LAKES DISTRICT



## Vision

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

## Implementation Strategy

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



## Focus on Housing

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



# LAKES DISTRICT



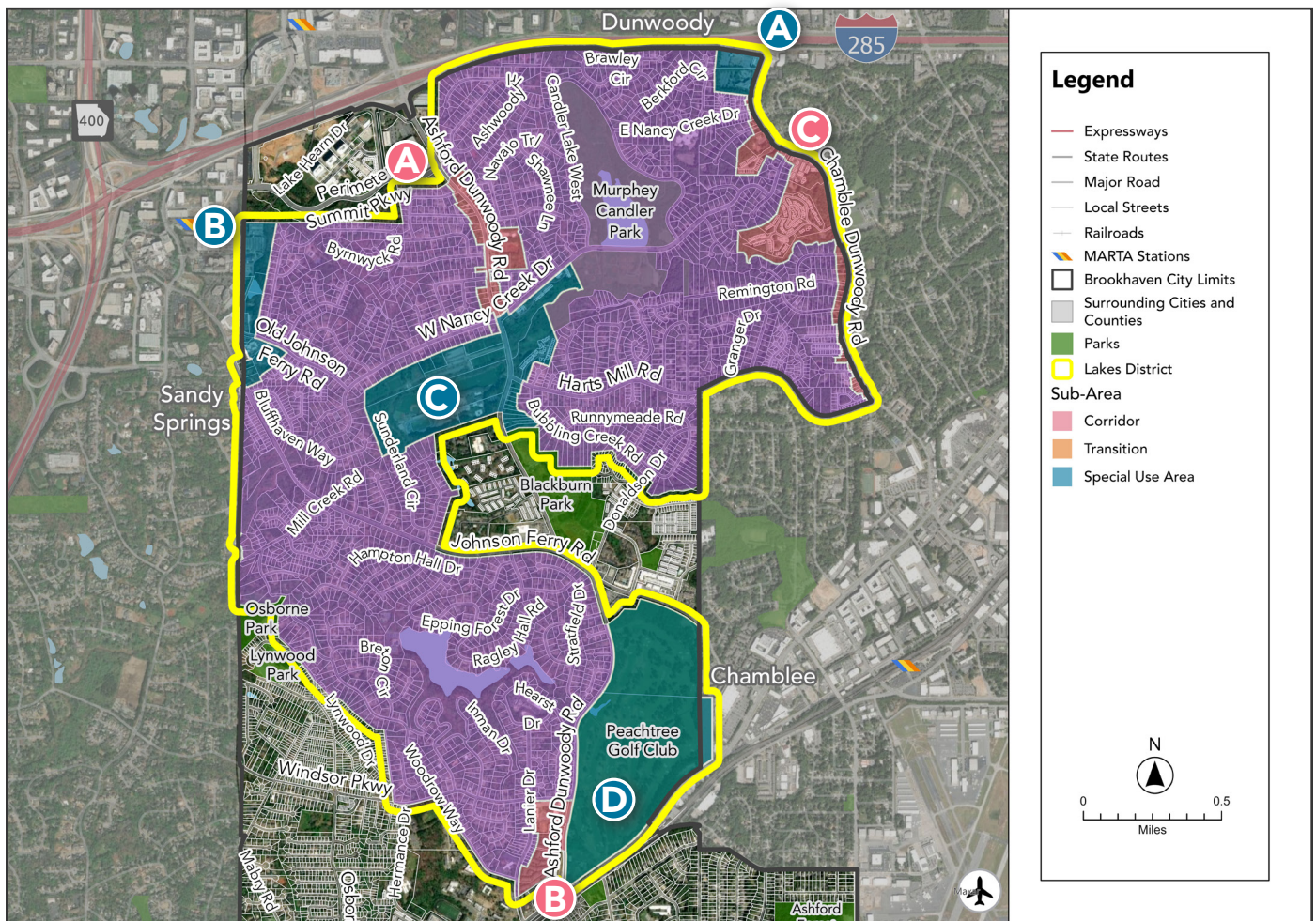
## Focus on Transportation

Increased mobility and safety through intersection and sidewalk improvements are key transportation priorities in the Lakes District.

### Transportation Strategies

- Ashford Dunwoody Road/Windsor Parkway Intersection
- Ashford Dunwoody Road Multiuse Path

Map 3. Lakes District Sub-Areas



# LAKES DISTRICT

## Sub-Area Policy

### Interior

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

### Corridor

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

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

### Special Use Area

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

## Interior

### Appropriate Housing Types:

- Single Family + ADU
- Duplexes (side-by-side preferred)

### Other Land Uses:

- Parks and Open Space
- Institutional

### Best-Fit Zoning:

- All RS Districts
- MPD (housing only)

### Implementation Actions/Strategies:

- Enforce buffer between single-family neighborhoods and the more intense Perimeter CID area
- Require duplexes to adhere to design standards allowed by-right in all residential districts
- **Multimodal projects (pending Multimodal Study adoption)**





# LAKES DISTRICT

## A Corridor: Ashford Dunwoody Road (North)

| Appropriate Housing Types:  | Best-Fit Zoning:  | Implementation Actions/Strategies:   |
|---|---|--|
| <ul style="list-style-type: none"> <li>• Single Family + ADU</li> <li>• Duplexes</li> <li>• Fourplexes*</li> <li>• Townhomes</li> </ul> | <ul style="list-style-type: none"> <li>• All RS Districts</li> <li>• RSA-5</li> <li>• MPD (housing only)</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <b>Other Land Uses:</b>   |   |  |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>                                       |   |  |

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

## B Corridor: Ashford Dunwoody Road (South)

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

## C Corridor: Chamblee Dunwoody Road

| Appropriate Housing Types:  | Best-Fit Zoning:  | Implementation Actions/Strategies:   |
|---|---|--|
| <ul style="list-style-type: none"> <li>• Triplex</li> <li>• Fourplexes</li> <li>• Cottage Courts</li> <li>• Townhouses</li> </ul> | <ul style="list-style-type: none"> <li>• R3</li> <li>• All RSA</li> <li>• MPD (housing only)</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <b>Other Land Uses:</b>   |   |  |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>                                 |   |  |



# LAKES DISTRICT

## A Special Use Area: I-285 Commercial

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

## B Special Use Area: Medical Center/Johnson Ferry

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

# LAKES DISTRICT

## C Special Use Area: YMCA/Marist School

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>   |
|--|---|---|
| <ul style="list-style-type: none"> <li>• Duplex</li> <li>• Fourplex</li> <li>• Townhouses</li> </ul> | <ul style="list-style-type: none"> <li>• R3</li> <li>• All RSA</li> <li>• MPD (housing only)</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• Work with semi-public organizations/institutions to expand access to Nancy Creek</li> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |   |   |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>    |   |   |

## D Special Use Area: Peachtree Golf Club

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>                                | <i>Implementation Actions/Strategies:</i>   |
|--|--|---|
| <ul style="list-style-type: none"> <li>• N/A</li> </ul>                  | <ul style="list-style-type: none"> <li>• RS</li> </ul> | <ul style="list-style-type: none"> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |  |   |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> </ul> |  |   |





# PERIMETER CENTER



## Vision

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



## Focus on Housing

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

## Implementation Strategies

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



# PERIMETER CENTER

## Special Use Area: Perimeter Summit

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



Focus on Transportation

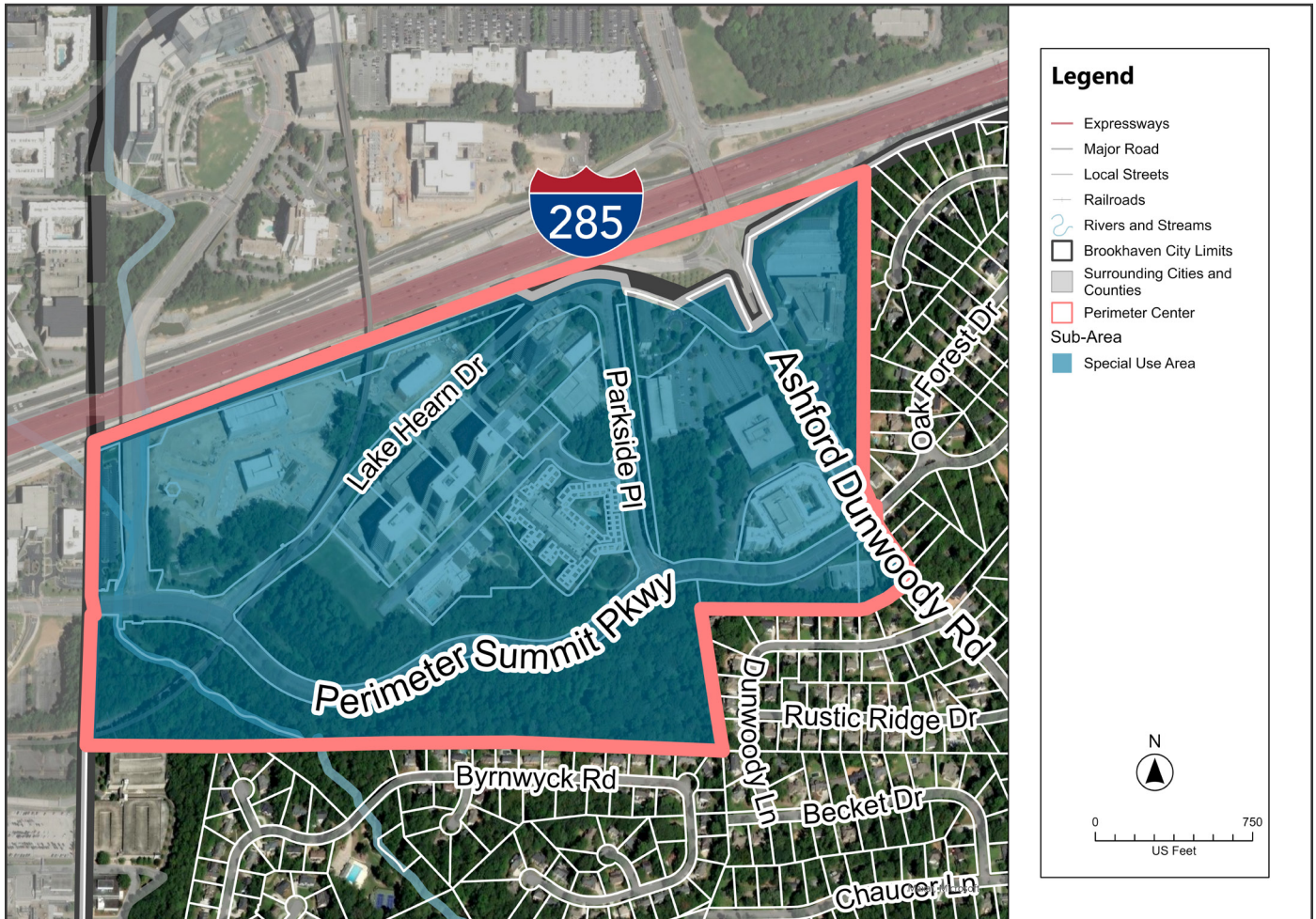
Placeholder for multimodal projects

## Sub-Area Policy

### Special Use Area

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

Map 4. Perimeter Center Sub-Areas





# BLACKBURN PARK NEIGHBORHOOD CENTER



## Vision

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

## Implementation Strategies

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



## Focus on Housing

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





# BLACKBURN PARK NEIGHBORHOOD CENTER



## Transportation Strategies

- Ashford Dunwoody Road Multi-use Path

## Sub-Area Policy

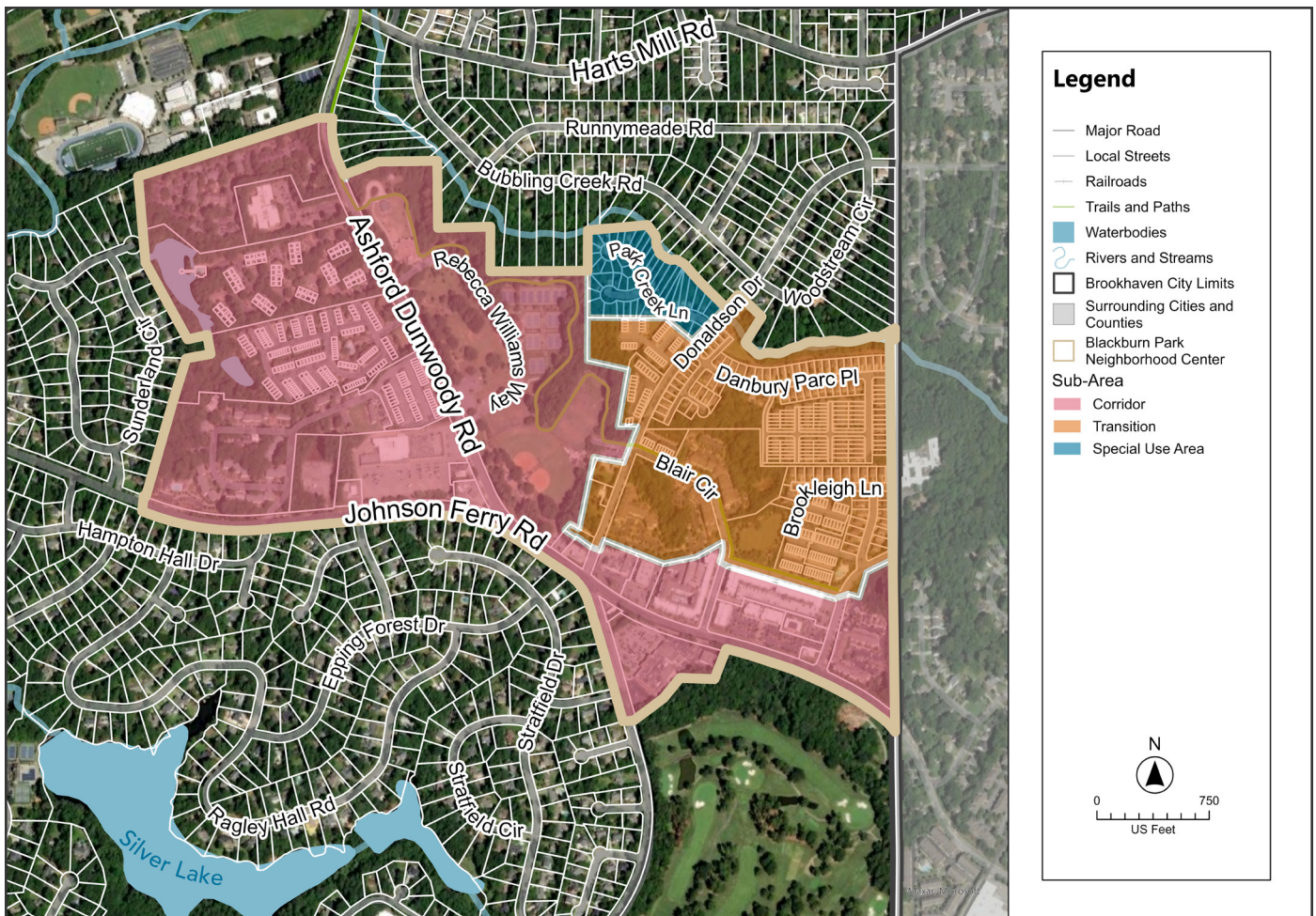
### Corridor

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

### Transition

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

Map 5. Blackburn Park Neighborhood Center Sub-Areas



## BLACKBURN PARK NEIGHBORHOOD CENTER

### Corridor: Ashford Dunwoody Road and Johnson Ferry Road

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>  | <i>Implementation Actions/Strategies:</i>   |
|--|--|---|
| <ul style="list-style-type: none"> <li>• Live/Work</li> <li>• Townhouses</li> <li>• Multi-Family</li> </ul>  | <ul style="list-style-type: none"> <li>• All RSA</li> <li>• All RM</li> <li>• C-1, C-2</li> <li>• All MX</li> <li>• CX</li> <li>• O-C-R</li> </ul> | <ul style="list-style-type: none"> <li>• Expand the quantity and quality of pedestrian crossings</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption) integrate with improved streetscape</b></li> </ul> |
| <i>Other Land Uses:</i>  |  |   |
| <ul style="list-style-type: none"> <li>• Community/Regional Commercial</li> <li>• Neighborhood Commercial</li> <li>• Mixed Use</li> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul> |  |   |

### Transition: Donaldson Road, Blair Circle, Danbury Parc, + Brookleigh

| <i>Appropriate Housing Types:</i>   | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>  |
|---|---|--|
| <ul style="list-style-type: none"> <li>• Townhouses</li> <li>• Multi-Family</li> </ul>            | <ul style="list-style-type: none"> <li>• All RSA</li> <li>• All RM</li> <li>• All MX</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <i>Other Land Uses:</i>   |   |  |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul> |   |  |

### Special Use Area: Park Creek Cove

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

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# LYNWOOD PARK



## Vision

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

## Implementation Strategies

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



## Focus on Housing

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

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



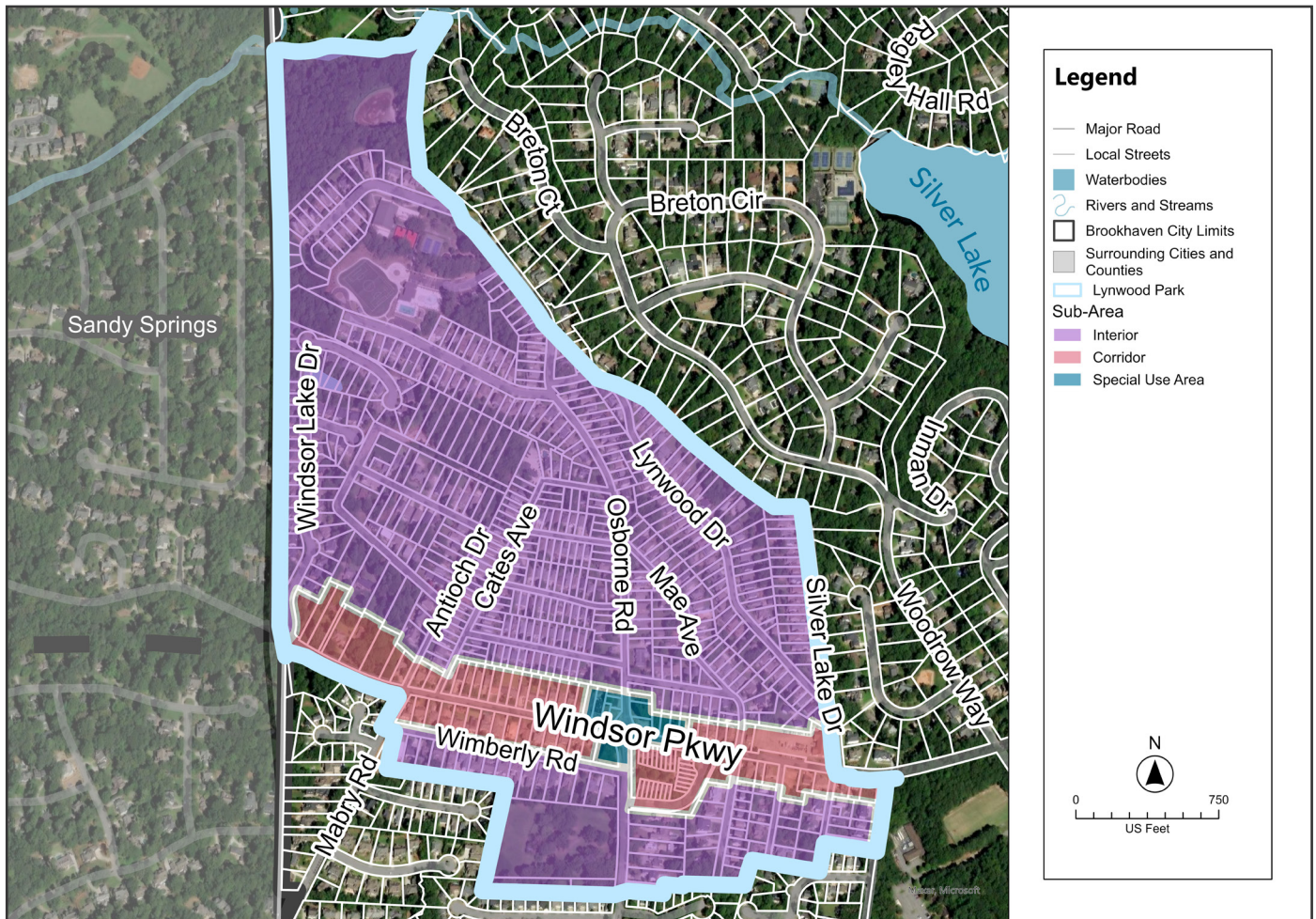
# LYNWOOD PARK



## Focus on Transportation

Placeholder for multimodal projects (pending Multimodal Study Adoption)

Map 6. Lynwood Park Sub-Areas



# LYNWOOD PARK

## Sub-Area Policy

### Interior

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

### Corridor

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

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

### Special Use Area

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

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

| Corridor: Windsor Parkway  |   |   |
|--|---|---|
| Appropriate Housing Types:   | Best-Fit Zoning:  | Implementation Actions/Strategies:  |
| <ul style="list-style-type: none"> <li>Single Family + ADU</li> <li>Duplexes</li> <li>Triplexes</li> <li>Townhouses</li> </ul> | <ul style="list-style-type: none"> <li>All RS</li> <li>R3</li> <li>All RSA</li> <li>MPD (housing only)</li> </ul> | <ul style="list-style-type: none"> <li>Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>Parks and Open Space</li> <li>Institutional</li> </ul>   |   |   |





# LYNWOOD PARK

## Special Use Area: Windsor-Osborne Neighborhood Center

| Appropriate Housing Types:  | Best-Fit Zoning:   | Implementation Actions/Strategies:  |
|---|--|---|
| <ul style="list-style-type: none"> <li>Duplexes (stacked preferred)</li> <li>Triplexes</li> <li>Townhouses</li> </ul> | <ul style="list-style-type: none"> <li>R3</li> <li>All RSA</li> <li>MPD (housing only)</li> <li>NS</li> <li>MX1</li> </ul> | <ul style="list-style-type: none"> <li>Evaluate progress of Windsor-Osborne Special Area Plan</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| Other Land Uses:  |  |   |
| <ul style="list-style-type: none"> <li>Neighborhood Commercial</li> <li>Mixed Use</li> </ul>                          |  |   |

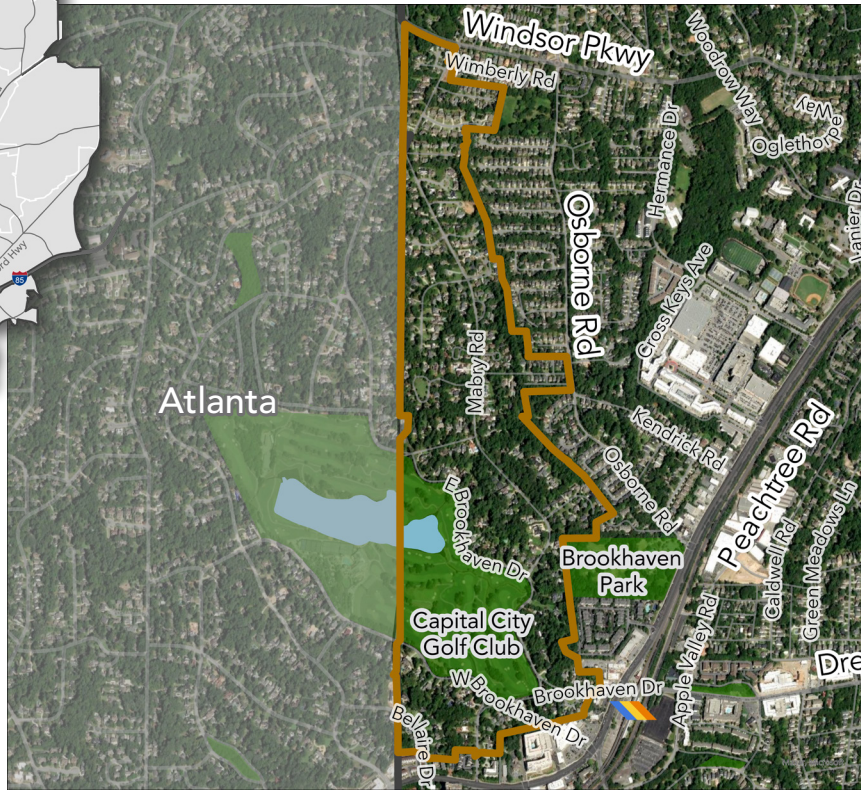
\*Not recommended for parcels immediately adjacent to the intersection



Windsor-Osborne Small Area Plan Final Concept



# HISTORIC BROOKHAVEN



## Vision

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

## Implementation Strategies

- Multimodal



## Focus on Housing

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



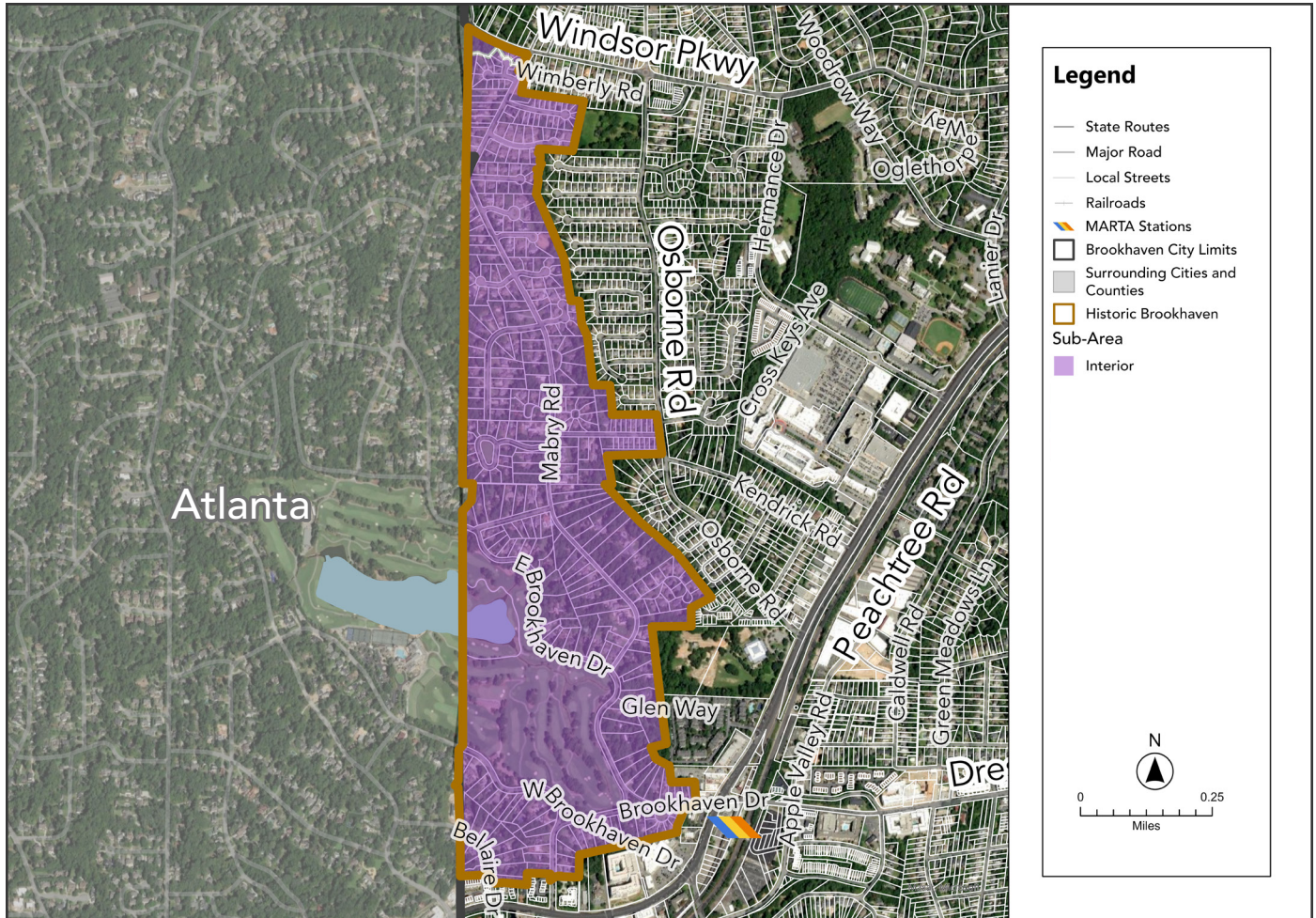
## Focus on Transportation

Placeholder for multimodal projects (pending Multimodal Study adoption)



# HISTORIC BROOKHAVEN

Map 7. Historic Brookhaven Center Sub-Areas



## Sub-Area Policy

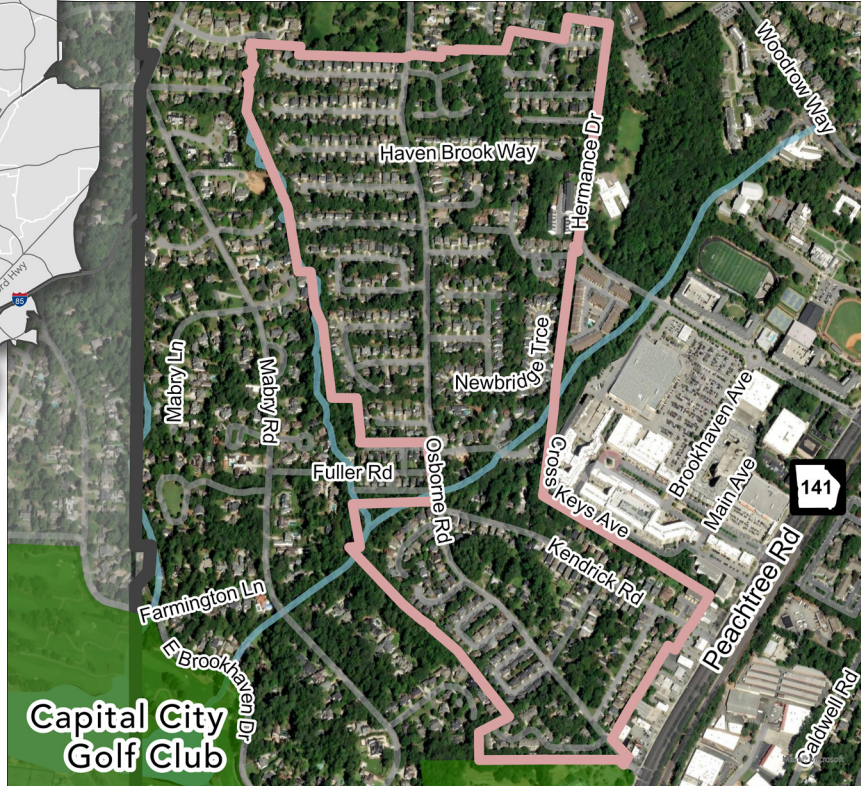
### Interior

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

| Interior  |  |   |
|---|--|---|
| <i>Appropriate Housing Types:</i>   | <i>Best-Fit Zoning:</i>                                  | <i>Implementation Actions/Strategies:</i>   |
| <ul style="list-style-type: none"> <li>Single Family + ADU</li> <li>Duplex (side-by-side, two stories preferred)</li> </ul> | <ul style="list-style-type: none"> <li>All RS</li> </ul> | <ul style="list-style-type: none"> <li>Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>   |  |   |
| <ul style="list-style-type: none"> <li>Institutional</li> <li>Parks and Open Space</li> </ul>                               |  |   |



# OSBORNE



## Vision

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

## Implementation Strategies

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



## Focus on Housing

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

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

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





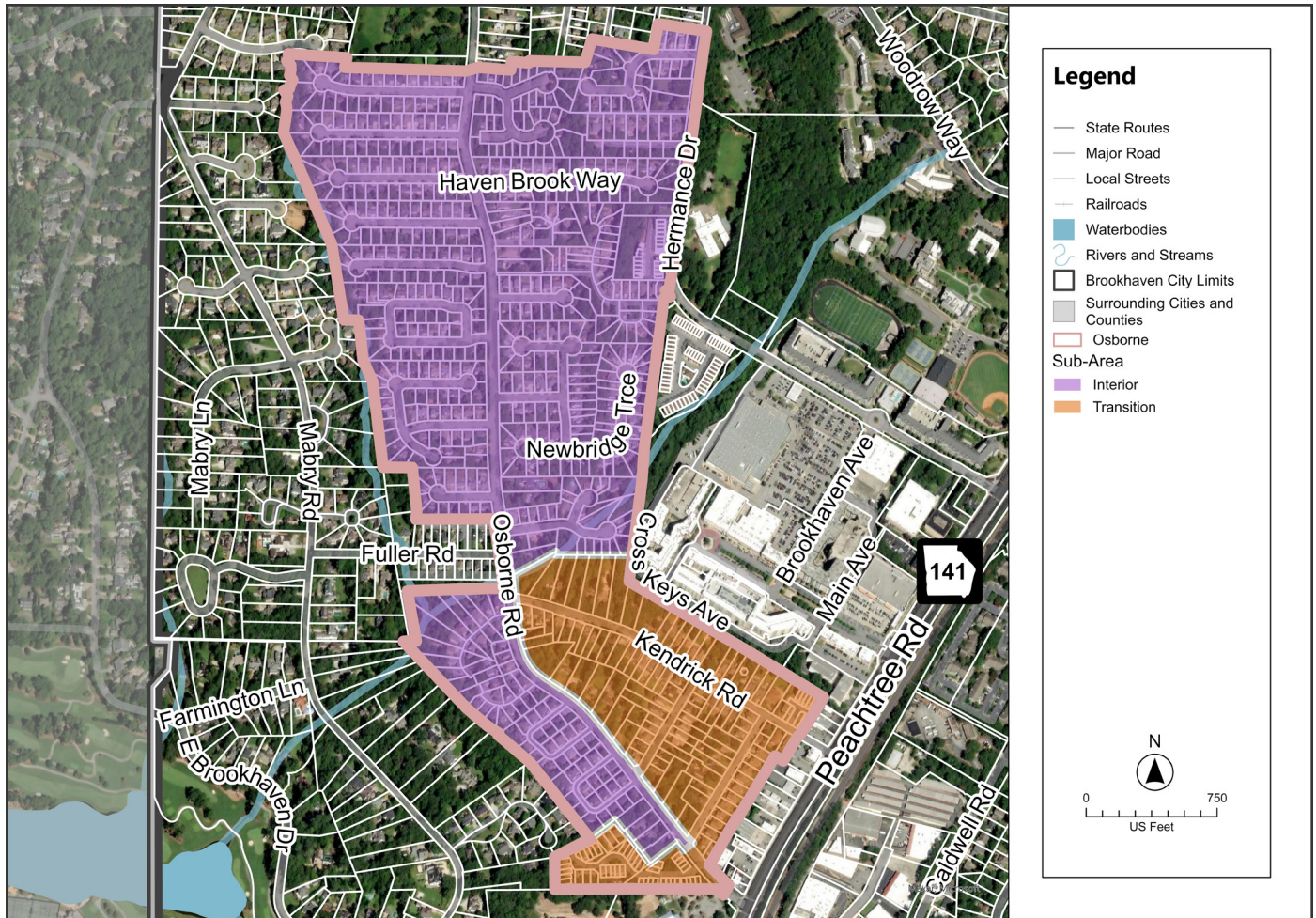
# OSBORNE



## Focus on Transportation

Placeholder for multimodal projects (Pending Multimodal Study adoption)

Map 8. Osborne Sub-Areas



# OSBORNE

## Sub-Area Policy

### Interior

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

### Transition

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

### Interior

#### Appropriate Housing Types:

- Single Family + ADU
- Duplexes

#### Other Land Uses:

- Parks and Open Space
- Institutional

#### Best-Fit Zoning:

- All RS
- RSA-5
- RSA-8

#### Implementation Actions/Strategies:

- Explore opportunities to maintain the relative affordability of neighborhoods like Haven Brook
- Require duplexes to adhere to design standards allowed by-right in all residential districts
- **Multimodal projects (pending Multimodal Study adoption)**

### Transition: Kendrick Road Communities and Brookhaven Park Place

#### Appropriate Housing Types:

- Single Family + ADU
- Duplex
- Triplex
- Townhouses
- Cottage Courts

#### Other Land Uses:

- Parks and Open Space
- Institutional

#### Best-Fit Zoning:

- All RS
- R3
- RSA-5
- RSA-8

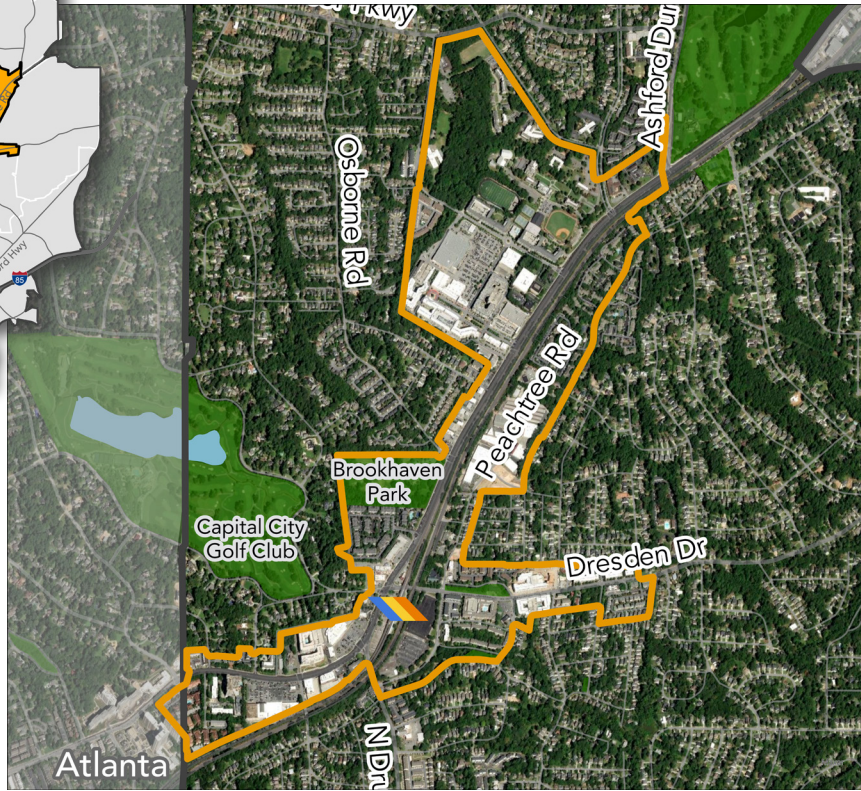
#### Implementation Actions/Strategies:

- Make duplexes adhere to design standards allowed by-right in all residential districts
- **Multimodal projects (pending Multimodal Study adoption)**



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# PEACHTREE ROAD OVERLAY DISTRICT



## Vision

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

## Implementation Strategies

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



## Focus on Housing

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



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



# PEACHTREE ROAD OVERLAY DISTRICT



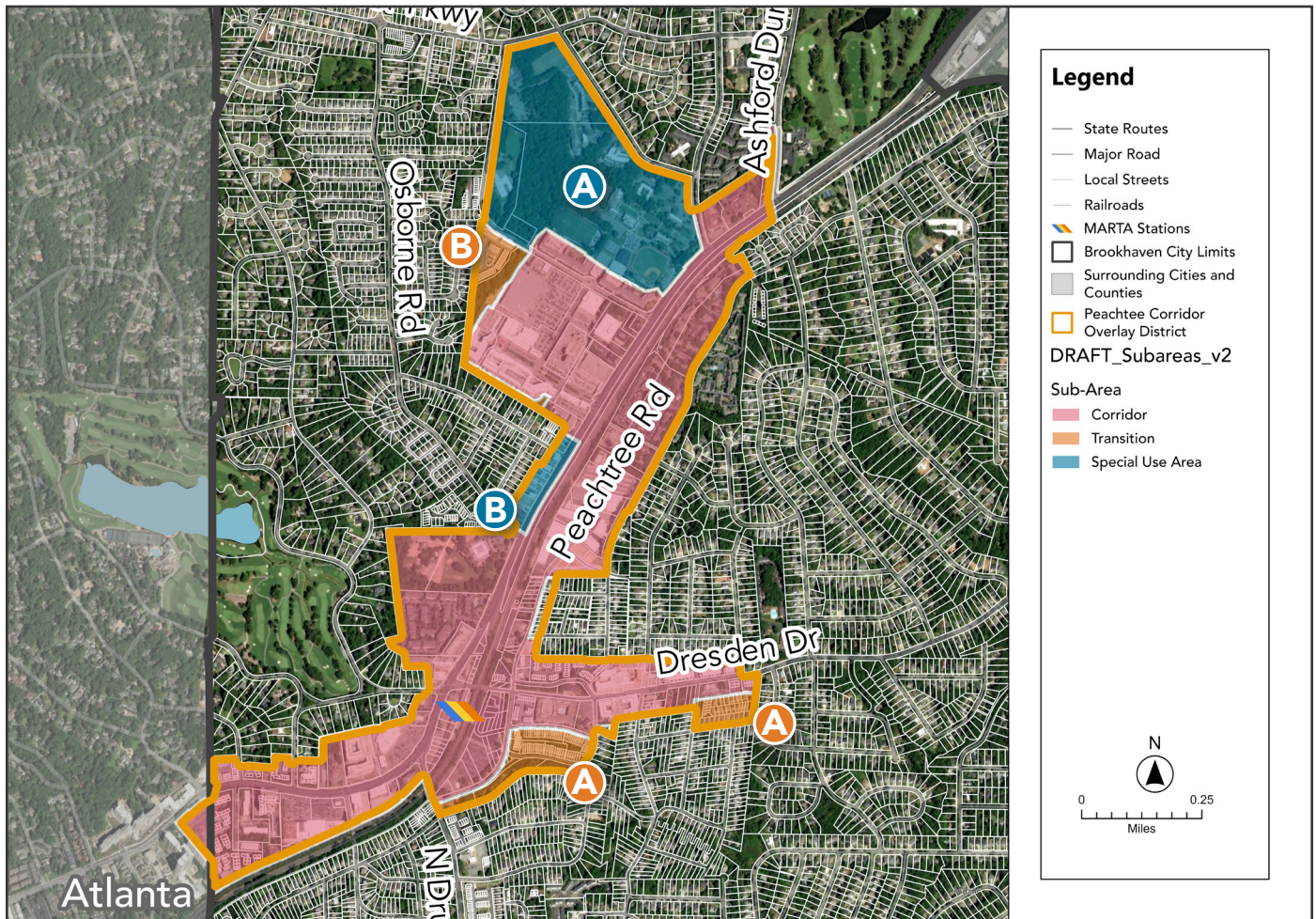
## Focus on Transportation

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

### Transportation Strategies

- Apple Valley Road Multi-use Sidewalk
- Ashford Dunwoody/Peachtree Road Intersection
- Caldwell Road Bike Lanes/Multi-use Path
- Dresden Drive Sidewalk
- North Druid Hills Road Multi-use Path
- Peachtree Road Streetscape Improvements

**Map 9. Peachtree Road Overlay District Sub-Areas**





# PEACHTREE ROAD OVERLAY DISTRICT

## Sub-Area Policy

### Corridor

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

### Transition

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

### Special Use Area

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

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

## Corridor: Peachtree Road and Dresden Drive

| Appropriate Housing Types:   | Best-Fit Zoning:   | Implementation Actions/Strategies:   |
|--|--|--|
| <ul style="list-style-type: none"> <li>• Live/Work (attached)</li> <li>• Townhouses</li> <li>• Multi-Family</li> </ul>   | <ul style="list-style-type: none"> <li>• All PR</li> </ul> | <ul style="list-style-type: none"> <li>• Revise/Update Peachtree Corridor Overlay, particularly open space requirements as well as transitional buffers/height plan.</li> <li>• Consider consolidating the PR Districts Zoning Code and Peachtree Road Overlay Code into one uniform document for ease of understanding code requirements in this district</li> <li>• Establish gateways at entrance and exit points of City along Peachtree Road.</li> <li>• Coordinate design and construction of Peachtree Road streetscape improvements.</li> <li>• Discuss redevelopment vision with Apple Valley district property owners</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| Other Land Uses:   |  |  |
| <ul style="list-style-type: none"> <li>• Neighborhood Commercial</li> <li>• Community/Regional Commercial</li> <li>• Office</li> <li>• Hotels</li> <li>• Mixed Use</li> <li>• Parks and Recreation</li> <li>• Institutional</li> </ul> |  |  |

# PEACHTREE ROAD OVERLAY DISTRICT

## A Transition: South of Dresden Communities

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

## B Transition: Savoy

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

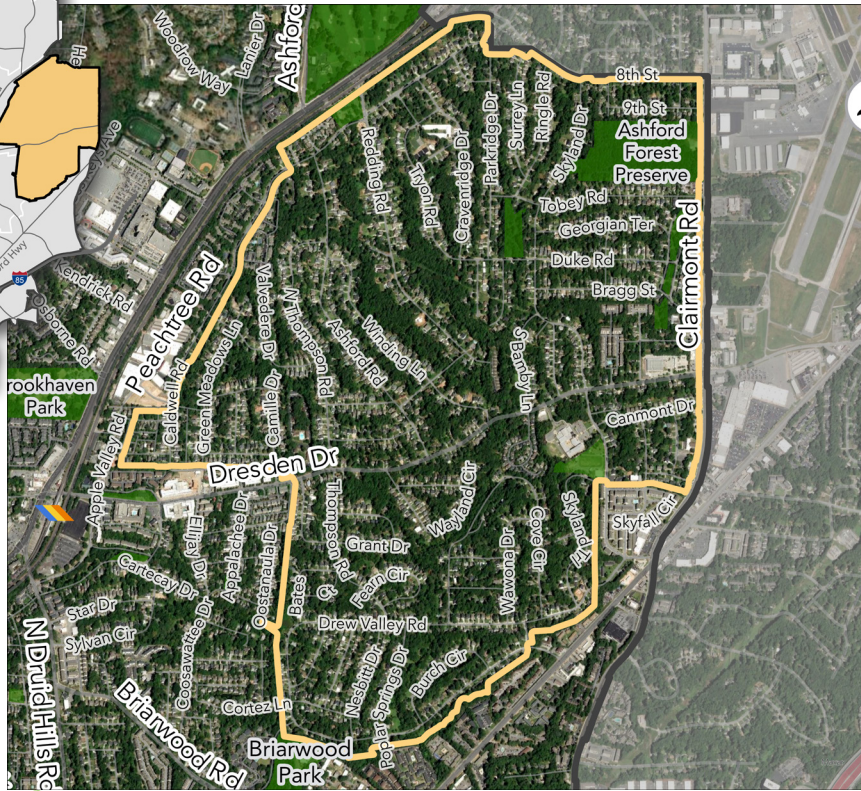
## A Special Use Area: Oglethorpe University Campus

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

## B Special Use Area: Peachtree between Osborne and Twin Brooks

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

# ASHFORD PARK-DREW VALLEY



## Vision

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

## Implementation Strategies

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



## Focus on Housing

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





# ASHFORD PARK-DREW VALLEY



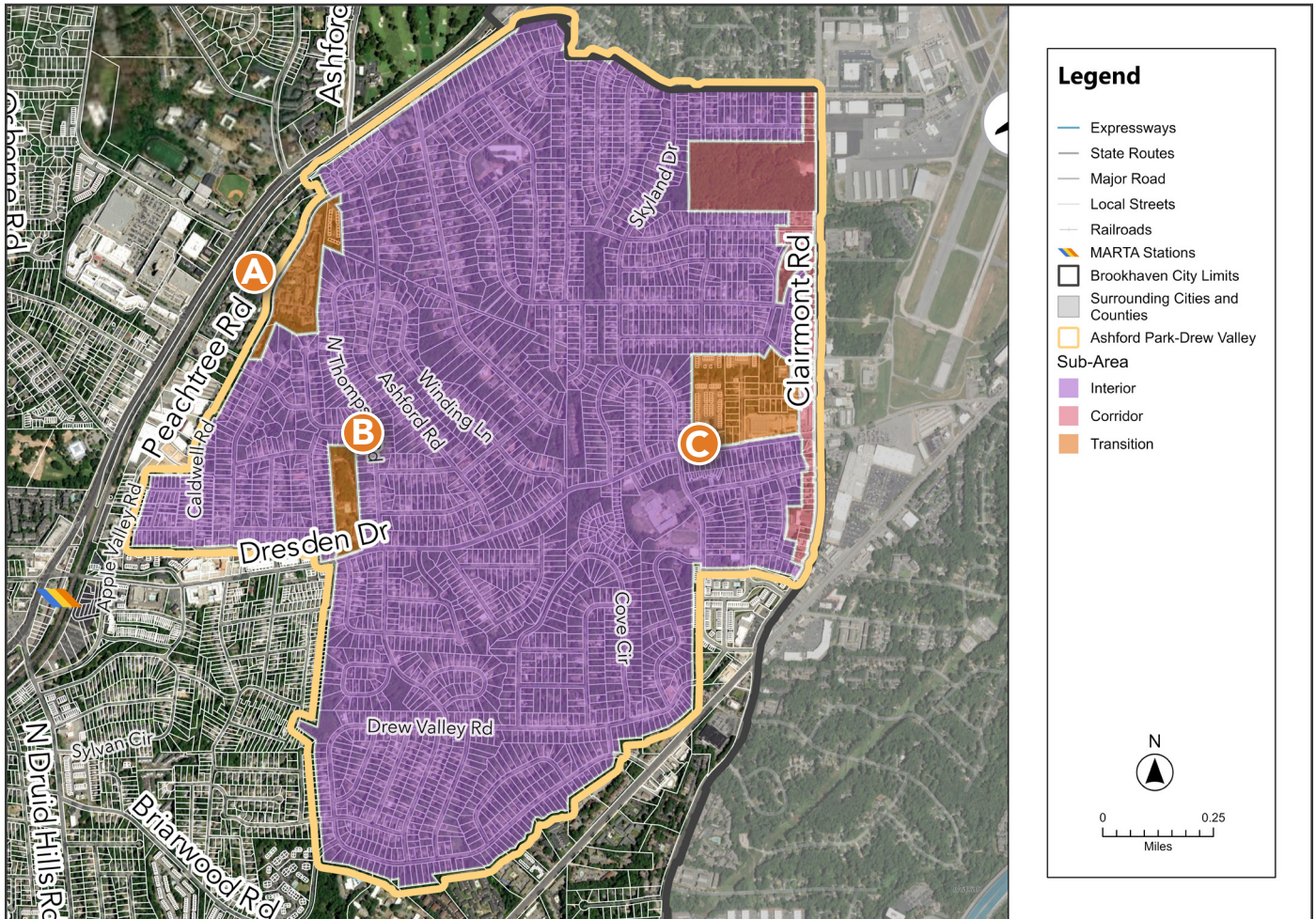
## Focus on Transportation

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

### Transportation Strategies

- Caldwell Road Bike Lanes/Multiuse Path
- Dresden Drive Sidewalk

Map 10. Ashford Park-Drew Valley Sub-Areas



# ASHFORD PARK-DREW VALLEY

## Sub-Area Policy

### Interior

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

### Corridor

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

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

### Transition

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

## Interior

### Appropriate Housing Types:

- Single Family + ADU
- Duplexes

### Other Land Uses:

- Parks and Open Space
- Institutional

### Best-Fit Zoning:

- All RS

### Implementation Actions/Strategies:

- Require duplexes to adhere to design standards allowed by-right in all residential districts
- Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks
- **Multimodal projects (pending Multimodal Study adoption)**

## Corridor: Clairmont Road

### Appropriate Housing Types:

- Duplexes
- Triplexes
- Fourplexes
- Cottage Courts
- Townhouses

### Other Land Uses:

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

### Best-Fit Zoning:

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

### Implementation Actions/Strategies:

- Require duplexes to adhere to design standards allowed by-right in all residential districts
- Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.
- **Multimodal projects (pending Multimodal Study adoption)**



## ASHFORD PARK-DREW VALLEY

### A Transition: Caldwell Road

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

### B Transition: Dresden Forest

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

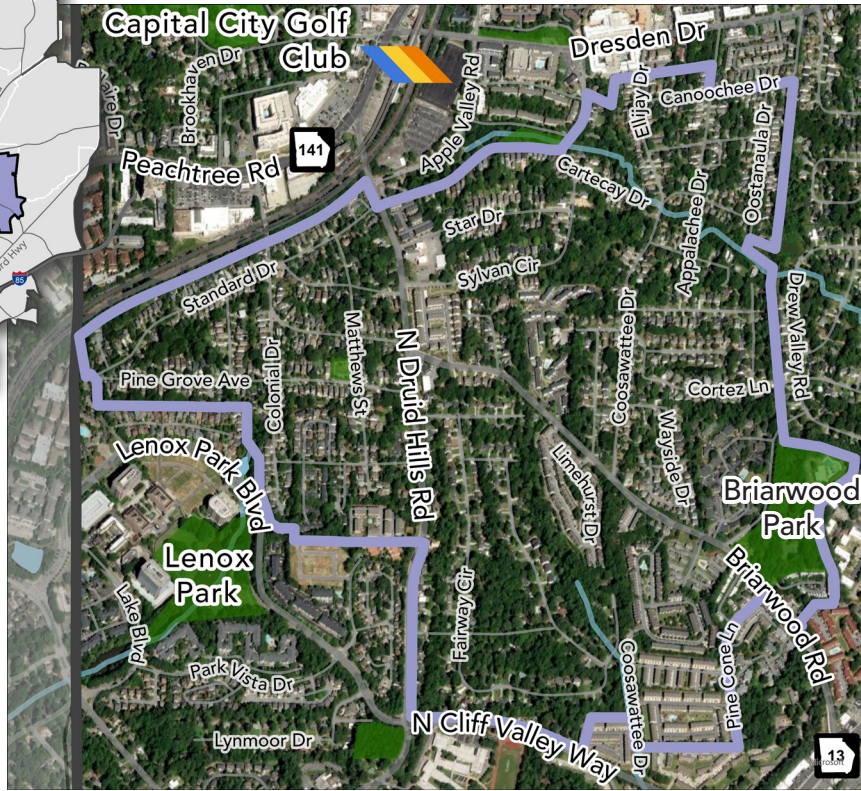
### C Transition: East Dresden

| Appropriate Housing Types:  | Best-Fit Zoning:   | Implementation Actions/Strategies:  |
|---|--|---|
| <ul style="list-style-type: none"> <li>Duplexes</li> <li>Triplexes</li> <li>Fourplexes</li> <li>Townhouses</li> <li>Live/Work</li> </ul>  | <ul style="list-style-type: none"> <li>R3</li> <li>All RSA</li> <li>MX1</li> <li>NS</li> </ul> | <ul style="list-style-type: none"> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <b>Other Land Uses:</b> <ul style="list-style-type: none"> <li>Neighborhood Commercial</li> <li>Mixed Use (small-scale)</li> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |  |   |





# BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS



## Vision

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

## Implementation Strategies

- Seek funding sources to implement the recommended improvements to Clack's Corner.



## Focus on Housing

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





# BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS



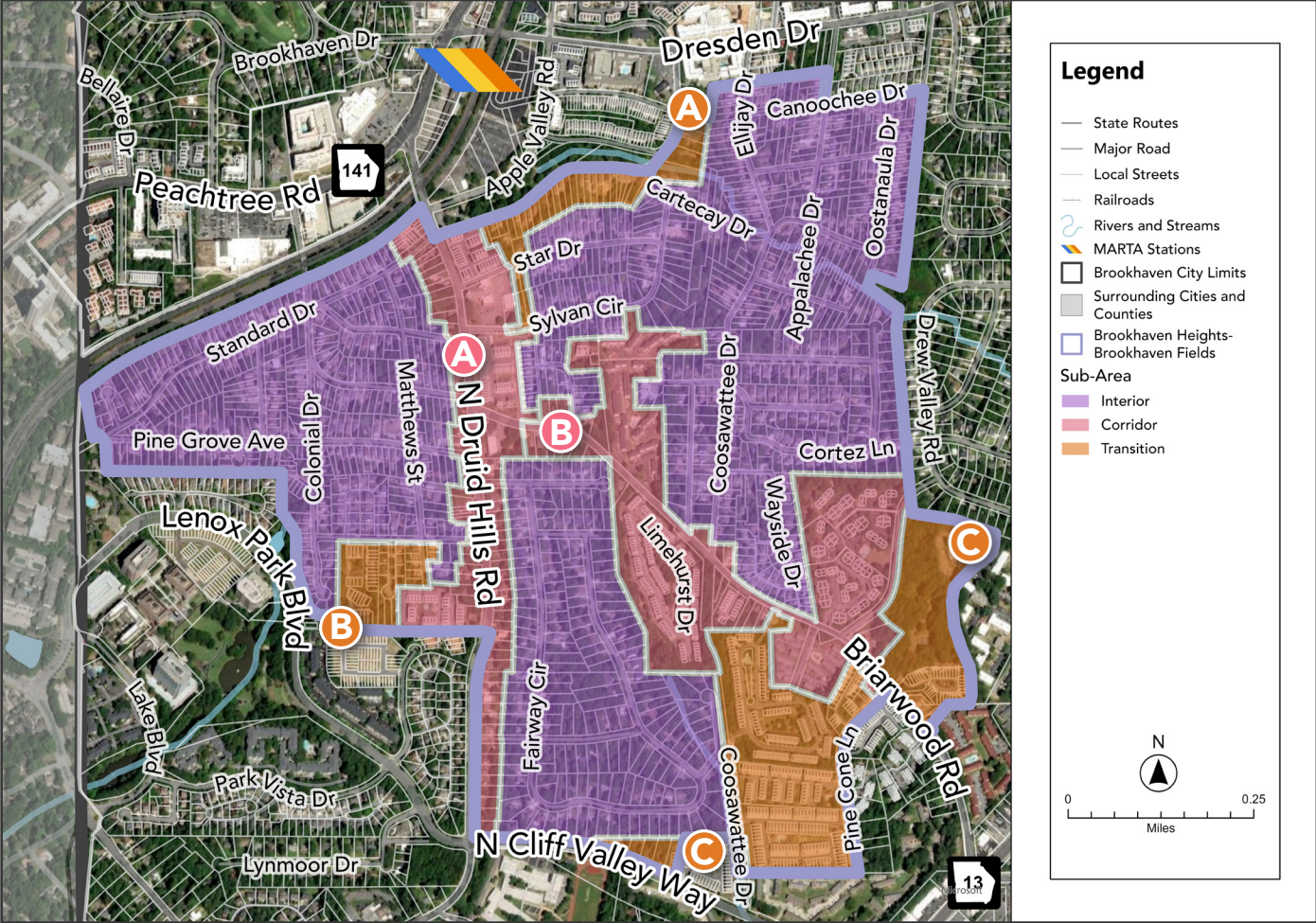
## Focus on Transportation

Transportation enhancements seek to improve walkability and safety through improvements to sidewalks and multi-use paths along key corridors, as well as a key intersections.

### Transportation Strategies

- Briarwood Road Multi-use Path
- North Druid Hills Road Multi-use Path
- Briarwood Road Sidewalk
- Briarwood Road/North Druid Hills Intersection

Map 11. Brookhaven Heights-Brookhaven Fields Sub-Areas



# BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS

## Sub-Area Policy

### Interior

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

### Corridor

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

### Transition

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

## Interior

### Appropriate Housing Types:

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

### Other Land Uses:

- Parks and Open Space
- Institutional

### Best-Fit Zoning:

- All RS

### Implementation Actions/Strategies:

- Require duplexes to adhere to design standards allowed by-right in all residential districts
- **Multimodal projects (pending Multimodal Study adoption)**



# BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS

## A Corridor: North Druid Hills Road

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>   |
|--|---|---|
| <ul style="list-style-type: none"> <li>• Single Family</li> <li>• Duplexes</li> <li>• Triplexes</li> <li>• Fourplexes</li> <li>• Cottage Courts</li> <li>• Townhouses</li> </ul> | <ul style="list-style-type: none"> <li>• All RS</li> <li>• R3</li> <li>• All RSA</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |   |   |
| <ul style="list-style-type: none"> <li>• Parks and Recreation</li> <li>• Institutional</li> </ul>  |   |   |

## B Corridor: Briarwood Road

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>   |
|--|---|---|
| <ul style="list-style-type: none"> <li>• Single Family + ADU</li> <li>• Duplexes</li> <li>• Triplexes</li> <li>• Fourplexes</li> <li>• Cottage Courts</li> <li>• Townhouses</li> <li>• Multi-Family</li> </ul> | <ul style="list-style-type: none"> <li>• All RS</li> <li>• R3</li> <li>• All RSA</li> <li>• RM-14</li> <li>• RM-18</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |   |   |
| <ul style="list-style-type: none"> <li>• Parks and Recreation</li> <li>• Institutional</li> </ul>  |   |   |



## BROOKHAVEN HEIGHTS-BROOKHAVEN FIELDS

### A Transition: Sylvan Circle

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>  | <i>Implementation Actions/Strategies:</i>   |
|--|--|---|
| <ul style="list-style-type: none"> <li>• Single Family + ADU</li> <li>• Duplexes</li> <li>• Triplexes</li> </ul> | <ul style="list-style-type: none"> <li>• All RS</li> <li>• R3</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |  |   |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>                |  |   |

### B Transition: Brookhaven Woods

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

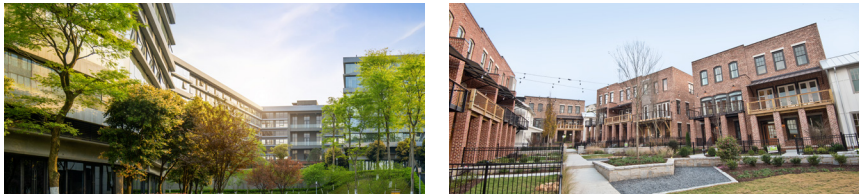
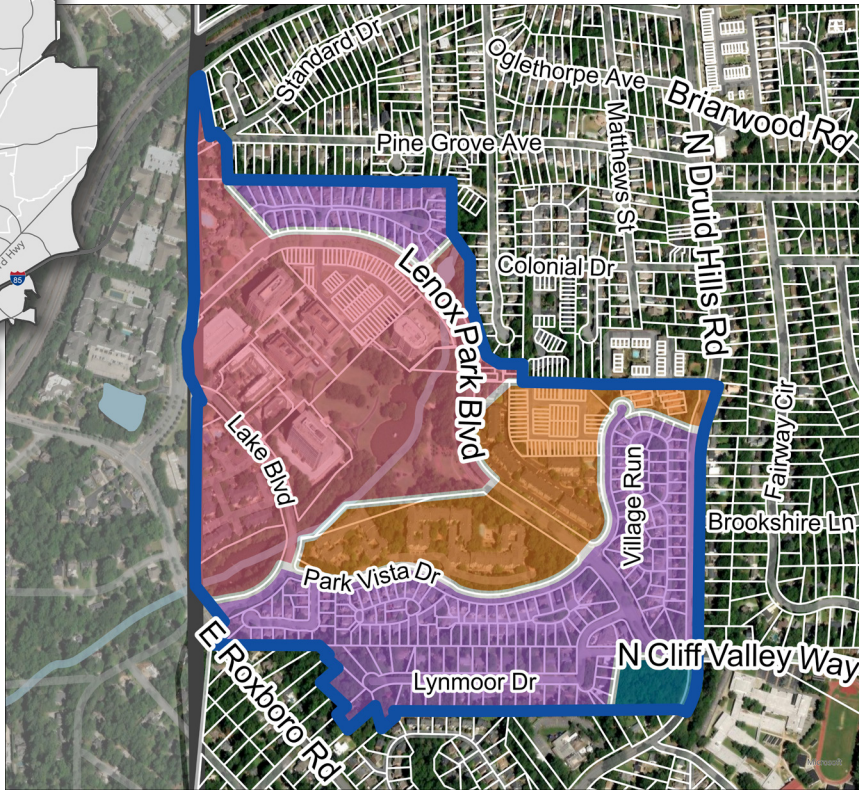
### C Transition: Briarwood and North Cliff Valley Way

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>   |
|--|---|---|
| <ul style="list-style-type: none"> <li>• Fourplexes</li> <li>• Townhouses</li> <li>• Multi-Family</li> </ul> | <ul style="list-style-type: none"> <li>• All RSA</li> <li>• RM-14</li> <li>• RM-18</li> </ul> | <ul style="list-style-type: none"> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |   |   |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>            |   |   |

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# LENOX PARK



## Focus on Housing

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

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

## Vision

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

## Implementation Strategies

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



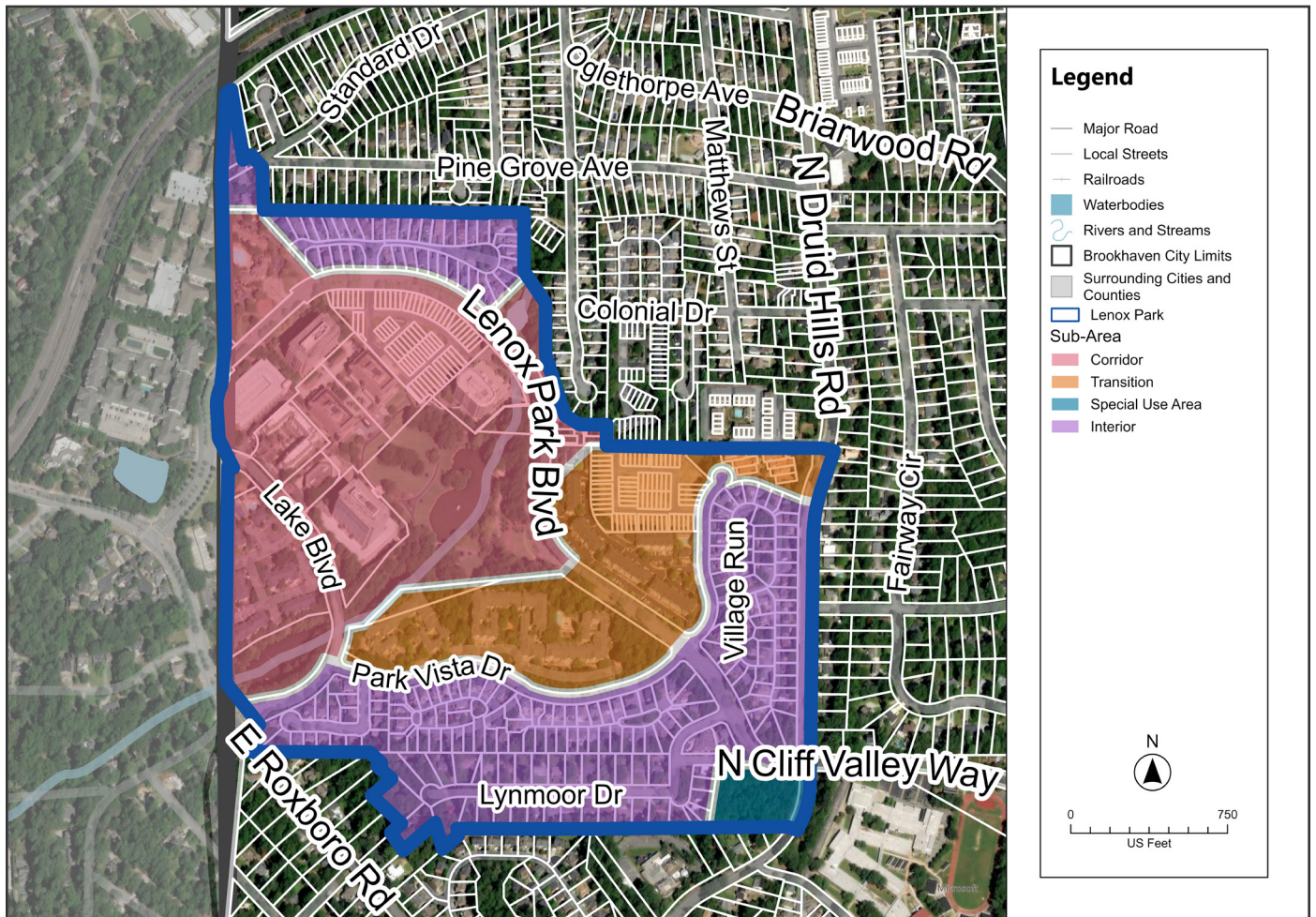
# LENOX PARK



## Focus on Transportation

Placeholder for multimodal projects (pending Multimodal Study adoption)

Map 12. Lenox Park Sub-Areas



# LENOX PARK

## Sub-Area Policy

### Interior

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

### Corridor

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

### Transition

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

### Special Use Area

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

| Interior  |   |   |
|---|---|---|
| <i>Appropriate Housing Types:</i>   | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>   |
| <ul style="list-style-type: none"> <li>Single Family + ADU</li> <li>Duplexes</li> </ul>       | <ul style="list-style-type: none"> <li>All RS</li> <li>All RSA</li> </ul> | <ul style="list-style-type: none"> <li>Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>   |   |   |
| <ul style="list-style-type: none"> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |   |   |





# LENOX PARK

## Corridor: Lenox Park Boulevard and Lake Boulevard

| <i>Appropriate Housing Types:</i>   | <i>Best-Fit Zoning:</i>  | <i>Implementation Actions/Strategies:</i>                             |
|---|--|---|
| <ul style="list-style-type: none"> <li>Townhouses</li> <li>Multi-Family</li> </ul>  | <ul style="list-style-type: none"> <li>All RSA</li> <li>All RM</li> <li>O-I</li> <li>C-1</li> <li>NS</li> <li>O-C-R</li> </ul> | <ul style="list-style-type: none"> <li>Multimodal projects</li> </ul> |
| <i>Other Land Uses:</i>   |  |   |
| <ul style="list-style-type: none"> <li>Office</li> <li>Hotel</li> <li>Neighborhood Commercial</li> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |  |   |

## Transition: ARIUM, Reserve, and Park Vista Drive Townhouses

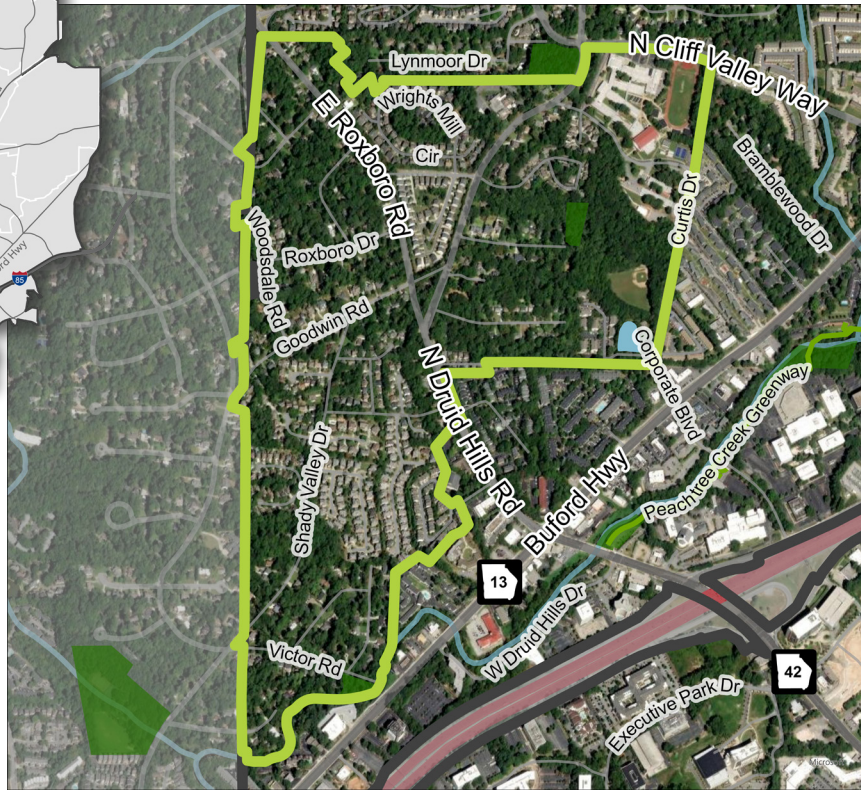
| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>   |
|--|---|---|
| <ul style="list-style-type: none"> <li>Townhouses</li> <li>Multi-Family</li> </ul>                               | <ul style="list-style-type: none"> <li>All RSA</li> <li>All RM</li> <li>MX1</li> <li>MX2</li> </ul> | <ul style="list-style-type: none"> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <i>Other Land Uses:</i>  |   |   |
| <ul style="list-style-type: none"> <li>Mixed Use</li> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |   |   |

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

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



# ROXBORO



## Vision

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

## Implementation Strategy

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



## Focus on Housing

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





# ROXBORO



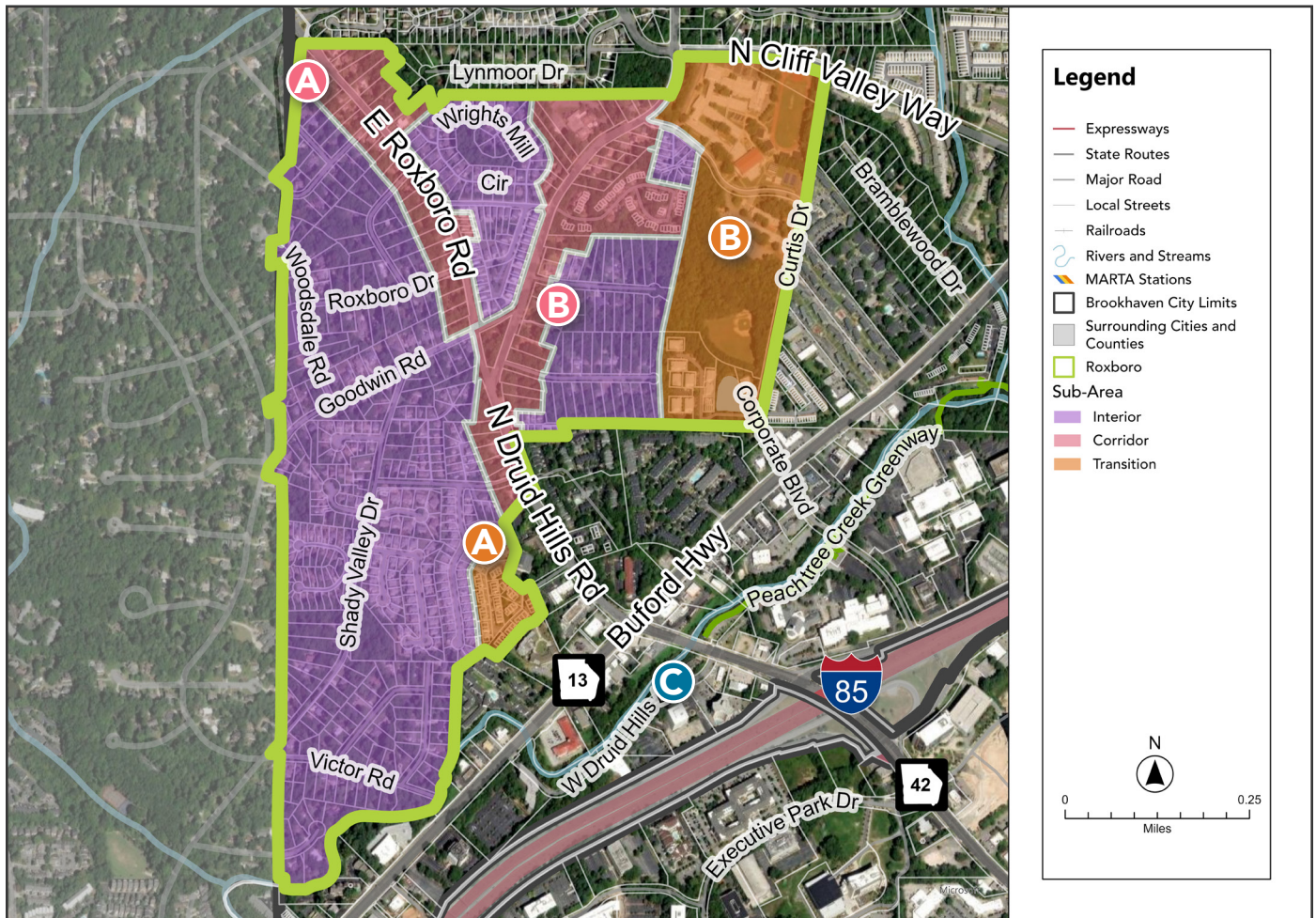
## Focus on Transportation

Transportation improvements focus on enhancing safety and mobility for all modes of transportation on North Druid Hills Road.

### Transportation Strategies

- North Druid Hills Road Streetscape Improvements

Map 13. Roxboro Sub-Areas





# ROXBORO

## Sub-Area Policy

### Interior

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

### Corridor

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

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

### Transition

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

| Interior   |  |   |
|--|--|---|
| Appropriate Housing Types:   | Best-Fit Zoning:   | Implementation Actions/Strategies:  |
| <ul style="list-style-type: none"> <li>Single Family + ADU</li> <li>Duplexes (side-by-side preferred)</li> </ul>             | <ul style="list-style-type: none"> <li>All RS</li> <li>RSA-5</li> <li>RSA-8</li> </ul> | <ul style="list-style-type: none"> <li>Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |  |   |

## A Corridor: East Roxboro Road

| Appropriate Housing Types:   | Best-Fit Zoning:   | Implementation Actions/Strategies:  |
|--|--|---|
| <ul style="list-style-type: none"> <li>Single Family + ADU</li> <li>Duplexes (side-by-side preferred)</li> </ul>             | <ul style="list-style-type: none"> <li>All RS</li> </ul> | <ul style="list-style-type: none"> <li>Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |  |   |



# ROXBORO

## B Corridor: North Druid Hills Road

| <i>Appropriate Housing Types:</i>   | <i>Best-Fit Zoning:</i>  | <i>Implementation Actions/Strategies:</i>  |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Single Family + ADU</li> <li>• Duplexes</li> <li>• Triplexes</li> <li>• Cottage Courts</li> <li>• Townhomes</li> </ul> | <ul style="list-style-type: none"> <li>• All RS</li> <li>• RSA-5</li> <li>• RSA-8</li> <li>• RSA-18</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <i>Other Land Uses:</i>   |  |  |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>   |  |  |

## A Transition: Buckhead Place City Homes

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

## B Transition: Keys Lake and Schools

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



# BUFORD HIGHWAY-PEACHTREE CREEK

## Vision

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

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

## Implementation Strategies

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





# BUFORD HIGHWAY-PEACHTREE CREEK



## Focus on Housing

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

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



## Focus on Transportation

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

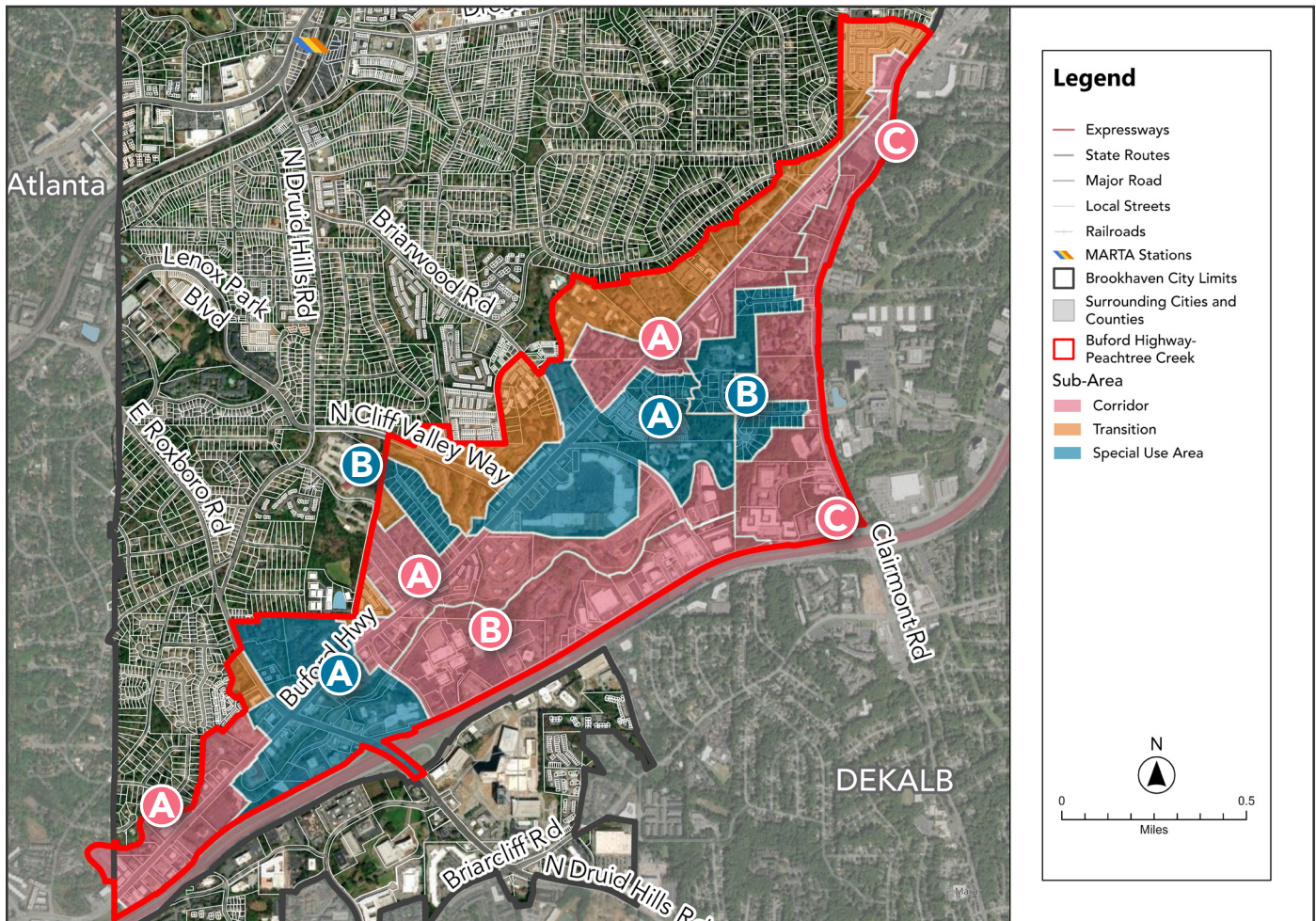
### Transportation Strategies

- Briarwood Road Multi-use Path
- Buford Highway Streetscape Improvements
- I-85 Pedestrian Bridge
- I-85 Vehicular Bridge
- North Druid Hills Road Streetscape Improvements
- Peachtree Creek Greenway - Phase II
- Peachtree Creek Greenway - Phase III



# BUFORD HIGHWAY-PEACHTREE CREEK

Map 14. Buford Highway-Peachtree Creek Sub-Areas



## Sub-Area Policy

### Corridor

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

There are two other prominent corridors that boast potential for redevelopment and higher densities. These include the character area’s eastern border—Clairmont Road—and its southernmost border—I-85 Frontage Road.

### Transition

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



# BUFORD HIGHWAY-PEACHTREE CREEK

## Special Use Area

Reflecting the recently completed nodal study, special use areas include the North Druid Hills and Briarwood nodes. Other special use areas include pockets of existing single family neighborhoods on both Buford Highway and Clairmont Road.

### A Corridor: Buford Highway

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

### B Corridor: I-85 Frontage Road

| Appropriate Housing Types:   | Best-Fit Zoning:  | Implementation Actions/Strategies:  |
|--|---|---|
| <ul style="list-style-type: none"> <li>Multi-Family</li> <li>Live/Work</li> </ul>  | <ul style="list-style-type: none"> <li>All RM with a focus on RM-30 and RM-40</li> <li>NS</li> <li>C-1</li> <li>C-2</li> <li>O-I</li> <li>MX1</li> <li>MX2</li> <li>CX</li> <li>O-D</li> <li>M (limited)</li> </ul> | <ul style="list-style-type: none"> <li>Revise zoning to facilitate greenway-facing uses</li> <li>Remove regulatory barriers to office-to-housing conversions</li> <li><b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>Neighborhood Commercial*</li> <li>Community/Regional Commercial</li> <li>Office</li> <li>Hotels</li> <li>Mixed Use</li> <li>Light Industrial</li> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |   |   |

\*Near Peachtree Creek Greenway



# BUFORD HIGHWAY-PEACHTREE CREEK

## C Corridor: Clairmont Road

| Appropriate Housing Types:   | Best-Fit Zoning:   | Implementation Actions/Strategies:                                    |
|--|--|---|
| <ul style="list-style-type: none"> <li>Townhouses</li> <li>Live/Work</li> <li>Multi-Family</li> </ul>  | <ul style="list-style-type: none"> <li>All RSA</li> <li>RM-14</li> <li>RM-18</li> <li>NS</li> <li>C-1</li> <li>C-2</li> <li>O-1</li> <li>MX1</li> <li>MX2</li> <li>CX</li> </ul> | <ul style="list-style-type: none"> <li>Multimodal projects</li> </ul> |
| <b>Other Land Uses:</b>  |  |   |
| <ul style="list-style-type: none"> <li>Neighborhood Commercial</li> <li>Community/Regional Commercial</li> <li>Office</li> <li>Hotels</li> <li>Mixed Use</li> <li>Parks and Open Space</li> <li>Institutional</li> </ul> |  |   |

## Transition: Northwest Apartment Communities

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



# BUFORD HIGHWAY-PEACHTREE CREEK

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

| Appropriate Housing Types:  | Best-Fit Zoning:   | Implementation Actions/Strategies:   |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Townhouses</li> <li>• Live/Work</li> <li>• Multi-Family</li> </ul>   | <ul style="list-style-type: none"> <li>• All RSA</li> <li>• All RM</li> <li>• NS</li> <li>• C-1</li> <li>• C-2</li> <li>• O-I</li> <li>• MX1</li> <li>• MX2</li> <li>• CX</li> </ul> | <ul style="list-style-type: none"> <li>• Advance redevelopment vision for Buford Highway based on the 2023 Nodal Study</li> <li>• Revise zoning to facilitate greenway-facing uses</li> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| Other Land Uses:  |  |  |
| <ul style="list-style-type: none"> <li>• Neighborhood Commercial</li> <li>• Community/Regional Commercial</li> <li>• Hotel</li> <li>• Office</li> <li>• Mixed Use</li> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul> |  |  |

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

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

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

# BRIAR HILLS INNOVATION DISTRICT

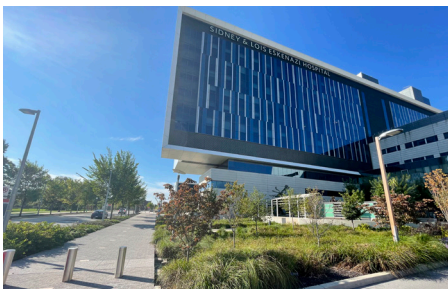


## Vision

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

## Implementation Strategies

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





# BRIAR HILLS INNOVATION DISTRICT



## Focus on Housing

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



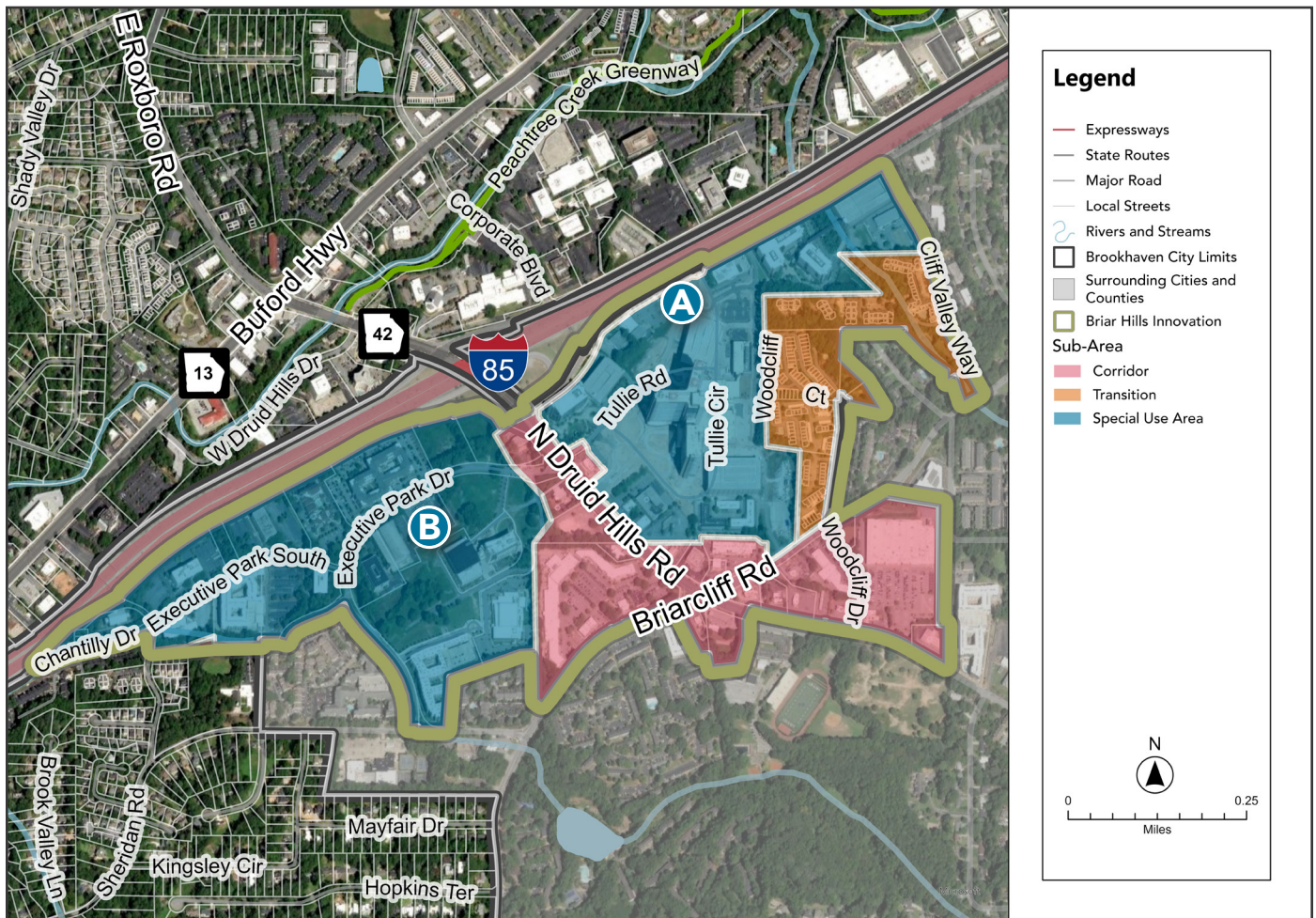
## Focus on Transportation

Major transportation projects in this district aim to provide safe access for both cars and people through pedestrian and vehicular bridge improvements across the Interstate while supporting major influx of visitors and travelers to the special use areas.

### Transportation Strategies

- I-85 Pedestrian Bridge
- I-85 Vehicular Bridge
- **Multimodal projects placeholder (pending multimodal study adoption)**

**Map 15. Briar Hills Innovation District Sub-Areas**



# BRIAR HILLS INNOVATION DISTRICT

## Sub-Area Policy

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

### *Corridor*

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

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

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

### *Transition*

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

### *Special Use Area*

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

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





# BRIAR HILLS INNOVATION DISTRICT

## Corridor: North Druid Hills Road and Briarcliff Road

| <i>Appropriate Housing Types:</i>  | <i>Best-Fit Zoning:</i>   | <i>Implementation Actions/Strategies:</i>  |
|--|---|--|
| <ul style="list-style-type: none"> <li>• Multi-Family</li> <li>• Live/Work</li> </ul>  | <ul style="list-style-type: none"> <li>• All RM</li> <li>• O-C-R</li> <li>• MPD</li> <li>• O-I</li> <li>• MX1</li> <li>• MX2</li> <li>• CX</li> <li>• EX</li> </ul> | <ul style="list-style-type: none"> <li>• Encourage better connectivity between Brighten Park's commercial/retail uses and Emory at Executive Park in Brookhaven</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>• Community/Regional Commercial</li> <li>• Office</li> <li>• Mixed Use</li> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul> |   |  |

## Transition: Woodcliff Drive and Cliff Valley Way Communities

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



# BRIAR HILLS INNOVATION DISTRICT

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

| Appropriate Housing Types:   | Best-Fit Zoning:  | Implementation Actions/Strategies:   |
|--|---|--|
| <ul style="list-style-type: none"> <li>• Multi-Family</li> <li>• Live/Work</li> </ul>  | <ul style="list-style-type: none"> <li>• All RM</li> <li>• O-C-R</li> <li>• MPD</li> <li>• C-1</li> <li>• C-2</li> <li>• O-I</li> <li>• MX1</li> <li>• MX2</li> <li>• CX</li> <li>• EX</li> <li>• O-D</li> <li>• M</li> </ul> | <ul style="list-style-type: none"> <li>• Continue partnership with Children’s Healthcare of Atlanta to advance pedestrian connections across the interstate and public greenspaces</li> <li>• Continue making both transportation and water/sewer upgrades to support density.</li> <li>• Support continued implementation of campus plan</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>• Community/Regional Commercial</li> <li>• Office</li> <li>• Mixed Use</li> <li>• Hotel</li> <li>• Light Industrial*</li> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul> <p><small>*Light industrial is viewed as appropriate on the medical campuses only as a supporting land use.</small></p> |   |  |



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



# BRIAR HILLS INNOVATION DISTRICT

## B Special Use Area: Emory at Executive Park

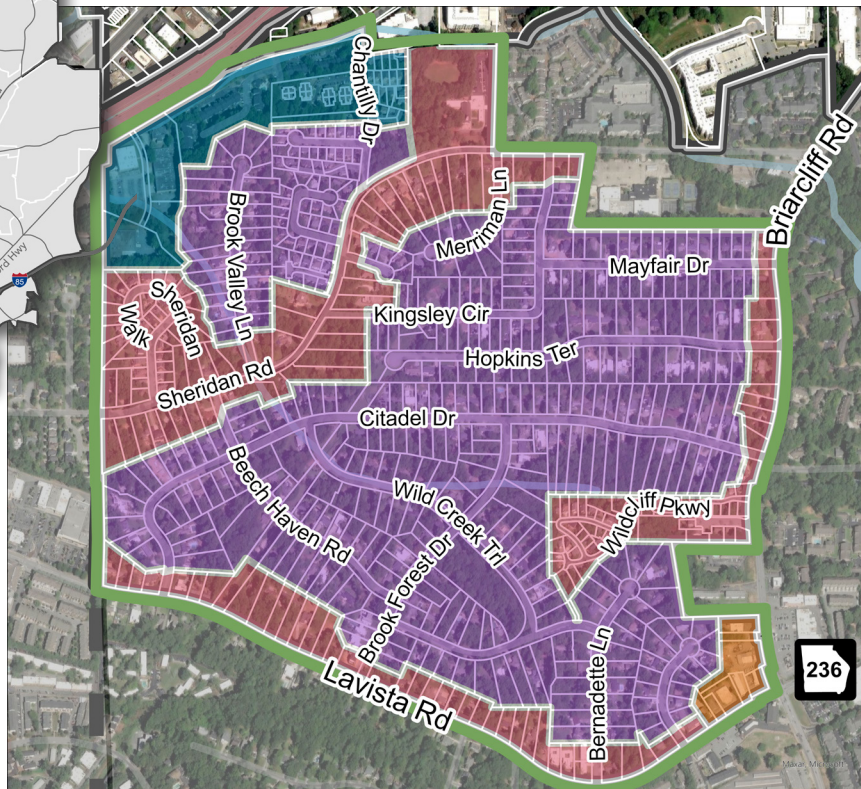
| Appropriate Housing Types:   | Best-Fit Zoning:  | Implementation Actions/Strategies:  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• Multi-Family</li> <li>• Live/Work</li> <li>• Townhouses</li> </ul>  | <ul style="list-style-type: none"> <li>• TBD</li> </ul> | <ul style="list-style-type: none"> <li>• Encourage better connectivity between Brighten Park's commercial/retail uses and Emory at Executive Park in Brookhaven</li> </ul>    |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>• Community/Regional Commercial</li> <li>• Office</li> <li>• Mixed Use</li> <li>• Hotel</li> <li>• Light Industrial*</li> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul> <p><small>*Light industrial is viewed as appropriate on the medical campuses only as a supporting land use.</small></p> |   | <ul style="list-style-type: none"> <li>• Support continued implementation of campus plan</li> <li>• <b>Multimodal projects (pending Multimodal Study adoption)</b></li> </ul> |



Emory at Executive Park Site Plan



# LAVISTA PARK



## Vision

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

## Implementation Strategies

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



## Focus on Housing

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





# LAVISTA PARK



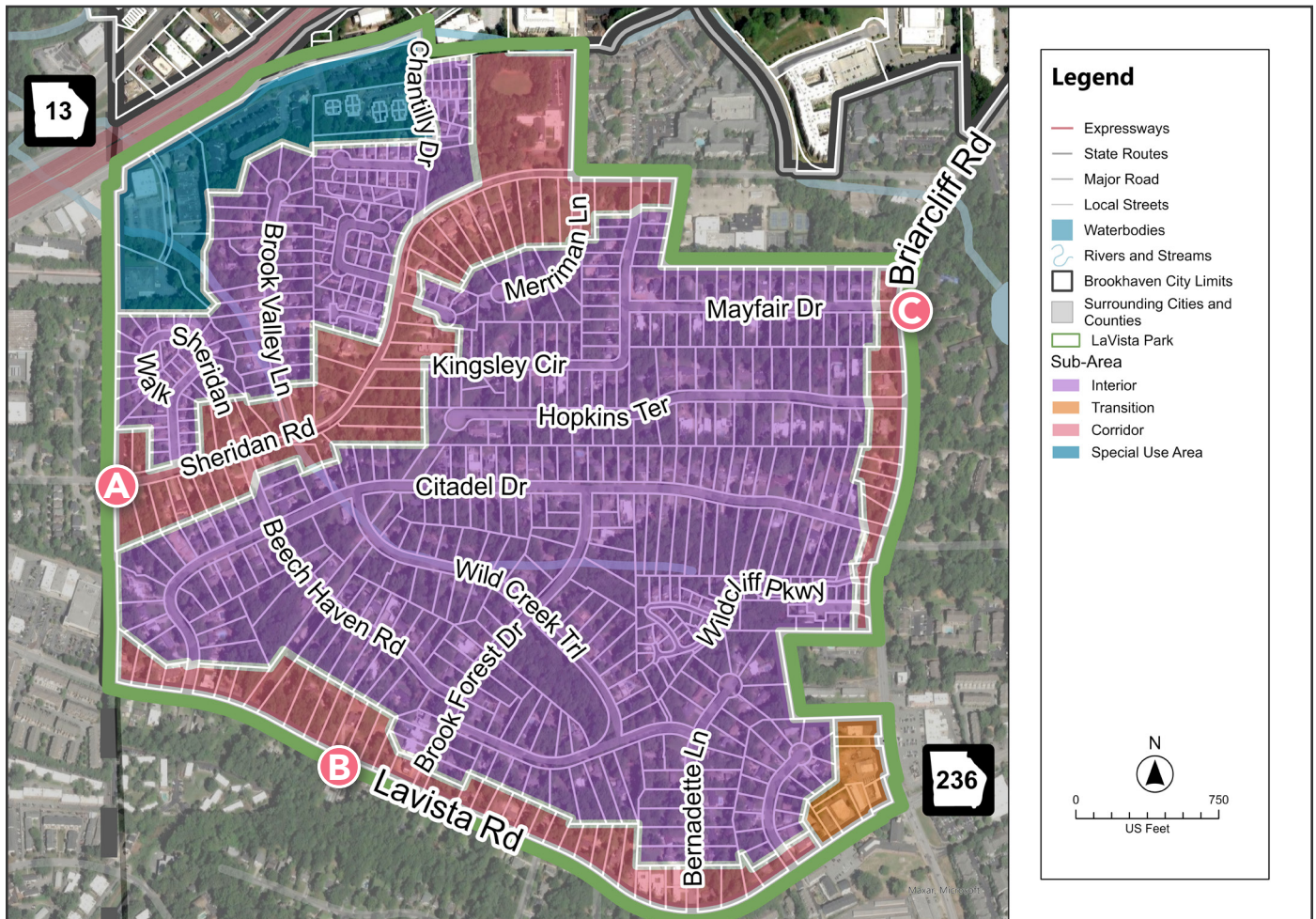
## Focus on Transportation

LaVista Park is prioritizing safety and mobility improvements for pedestrians through the Chantilly Drive Sidewalk project.

### Transportation Strategies

- Chantilly Drive Sidewalk

Map 16. LaVista Park Sub-Areas



# LAVISTA PARK

## Sub-Area Policy

### Interior

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

### Corridor

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

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

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

### Transition

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

### Special Use Area

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

| Interior   |  |   |
|--|--|---|
| Appropriate Housing Types:   | Best-Fit Zoning:   | Implementation Actions/Strategies:  |
| <ul style="list-style-type: none"> <li>Single Family + ADU</li> <li>Duplexes (side-by-side preferred)</li> </ul> | <ul style="list-style-type: none"> <li>All RS</li> </ul> | <ul style="list-style-type: none"> <li>Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| Other Land Uses:   |  |   |
| <ul style="list-style-type: none"> <li>Parks and Open Space</li> <li>Institutional</li> </ul>                    |  |   |

# LAVISTA PARK

## A Corridor: Sheridan Road

| Appropriate Housing Types:   | Best-Fit Zoning:   | Implementation Actions/Strategies:  |
|--|--|---|
| <ul style="list-style-type: none"> <li>• Single Family + ADU</li> <li>• Duplex</li> <li>• Triplex</li> </ul> | <ul style="list-style-type: none"> <li>• All RS</li> <li>• R3</li> <li>• RSA-5</li> <li>• RSA-8</li> </ul> | <ul style="list-style-type: none"> <li>• Require duplexes to adhere to design standards allowed by-right in all residential districts</li> <li>• Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| Other Land Uses:   |  |   |
| <ul style="list-style-type: none"> <li>• Parks and Open Space</li> <li>• Institutional</li> </ul>            |  |   |

## B Corridor: LaVista Road

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

## C Corridor: Briarcliff Road

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

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



# LAVISTA PARK

## Transition: Northwest Corner of Briarcliff Road and LaVista Road

| Appropriate Housing Types:   | Best-Fit Zoning:  | Implementation Actions/Strategies:  |
|--|---|---|
| <ul style="list-style-type: none"> <li>N/A</li> </ul>  | <ul style="list-style-type: none"> <li>NS</li> <li>C-1</li> </ul> | <ul style="list-style-type: none"> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>Neighborhood Commercial</li> <li>Community Commercial</li> </ul> |   |   |

## Special Use Area: Chantilly Road

| Appropriate Housing Types:  | Best-Fit Zoning:  | Implementation Actions/Strategies:  |
|---|---|---|
| <ul style="list-style-type: none"> <li>Townhouses</li> <li>Multi-Family</li> </ul>  | <ul style="list-style-type: none"> <li>All RSA</li> <li>RM-14</li> <li>RM-18</li> </ul> | <ul style="list-style-type: none"> <li>Explore additional incentives for developers to build out affordable and workforce housing, specifically around new commercial developments near I-85.</li> <li>Multimodal projects (pending Multimodal Study adoption)</li> </ul> |
| <p><i>Other Land Uses:</i></p> <ul style="list-style-type: none"> <li>Office</li> <li>Hotel</li> <li>Parks and Recreation</li> <li>Institutional</li> </ul> |   |   |



# **04 STRATEGIC GROWTH**

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## 4.1 Overview

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

Collaboration among different City departments, as well as partnerships with neighboring jurisdictions and the private sector, is essential for advancing strategic growth investments. Brookhaven must

take action to expand housing choices and attainability. Brookhaven's leaders and community members have called for greater inclusion and equity, so the City must be strategic about delivering on this mission.

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



## 4.2 Short-Term Priorities

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

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

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

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

Currently, the barriers to more diverse housing types stem from local regulations that limit—or

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

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

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

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

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

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

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

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



prohibit—these housing types in most parts of the City and/or high costs of construction due to market forces. The City has little agency over the latter but can work to reduce regulatory barriers by increasing the number of districts these housing types are allowed in and also by creating design standards that ensure that these housing types blend seamlessly into single-family neighborhoods without negative impacts on their character. Opportunities for denser housing products are somewhat limited but should be encouraged in major growth centers with strong transportation infrastructure such as the City Centre development, the Briar Hills Innovation District, and along Buford Highway.

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

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





## CASE STUDY

### Missing Middle Housing in Portland, OR

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

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



Image Source: TSW

## Recommended Zoning Actions

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




### Housing

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

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

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

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



### Peachtree Road

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

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



### Buford Highway

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



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



## CASE STUDY

### Sandy Springs Economic Development Plan & Dunwoody Entrepreneurship and Innovation Plan

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

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

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

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

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

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

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

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

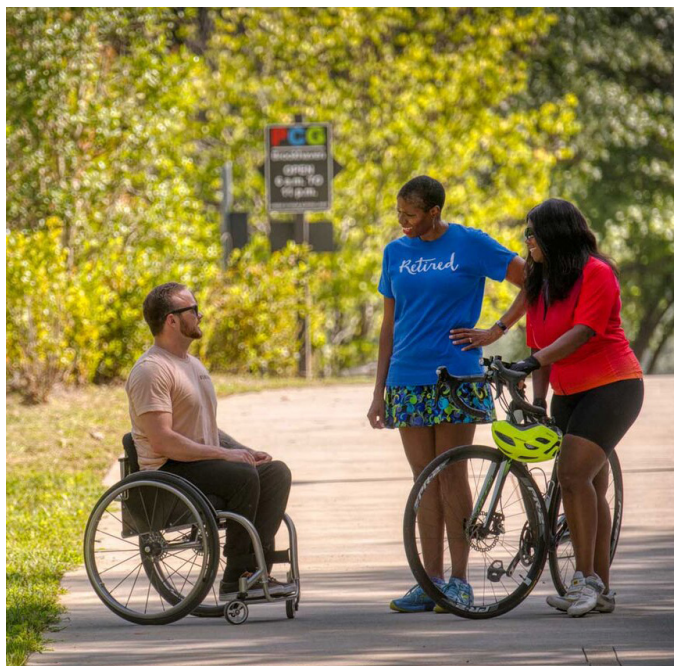


Image Source: Peachtree Creek Greenway

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

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

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

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

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

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

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



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

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

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

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

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

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



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

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

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



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



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

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

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

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



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

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

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



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

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

**BEST PRACTICE**

**Accounting for Climate Change**

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

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

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

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

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

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

SG.5.4 Complete Poplar Creek Subbasin Study.

SG.5.5 Consider stormwater utility rate structure adjustments.

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

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

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

Members of the public have indicated a lack of awareness about ongoing City projects and other news. The City has a strong website, newsletter, and social media channels where community members can access information about City services or private services (e.g., Internet, electricity). A mobile application (Brookhaven Connect) is also available for two-way communication, allowing residents to report problems like potholes or sidewalk issues to the City of Brookhaven. In the next five years, the City's Communications department will need to adapt to the changing environment of digital and physical media to continue communicating to residents in a publicly accessible manner. The City may also consider a new board or commission focused on community engagement and outreach, which would further the City's reach and give community members a chance to serve as liaisons between their neighborhoods and the local government (**Action SG.6.1**).

Many local governments have programs that allow residents to take a deep dive into the day-to-day work of each City department. Offering a public forum like this helps to enhance confidence in City staff and elected officials, build support for local projects, and foster more engagement on community development initiatives (**Action SG.6.2**).

The Brookhaven Blast e-newsletter is a great tool for sharing City news with interested community members. The City should continue to budget for providing this resource (**Action SG.6.3**). In addition, the City's Communications Department should continue to leverage new tools to share information and generate support for local businesses. Development of new resident and business guides (**Action SG.6.4**) is a priority for the City to advance in 2024, after being delayed during the COVID-19 pandemic. These guides will orient new Brookhaven residents and business with comprehensive information about pertinent ordinances, whom to connect with regarding different topics, opportunities for engagement with boards, commissions, and local groups, as well as direction on how to sign up for notifications from a variety of City-sponsored platforms or participate in public meetings.

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

SG.6.1 Link community members with program offerings from various service providers.

SG.6.2 Hold public forums, offering community members an opportunity to learn about government services.

SG.6.3 Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.

SG.6.4 Develop new resident and business guides.





## SG.7 Expand public gathering spaces in underserved areas.

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

Creating additional greenspace remains a challenge. Skyrocketing land prices make it difficult to purchase land for new public open space. Creative solutions—like joint use agreements with the DeKalb County School District to use school grounds for community park space—are necessary to fill service area gaps (**Action SG.7.4**). Because opportunities for adding parks are limited, better maintaining, improving, and activating existing parks and public spaces is also critical. The City should seek creative opportunities to add public gathering spaces to underserved areas as redevelopment occurs, while also provide resources to improving and further activating existing underutilized parks and public spaces.

## SG.7 Expand public gathering spaces in underserved areas.

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

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

SG.7.3 Seek funding sources to implement the recommended improvements to Clack's Corner.

SG.7.4 Partner with the DeKalb County School District to collaboratively upgrade their undeveloped green space into a joint use park.

SG.7.5 See CP.4.2. Enhance Northeast Plaza.



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

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

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

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

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

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

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



## CASE STUDY

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

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

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

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

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

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

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

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



## SG.9 Maintain investments already made by City.

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

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

## SG.9 Maintain investments already made by the City.

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



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**05**

**EQUITABLE  
DEVELOPMENT  
& INVESTMENT**



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## 5.1 Overview

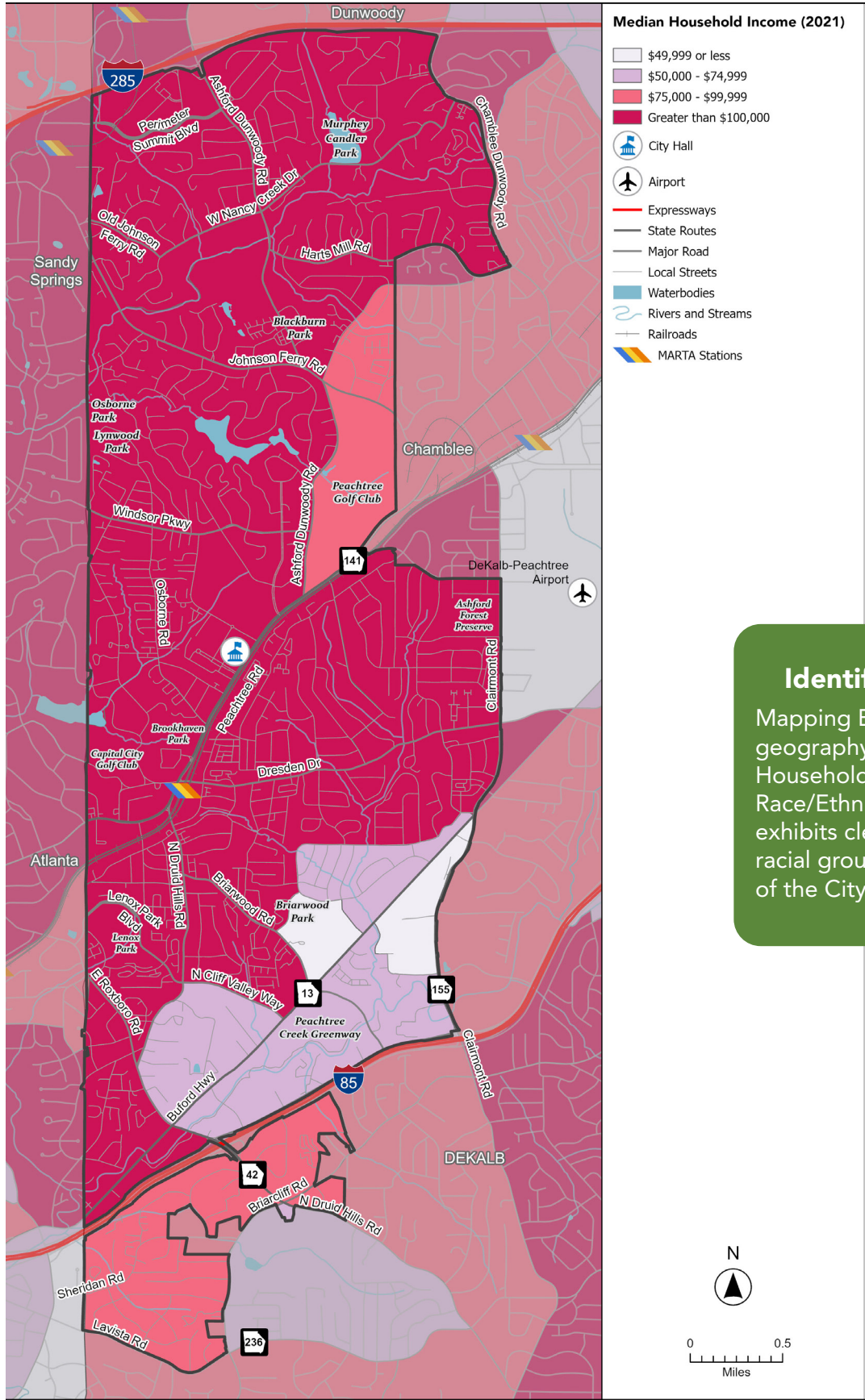
Equitable Development & Investment is imperative to meet the growing demand within Brookhaven for a livable community full of opportunity, attainable housing, and a strong quality of life for residents of all ages, income levels, and backgrounds. Brookhaven has long been a hub that reflects Metro Atlanta’s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

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

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



**Map 17. Median Household Income**



**Identifying Disparities**

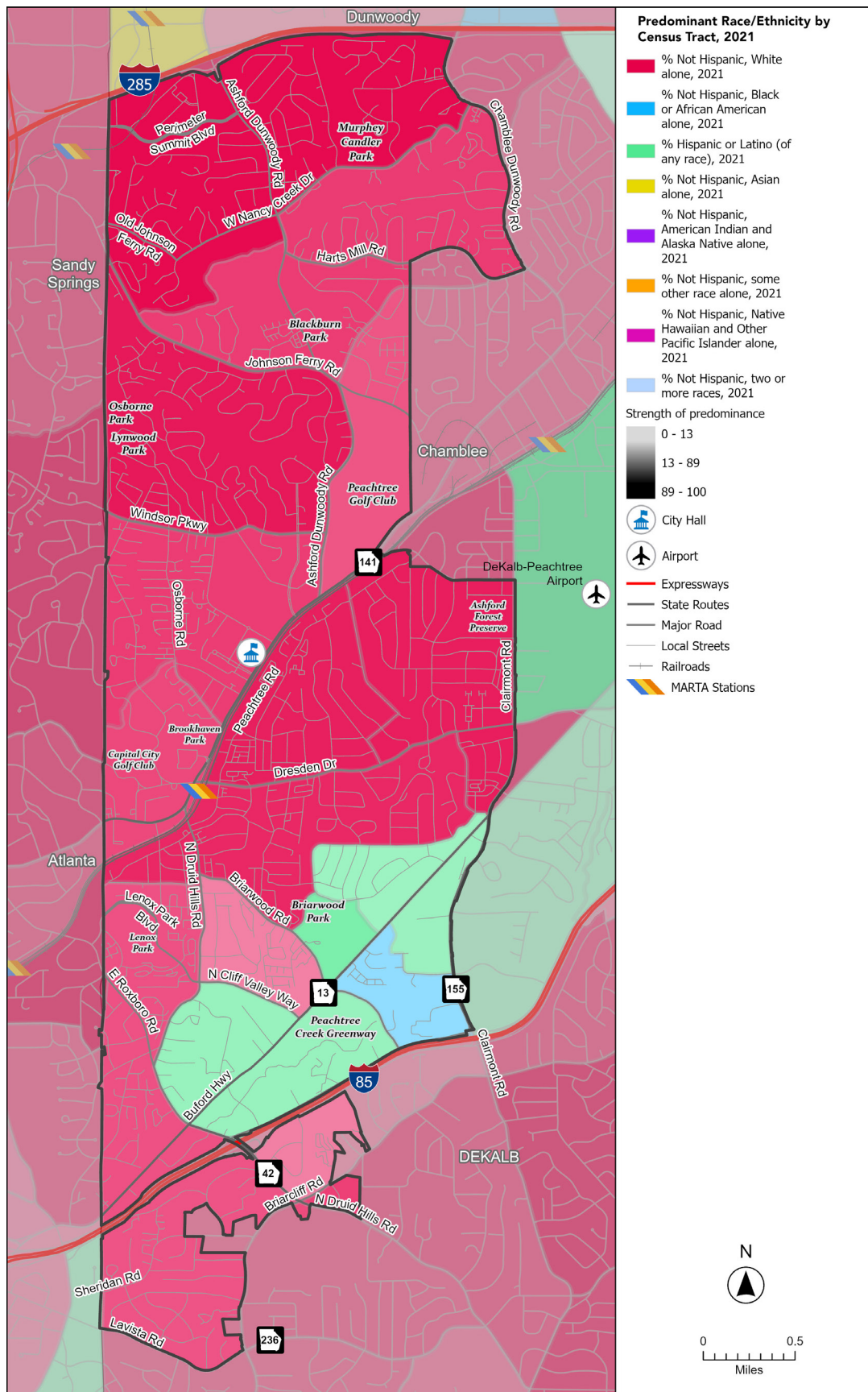
Mapping Brookhaven's geography by both Median Household Income (left) and Race/Ethnicity (next page) exhibits clear disparities between racial groups and different areas of the City.

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





Map 18. Predominant Race/Ethnicity



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

## 5.2 Short-Term Priorities

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

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

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

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

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

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

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

### BEST PRACTICE

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

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

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

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

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

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

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

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





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

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

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

## CASE STUDY

### Land Trusts & Affordable Housing

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

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

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

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

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

## CASE STUDY

### Affordable Housing Funds

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

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

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



## CASE STUDY

### Housing Bond Referendums

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

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

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

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

EI.2.1 Conduct interior apartment audit program per ordinance.

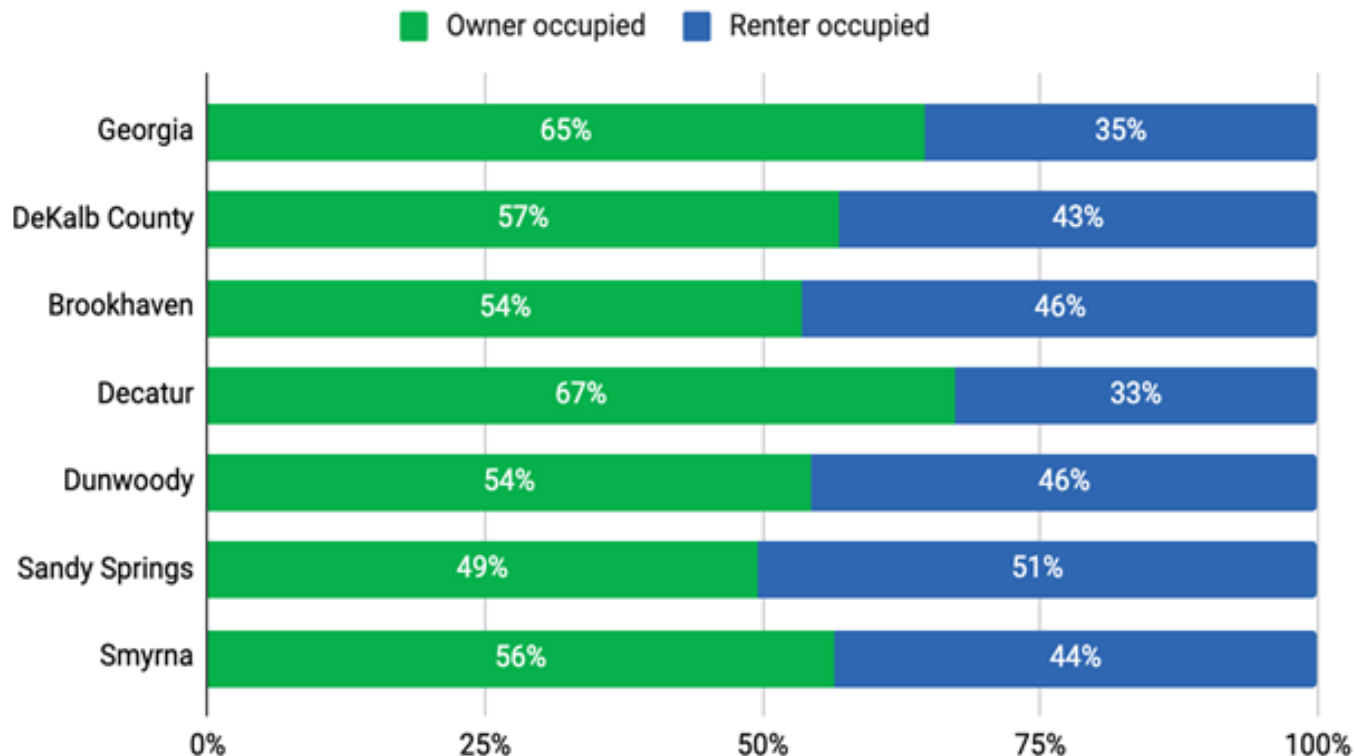
EI.2.2 Evaluate the feasibility of creating a land trust for the provision of workforce housing, expanding on the land banking occurring at the City.

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

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

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



**Figure 3. Homeownership Trends**

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

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

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

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



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

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



## CASE STUDY

### Reduce parking requirements to open up land for development

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

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

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



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

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

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

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

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

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

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

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

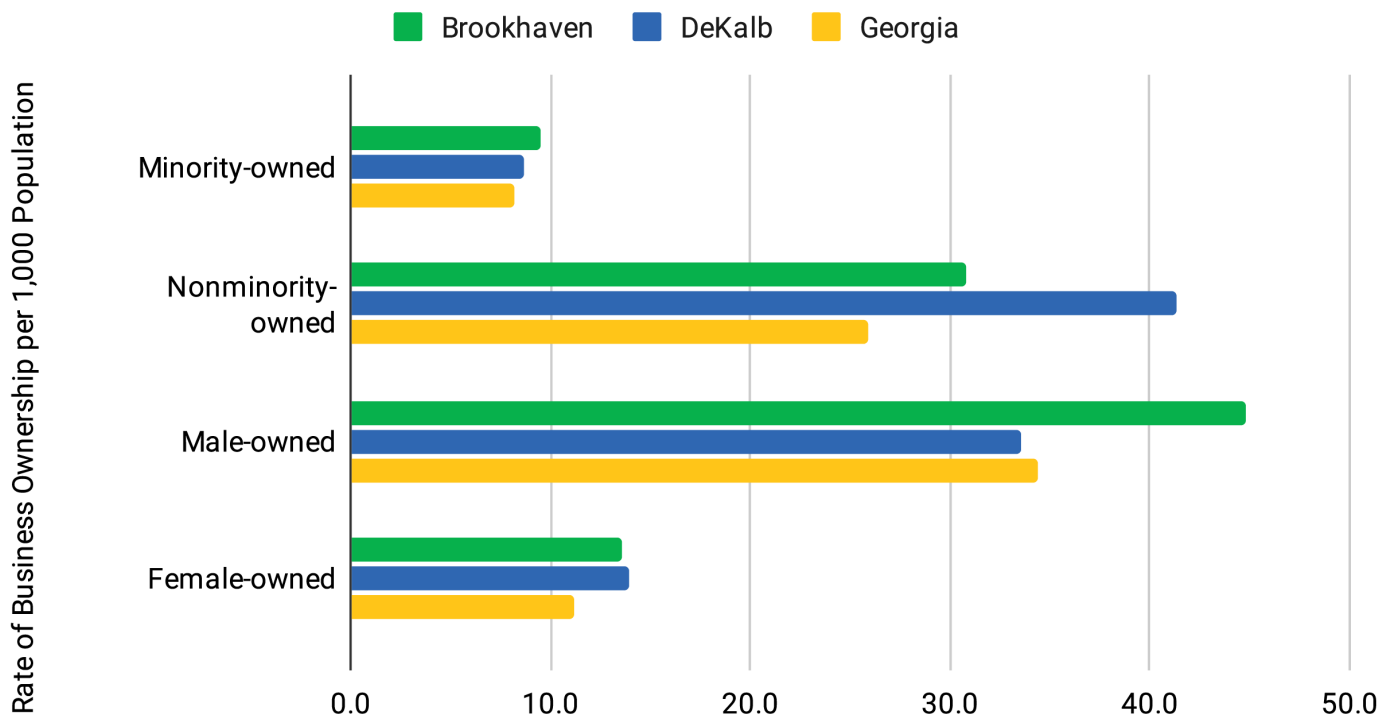


Brookhaven can look to nearby communities such as Gwinnett County, Cobb County, and Sandy Springs to explore different models of entrepreneurship and incubation services as well as physical centers that serve businesses and entrepreneurs with a variety of resources. Brookhaven can also engage with International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

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

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

**Figure 4. Business Ownership Trends**



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



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

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

## BEST PRACTICE

To curb potential displacement and keep these key establishments thriving, Brookhaven can look to similar cities that have implemented policies and funding programs that promote commercial continuity (**Action EI.4.6**). For instance, the City of Raleigh, North Carolina is currently piloting a \$1.5 million Public Project Community Support Fund intended to help offset the disruption caused by large-scale public investments.

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



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

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

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

El.4.3 Encourage business development and support for minority and immigrant entrepreneurship to increase financial well-being, wealth creation, and economic opportunity, as well as increase cultural services and offerings in the City.

El.4.4 Develop programs that combat commercial gentrification and support long standing small businesses in the short-term, specifically along Buford Hwy.

El.4.5 Continue to host Small Business Forums through the Office of Economic Development to increase small business capacity.

El.4.6 Explore a funding source to be used for combating commercial gentrification.

## 5.3 Related Policies

- Continue using Brookhaven's Special Service District and property tax millages to financially support commercial developments and corridor redevelopments.
- Continue the City's strong relationship with the Chamber of Commerce and their pro-business approach to development.
- Utilize tools and incentives related to housing development and affordability, specifically targeting the development and preservation of workforce housing.
- Operate and work with the Development Authority and new Urban Redevelopment Authority to catalyze equitable economic and housing development.
- Support the City's Police Department by ensuring it has the resources it needs to further the City a safe place to live, work, and play.
- Work with DeKalb County Public District to ensure City's planning efforts are being considered in programming and planning for schools.
- Continue to promote community policing program to help maintain a safe Brookhaven.





- Continue code enforcement activities to ensure safe and healthy living environments.
- Support the development of a variety of housing types and price points in our community to support the diverse housing needs of current and future residents.
- Work with DeKalb County to implement the Consolidated Plan in the City.
- Continue to collaborate with the Atlanta Regional Commission to continue to put in place programs and policies to further Brookhaven as a lifelong community .
- Evaluate codes, services and practices to identify regulatory barriers that obstruct the support of Lifelong Communities Principles.

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

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



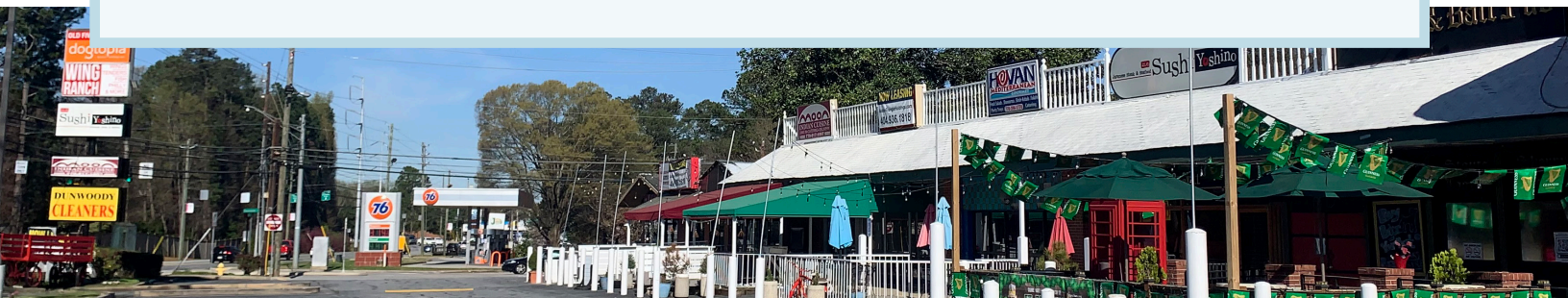
## 5.4 Mid to Long Term Considerations

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

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

### BEST PRACTICE

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



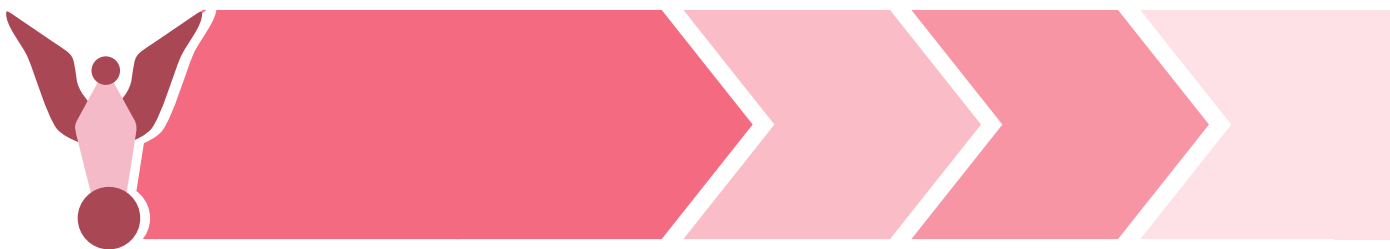




# 06 CULTURE & PLACE



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## 6.1 Overview

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

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

## 6.2 Short-Term Priorities

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

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



## CP.1 Build Out a Vibrant Town Center

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

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

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

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

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



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



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

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

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

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

### CP.1 Build out a Town Center

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CP.3.4 Initiate a Brookhaven culture and dining shuttle.

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

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







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

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

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





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

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

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

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

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

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

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

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

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

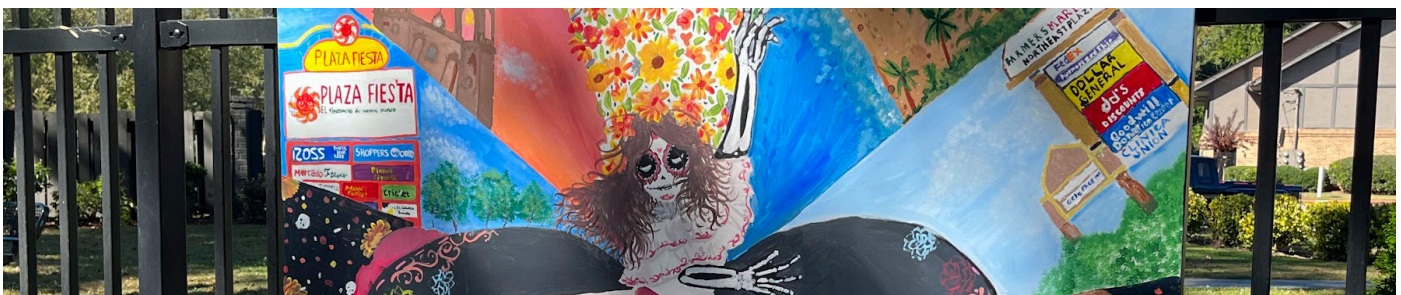




Another strategy the City should explore is enhancing existing spaces. One such space is Northeast Plaza. This area is already considered a community gathering space and home to notable public art. Enhancing the space could allow for events and encourage more public art. For the time being, temporary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

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

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





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

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

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



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

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

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

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



## 6.3 Related Policies

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

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



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

### CASE STUDY

#### Hapeville Town Center

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

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

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





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

## CASE STUDY

### Supporting Arts & Cultural Initiatives

#### *Suwanee, GA Private Development Public Art Initiative*

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

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

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

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



## CASE STUDY

### Strengthening Cultural Spaces

#### *El Sereno, CA Community Art*

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

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



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



## CASE STUDY

### Celebrating International Cultures

#### *Clarkston, GA Culture Festival*

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



Eritrean booth at the Clarkston Culture Festival

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





## CASE STUDY

### Wayfinding and Activation Strategy through Public-Private Partnerships:

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

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

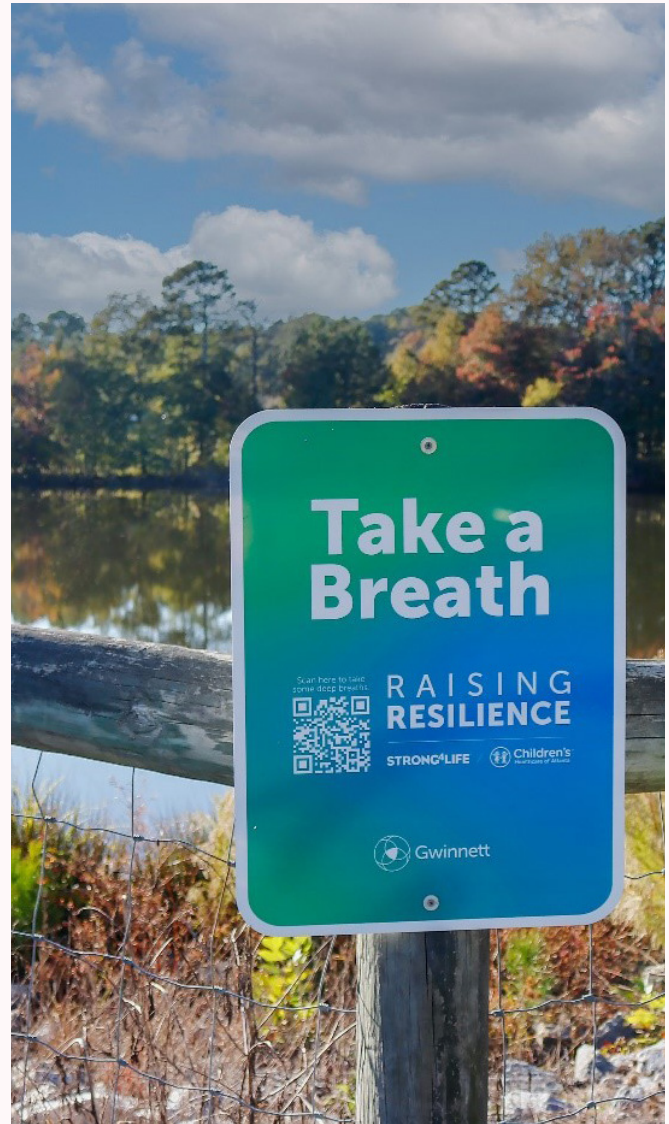


Image source: Atlanta Journal Constitution





# 07 SUSTAINABILITY

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# 7.1 Overview

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

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

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

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

**Five Elements of Sustainable Brookhaven**

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



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

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



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



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



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

## 7.2 Short-Term Priorities

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

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

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

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

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



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

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

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





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

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

Murphey Candler Bandalong Litter Trap



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

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

S.1.2 Evaluate stream bank restoration on park property.

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

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

S.1.5 Complete Murphey Candler Park Lake House project.



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

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



## Murphey Candler Park Lake House

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



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

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

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

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

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

S.2.1 Maintain ARC Green Communities certification.

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

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

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

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

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

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

S.2.8 Continue special item recycling program.

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



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

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

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

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

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

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

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

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

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





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

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



## Brookhaven Waste Diversion and Composting Initiatives

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



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

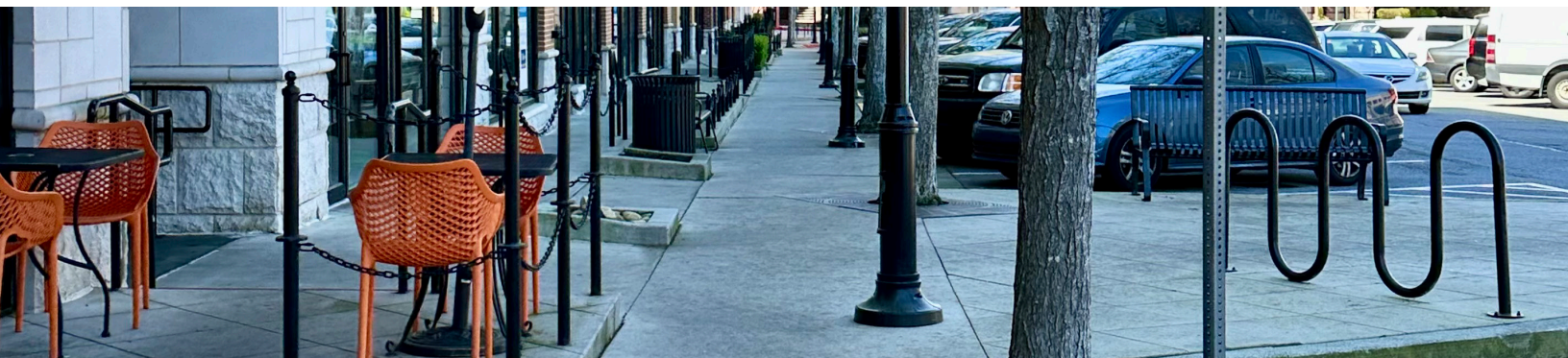
Sustainable design has direct implications on the population's long-term health. There are various strategies that can be taken to better achieve a healthy community. This includes allowing for uses like community gardens and farmers markets as well as ensuring access to parks and paths within a reasonable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

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

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

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

Brookhaven's 2024 Multimodal Study recommends that multimodal hubs (locations with bikeshare stations, bike repair tools, EV charging stations, and potentially other infrastructural components) are implemented in strategic locations around the City. These multimodal hubs would help with the City's goal of reducing the mode share of single-occupancy vehicles and encouraging more sustainable travel modes. Brookhaven should seek grant opportunities or public-private partnerships to implement a pilot multimodal hub as envisioned in the Multimodal Study (**Action S.3.3**).





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

S.3.1 Implement a community garden program.

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

S.3.3 Seek grant opportunities or public-private partnerships to implement a pilot multimodal hub as envisioned in the Multimodal Study.



## CASE STUDY Smyrna Jonquil Park Outdoor Gym

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



Image Source: Atlanta Area Parks



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

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

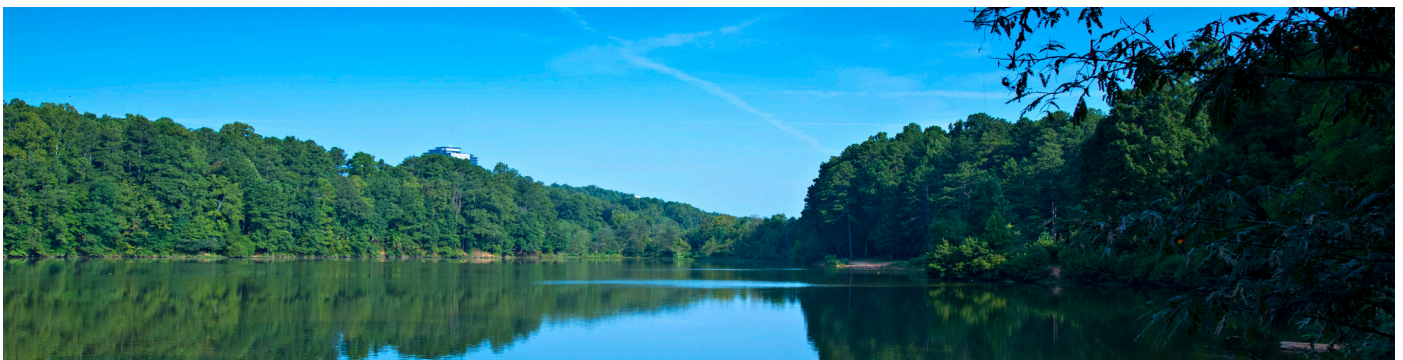
In 2021, the City Council adopted an updated Tree Preservation and Maintenance Ordinance, which was developed through an extensive community engagement effort. The Tree Fund, which is funded by one percent of annual building permit revenue, helps the City to maintain trees and install new trees on City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

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

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

As parks improvements are planned and implemented, it is important to prioritize the preservation of specimen trees and invest in their care. Park-specific tree management plans are helpful for documenting the existing trees and ensuring that proper maintenance is addressed (**Action S.4.1**). Brookhaven's 2021 Tree Canopy Study included a recommendation that the City continue the two-year cycle for tree canopy studies, following the U.S. Department of Agriculture/Forest Service's schedule.

Protection of the tree canopy was among the most discussed topics in every community input activity carried out in this planning process. The City's arborists should periodically engage with a community advisory committee (with a diverse makeup representing the Brookhaven community) to identify if policies and programs for tree care are adequately protecting the canopy (**Action S.4.3**). In addition, the arborists should have a regular protocol for engaging with commercial property owners to ensure that proper maintenance is conducted for trees on their properties.







## Brookhaven's Tree Canopy Goal

The City of Brookhaven has established a new goal for tree canopy coverage of 50%. The previous goal of 45% was exceeded as of the 2021 Tree Canopy Study.

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

S.4.1 Continue tree canopy management plans for City Parks.

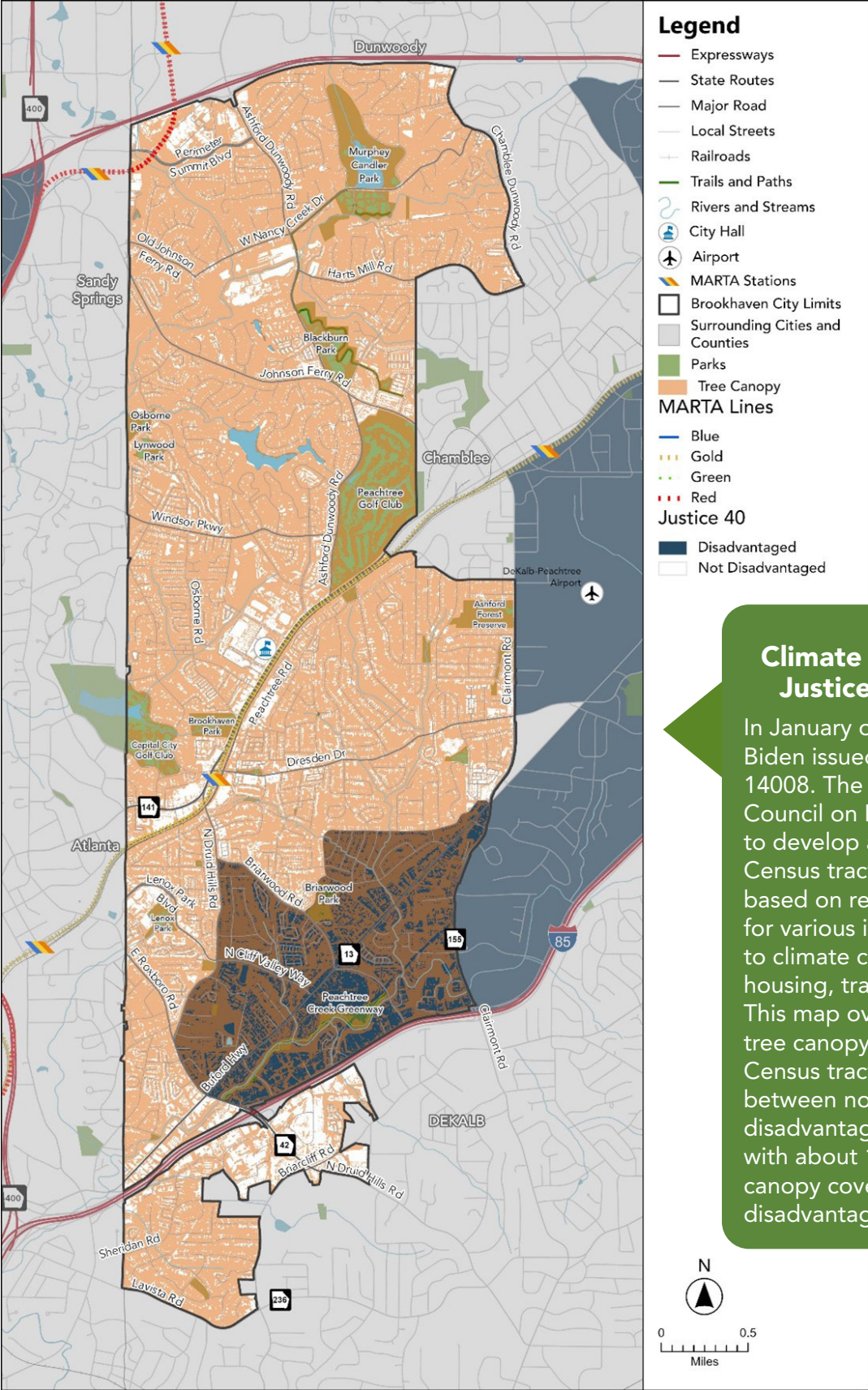
S.4.2 Continue front yard tree planting program and maintenance program.

S.4.3 Review existing tree care policies to ensure a healthy tree canopy.





Map 19. Tree Canopy and Justice 40 Equity Areas



**Climate & Environmental Justice Screening Tool**

In January of 2021, President Biden issued Executive Order 14008. The order directed the Council on Environmental Quality to develop a tool that defines Census tracts as “disadvantaged” based on relative measures for various indicators related to climate change, pollution, housing, transportation, and more. This map overlays Brookhaven’s tree canopy with the Justice 40 Census tracts. There is a disparity between non-disadvantaged and disadvantaged Census tracts, with about 12 percent more tree canopy coverage in the non-disadvantaged tracts.

Source: Council on Environmental Quality, Climate & Environmental Justice Screening Tool, City of Brookhaven Tree Study 2021



## S.5 Promote green infrastructure investments in areas susceptible to urban heat island effect. (Built Environment)

Green infrastructure (which includes but is not limited to trees) is a key tool for making Brookhaven more resilient to the impacts of climate change. Green infrastructure technology, such as bioswales and landscape strips, not only beautify the built environment, but also serve many environmental functions, including purifying the air, managing flooding, and mitigating the urban heat island effect. Heat islands are high concentrations of infrastructure such as buildings, roads, and parking lots that absorb and re-emit the sun's heat at a greater rate than a more natural environment like tree canopy or streams.

**Map 20** shows areas of Brookhaven that are hotter than the average temperature for the City as a whole. The severity scale goes from 1 to 5 with 1 being a mild heat area, and 5 being a severe heat area. The majority of the most severe heat areas are located along Buford Highway, specifically around Northeast Plaza and along Peachtree Road near the Brookhaven MARTA station and the Town Brookhaven shopping center. Large parking lot surfaces and limited tree canopy contribute to the heat severity of these areas.

Proactive investments from the City, as well as incentives to encourage the private sector to make green infrastructure improvements, will go a long way toward making Brookhaven a more livable and economically viable place.

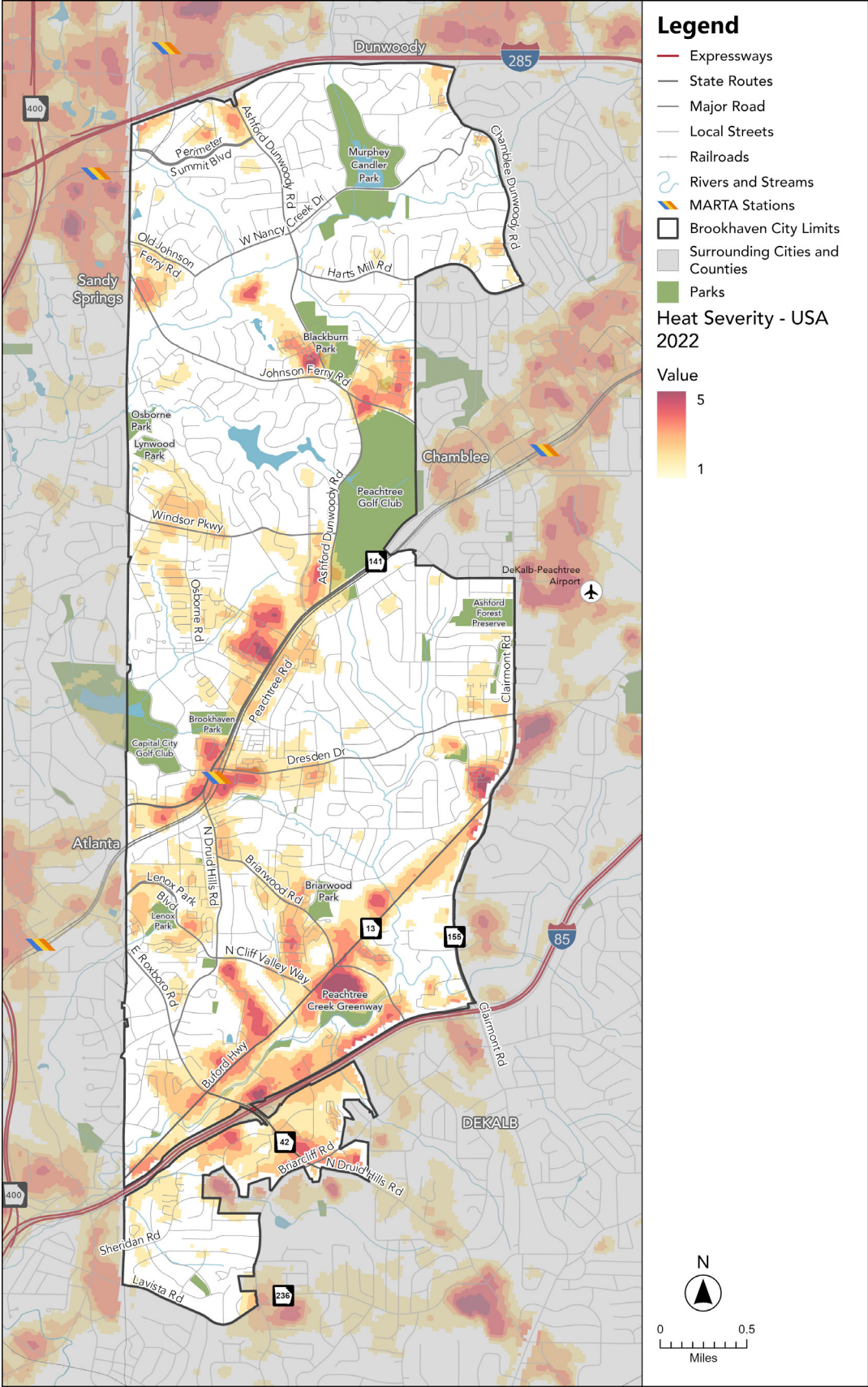
### S.5 Promote green infrastructure investments in areas susceptible to urban heat island effect.

S.5.1 Implement City Hall water quality enhancements (including a Green Roof, water quality facilities, and permeable pavers.)

S.5.2 Implement bioretention or other green infrastructure projects at local schools and provide educational programming (in coordination with schools).

S.5.3 Partner with local organizations to implement green infrastructure retrofits (e.g., cool pavement, street trees, landscape strips, etc.), particularly in areas with large swaths of impervious surfaces.

### Map 20. Urban Heat Severity



Source: Trust for Public Land



## Green Features of the New City Hall

Brookhaven's new City Hall (**Action S.5.1**) has been designed to meet the standards of LEED for New Construction (at the Gold level). Several water quality elements are incorporated into the design to provide for a range of benefits, including:

- A green roof will filter stormwater, support biodiversity, and provide a natural insulation layer for the building.
- Rainwater cistern will collect 10,000 gallons of runoff and be reused for irrigation on-site.
- A Crystal Stream Water Quality device will filter and purify runoff before it is discharged to an underground detention system.
- Engineered soils and permeable pavers will enhance the site's ability to infiltrate stormwater.



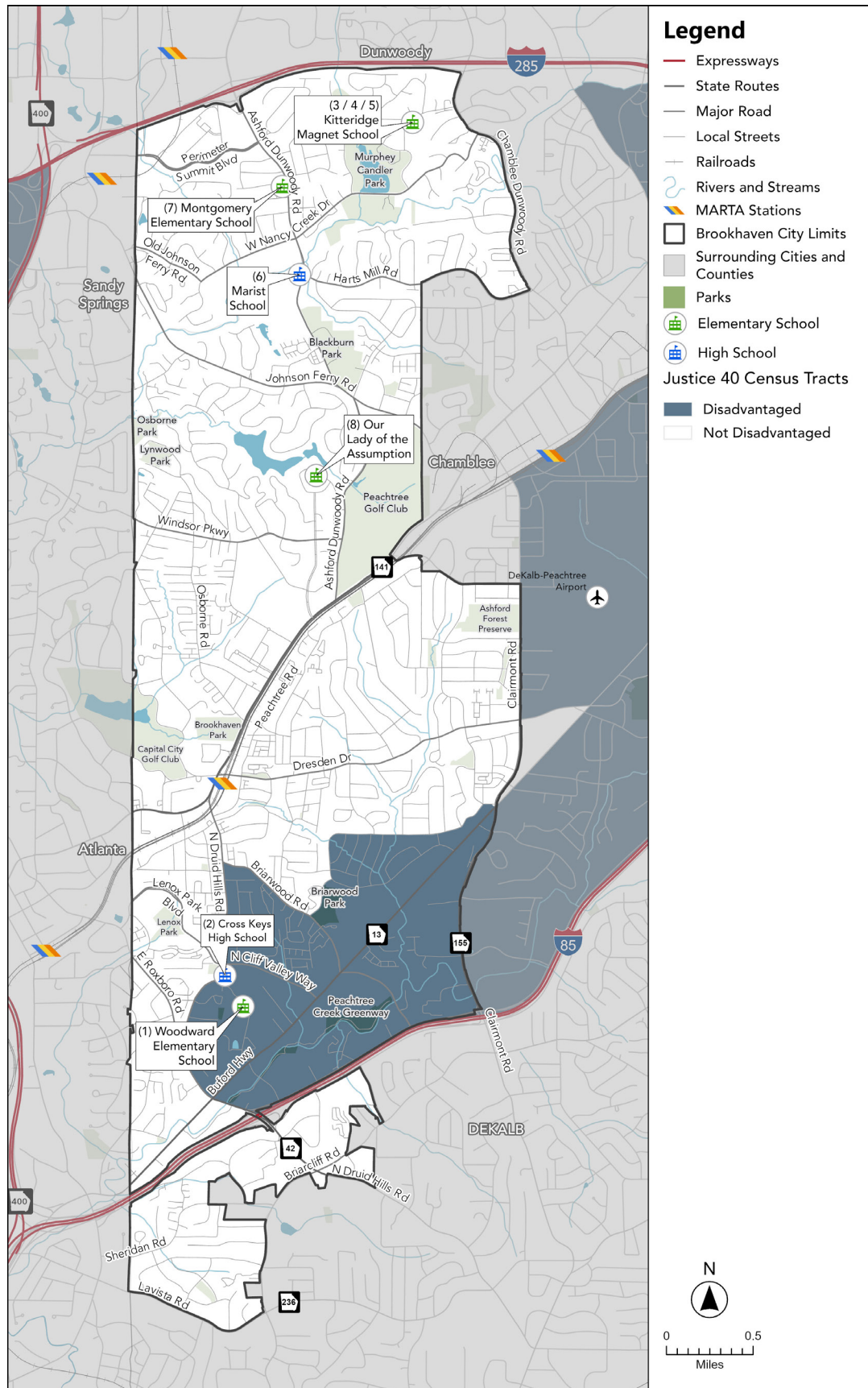
The Nancy Creek and North Fork Peachtree Creek Watershed Improvement Plans (WIP) outline several recommendations for new or retrofitted Best Management Practices (BMPs) on school properties in Brookhaven including Cross Keys High School, Kittredge Magnet School, and others shown in **Map 21 (Action S.5.2)**. These projects present unique opportunities to pull support from philanthropies or community-based fundraising and otherwise build and enhance relationships with the DeKalb County School District and private schools.

**Table 4** consolidates the school-related recommendations from these two plans. While these are all needed projects, the City can demonstrate equitable prioritization by first focusing its resources on the schools located in Justice 40 Census Tracts. Additionally, with the federal government's commitment to direct climate-related funding to Justice 40 areas, Brookhaven should monitor notices of funding availability (NOFAs). City staff should join listservs or stakeholder lists of entities that may publicize these opportunities, such as ARC, Georgia EPD, GEFA, GEMA, and the EPA.

**Map 21** portrays where the WIP-recommended projects are located with respect to the Justice 40 areas. As green infrastructure projects are implemented, Brookhaven should work with the schools to take advantage of the opportunity to educate students on how green infrastructure works. Georgia Project WET, a chapter of the international Project WET program, is a great resource for teachers to gain access to trainings and materials for water-related education.



**Map 21. Local Schools in Context with Justice 40 Equity Areas**



Source: Nancy Creek Watershed Improvement Plan, North Fork Peachtree Creek Watershed Improvement Plan

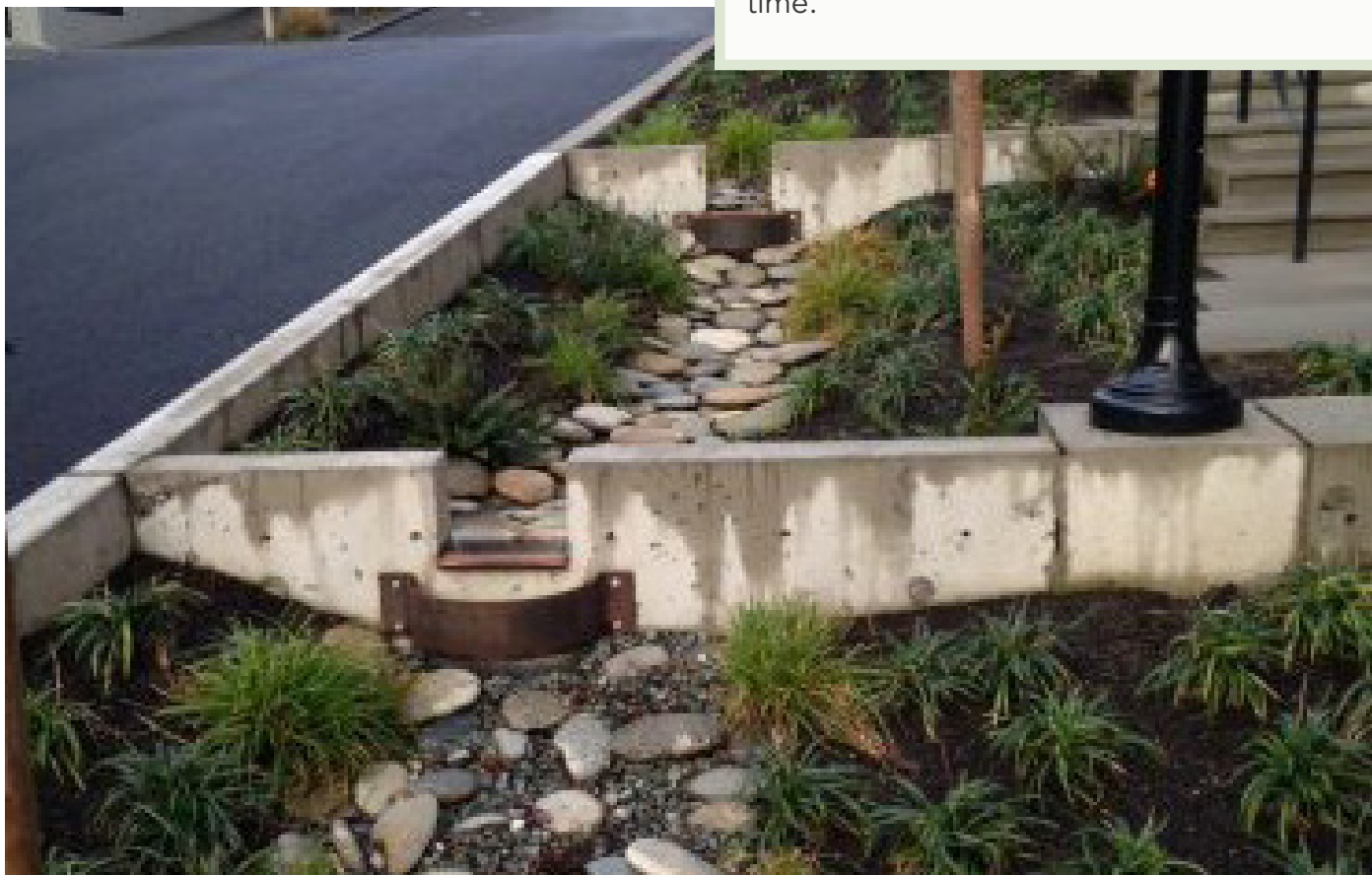
**Table 4. Watershed BMP Projects Recommended at Schools**

| Plan                           | Map ID | Recommendation  | Located in a Justice 40 Census Tract? |
|--------------------------------|--------|---|---------------------------------------|
| North Fork Peachtree Creek WIP | 1      | Create a series of interconnected bioretention areas in a low-lying nature trail associated with Woodward Elementary School to treat and infiltrate stormwater from the school and streets. Integrate with academic learning at the school. | Yes                                   |
| North Fork Peachtree Creek WIP | 2      | Create a bioretention in the frontage along N Druid Hills and N Cliff Valley Way to minimize drainage toward the north side of N Cliff Valley Way at Cross Keys High School.  | Yes                                   |
| Nancy Creek WIP                | 3      | Restoration of 390 linear feet of eroding drainage channel at Kittredge Magnet School leading into a tributary to Murphey Candler Lake.   | No                                    |
| Nancy Creek WIP                | 4      | Provide stormwater management through underground detention associated with upgrades to the existing recreational field and repair to existing drainage at Kittredge Magnet School.   | No                                    |
| Nancy Creek WIP                | 5      | New bioretention or enhanced swale area in front of Kittredge Magnet School.  | No                                    |
| Nancy Creek WIP                | 6      | Support ongoing restoration of the stream buffer along the Marist campus.   | No                                    |
| Nancy Creek WIP                | 7      | Integrate stormwater improvements and recreation field enhancements at Montgomery Elementary School. Underground detention under field an option.   | No                                    |
| Nancy Creek WIP                | 8      | Opportunities to integrate one or more bioretention facilities at the Our Lady of the Assumption Catholic Church. Can be integrated into science curriculum.  | No                                    |

Green infrastructure is most often delivered through new construction projects in order to meet water quality and stormwater management requirements. The City has a stormwater utility fund that can support public retrofit projects on priority sites, such as properties with recurring flooding.

In addition, Brookhaven should explore new ways to incentivize retrofits on private property. For instance, the City could proactively approach commercial property owners and highlight the available stormwater utility credits (discounts) that would be applied if the property owner installs green infrastructure facilities that meet performance criteria set by the City (**Action S.5.3**).

Photo Source: [StreetsIllustrated.seattle.gov](https://streetsillustrated.seattle.gov)



## CASE STUDY

### Green Streets

“Green streets” refers to the incorporation of landscaping and green infrastructure within the public right-of-way. These facilities not only help with beautification and stormwater management, but they can also help with slowing vehicle speeds so that the community is safer for multimodal users (cyclists, pedestrians, people in wheelchairs, etc.).

The City of Brookhaven should leverage the National Association of City Transportation Officials’ guidance on policies, partnerships, and green infrastructure configuration examples. The City could establish goals for conversions to “green streets,” as well as performance goals so that the benefits of green streets can be quantified and measured over time.



## S.6 Create opportunities to expand play places for underserved youth. (Built Environment)

Brookhaven's parks are found mainly in the northern half of the City, though access to recreational resources is growing with the Peachtree Creek Greenway that runs parallel to Buford Highway. The lack of developable land presents a barrier for expanding larger parks in southern Brookhaven; however, pocket parks and play spaces should be prioritized through City policy and partnerships to improve the quality of life of underserved youth and families.

Playgrounds and other types of play spaces are currently not evenly distributed across the City. Families desire access to community recreation and gathering spaces so that kids can have safe environments to mingle and play. Members of the community have also raised concerns about the lack of play spaces for kids with disabilities. Nonprofit organizations such as Kaboom! and Resurgens Charitable Foundation (which partially funded the inclusive playground at Murphey Candler Park) offer grant assistance to help communities expand play spaces, particularly spaces with universal accessibility and programming for people of all ages and abilities (**Action S.6.1**).

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

S.6.1 Apply for grant funding from Kaboom! or other similar programs to implement new play spaces.

## CASE STUDY

### Decatur's Legacy Park & Child Friendly Cities Initiative

The City of Decatur's Legacy Park Inclusive Playground Project, which was jointly funded by the City and DeKalb County's Community Development Block Grant, is a renowned example of a playground that exceeds minimum accessibility standards by incorporating equipment designed for all ages and abilities to enjoy.

The initial idea for this playground was developed through engagement with elementary students in the master planning process for Legacy Park. These discussions also informed the City's future goals for youth programming. The City of Decatur is one of six cities across the country participating in the Child Friendly Cities Initiative pilot program, a program of UNICEF USA.

This Bound for 2044 planning process collected significant input about desires for new youth programming, so the City of Brookhaven should consider following City of Decatur's example and pursuing this initiative.



## 7.3 Related Policies

- Preserve the tree cover of the City as new development occurs.
- Protect natural drainage ways in the City.
- Support ecological/best management practices for landscaping and stormwater management.
- Implement the goals and strategies of the Parks and Recreation Master Plan.
- Continue Code Enforcement efforts to address tree protection and maintenance.
- Collaborate with DeKalb County regarding water and sewer capacity upgrades that are needed to support the City's Future Land Use Plan (Chapter 3).

## 7.4 Mid to Long Term Considerations

Create one large or multiple small stormwater controls to infiltrate stormwater runoff from the local roads and houses on FEMA lots. (North Fork Peachtree Creek Watershed Improvement Plan recommendation)

As discussed in the Progress + Trends Report (Appendix A), the City has made strategic purchases to convert properties in the floodplain to permanent greenspace. On the lots acquired through the FEMA Voluntary Buyout Program, Brookhaven should evaluate the feasibility of implementing a regional stormwater facility. This facility could be designed not only to manage the area's flooding, but with excess capacity as well. A mechanism could then be established whereby new developments contribute financially to pay for a portion of the regional facility in lieu of providing onsite stormwater facilities. There is a growing body of research that supports regional stormwater solutions rather than the traditional approach of decentralized, piecemeal facilities.



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**08**

**CONNECTIVITY  
& ACTIVE  
TRANSPORTATION**

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## 8.1 Overview

Connectivity & Active Transportation are key components to Brookhaven's desired future. The Bound for 2044 Vision Statement directly references well-connected neighborhoods and activity hubs, and throughout this plan's update process, stakeholders and the public repeatedly expressed their wishes for more multimodal transportation infrastructure.

Brookhaven has repeatedly demonstrated its intent to increase connectivity and opportunities for active transportation. Since its incorporation in 2012, Brookhaven has completed many planning efforts to improve connections within the City, particularly for people outside of cars. Through its Comprehensive Transportation Plan (CTP) and related corridor studies, Brookhaven has laid out a vision and implementation strategies for a transportation network that enhances mobility, access, and safety for pedestrians, cyclists, and motorists alike. Progress in these areas help further the City's goals for increased human-scale commercial districts, infill development, and redevelopment of existing automobile-oriented properties into denser activity centers.

Along high-volume corridors, large-lot single-family homes may redevelop into medium-intensity multifamily housing or commercial properties. Transit-oriented development (TOD) at the Brookhaven/Oglethorpe MARTA station will transform several acres of surface parking lots into a new City Centre. Planned vehicular and pedestrian bridges over I-85 to the area surrounding Children's Healthcare

of Atlanta and Emory at Executive Park underscore the City's commitment to roadway safety and connectivity.

The City's transportation network, including roadways, transit systems, and bike and pedestrian facilities, is essential for the movement of people and goods and has a significant bearing on future land use and development. Brookhaven residents enjoy quick access to metro Atlanta thanks to the extensive road network:

- I-285 forms the northern border of the City, connecting to cities and neighborhoods on and outside the Perimeter.
- I-85 comprises much of the southern border, providing direct access to Midtown and Downtown Atlanta as well as Gwinnett County.
- GA-400 lies just beyond Brookhaven's western border, tying it to Atlanta and several North Fulton communities.
- GA-141, Peachtree Boulevard, runs through the heart of the City and connects to neighboring Buckhead and Chamblee.
- GA-13, Buford Highway, runs as a seven-lane highway through the southern reaches of the City and represents major opportunities for infill and redevelopment.





MARTA operates the Brookhaven/Oglethorpe rail station. From Brookhaven, the Gold Line runs northwest to neighboring Chamblee and Doraville and southeast through Buckhead, Midtown, Downtown, and Southwest Atlanta before reaching its terminus at Hartsfield-Jackson Atlanta International Airport. The Peachtree Creek Greenway, when fully realized, will provide active transportation users with regional access via connection to the Atlanta Beltline.



Left: Brookhaven's new City Hall will take shape on the site of a current MARTA parking lot and tie directly into the Brookhaven/Oglethorpe rail transit station. Large surface parking lots abut the site on both sides of the rail line, where additional mixed-use development is anticipated. Creating a pleasant central district will require intentional planning to ensure that people who walk, bike, and roll can safely and conveniently access the area, a key focus of the City's Multimodal Study.



The Peachtree Creek Greenway is a multi-use trail envisioned to connect communities from Doraville to the Atlanta Beltline. Brookhaven has led the charge to bring the greenway to life, opening Phase I, its "Model Mile," in 2019. Two more phases are underway and will complete the City's segment of the trail. Beyond recreation opportunities, the greenway has proven to be a beautiful and dynamic gathering space for community events; when finished, it will become a vital asset for mobility and connectivity for people using active modes of transportation. Image Source: KAIZEN Collaborative.

## 8.2 Short Term Priorities

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

### CT.1 Enhance connectivity and multimodal access to key destinations.

Brookhaven incorporated as a City to have more say in defining its own identity and path forward. More than a decade later, a community survey conducted during this planning process has confirmed that community members still highly value establishing a unique culture and identity for the City, ranking it as their number-one priority. Improving walkability and connectivity between neighborhoods and community resources came in second. These two goals overlap significantly. Creating spaces that welcome people in and invite people to linger requires that the spaces be designed to be pleasant and easily accessible. Brookhaven understands this, as evidenced by the spaces envisioned in its 2022 City Centre Master Plan, which aims to guide the development surrounding the planned new City Hall.

The City Centre Master Plan is just one of many valuable transportation planning efforts Brookhaven has completed in recent years. The current Comprehensive Transportation Plan and Parks and Recreation Master Plan contain vital recommendations for meeting the mobility needs of residents, employees, and visitors; the City is also completing its Multimodal Study simultaneously with the development of this Comprehensive Plan Update. The Multimodal Study groups its

recommendations using the framework of Building Blocks for a Cohesive Network, which are listed to the right. Carrying forward the actions identified in these plans will be crucial to enhancing multimodal connectivity (**Actions CT.1.1 – CT.1.3**).

Brookhaven's Public Works Department advances crucial bicycle and pedestrian infrastructure projects as part of the annual budget process and is poised to continue doing so (**Action CT.1.4 and Action CT.1.5**).

Regionally, the popularity of the Atlanta Beltline has revealed the desire for connective infrastructure centered around active transportation. Brookhaven has pursued its own version of this through the Peachtree Creek Greenway. The City has become the leading municipal champion of the multi-jurisdictional trail. The first of three phases opened in 2019. Right-of-way acquisition is underway for the second phase. The third phase is in preliminary design and engineering. Support for the greenway has been widespread and vocal, which, along with its value as a community gathering space, has provided the impetus for the City to see it through to completion (**Action CT.1.6**).

#### Building Blocks

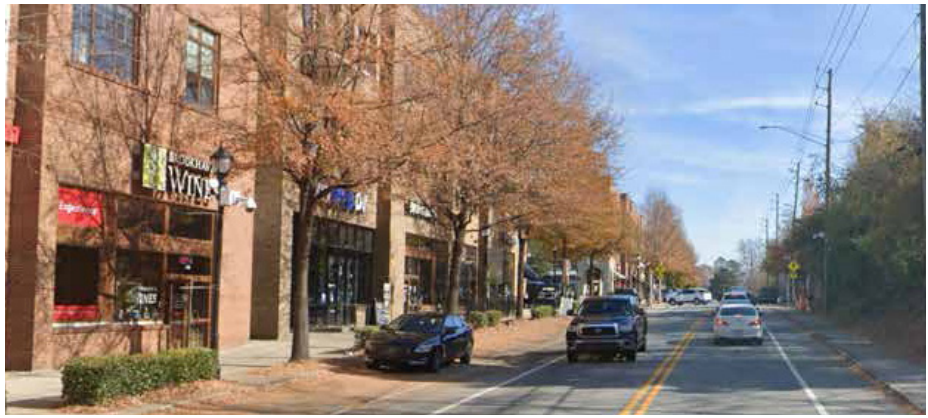


- Shared Use Paths and Side Paths
- Bike Lanes
- Neighborhood Bike Boulevards
- Sidewalks to Transit
- Pedestrian/Bicycle Bridges
- Roadway Crossing Improvements
- Micromobility Hubs
- Visionary Trails





Right: Dresden Drive has developed into a neighborhood-scale commercial corridor on its approach to Peachtree Road, with narrower vehicle lanes, a pedestrian buffer that includes street trees and on-street parking, and designated bike lanes in several areas. (Source: City Centre Master Plan)



Expanding Brookhaven’s network of sidewalks, multi-use paths, trails, and greenways is the most effective way to enable people who cannot or choose not to drive to access the services and enjoy the amenities offered by the City (**Actions CT.1.7 – CT.1.13**).

High-priority projects to advance are listed in Brookhaven’s Capital Improvement Plan. Funding for these projects comes from one of three sources: the Capital Improvement Program (CIP) Fund, the Special Purpose Local Option Sales Tax (SPLOST) Fund, or the Special Services District (SSD) Fund.

For successful multimodal planning, getting around via active modes must not only be possible, but pleasant. Streetscape improvements such as wider sidewalks, street trees, and additional buffers between vehicular traffic and cyclists, pedestrians, or wheelchair users can accomplish this. The City Centre Master Plan emphasizes the importance of implementing these and other elements in the future downtown area, and the City should closely follow its recommendations (**Action CT.1.14**).



Source: City Centre Master Plan



**Map 22. Multimodal Study Map**

**Map Pending Multimodal  
Study Adoption**

**CT.1 Enhance connectivity and multimodal access to key destinations.**

- CT.1.1 Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.
- CT.1.2 Implement recommendations of the Comprehensive Transportation Plan that promotes walkability and bikeability.
- CT.1.3 Ensure pedestrian safety and multimodal options continue to be provided through implementation of the Comprehensive Transportation Plan and Multimodal Study.
- CT.1.4 Continue annual budget for sidewalk ADA compliance and capital maintenance.
- CT.1.5 Continue annual budget for bike and pedestrian safety improvements.
- CT.1.6 Continue Peachtree Creek Greenway design.
- CT.1.7 Complete construction of Briarwood Road multi-use path.
- CT.1.8 Coordinate land acquisition, design, and construction of the Ashford Dunwoody multi-use path.
- CT.1.9 Coordinate land acquisition, design, and construction of the Apple Valley Road Multiuse Sidewalk.
- CT.1.10 Coordinate land acquisition, design, and construction for the Dresden Drive sidewalk.
- CT.1.11 Coordinate design and construction for the North Druid Hills multi-use path.
- CT.1.12 Coordinate construction of the Chantilly Drive sidewalk.
- CT.1.13 Coordinate land acquisition, design, and construction of the Nancy Creek multi-use trail.
- CT.1.14 Advance streetscape enhancement recommendations of the City Centre Master Plan.

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

In addition to expressing a desire for improved walkability and connectivity, community members expressed the specific desire for safer ways to cross busy roads and access key destinations, including bridges specifically for pedestrians, bicyclists, and wheelchair users.

The construction of the new City Hall and the accompanying TOD will transform the area surrounding the Brookhaven/Oglethorpe MARTA Station from a large swath of underutilized parking lots to a vibrant, mixed-use district. In its City Centre Master Plan, Brookhaven has created a document to guide the development of the new civic and activity center.

Brookhaven's ambitious plans for greenspace envision a linear park through the Apple Valley district, connecting the MARTA station to nearby neighborhoods. To ensure pedestrians have a safe way to access this amenity, the City plans to construct a bicycle and pedestrian bridge over Peachtree Road (**Action CT.2.1**).

Active transportation bridges are valuable for more than just safety reasons. Such infrastructure also presents an excellent opportunity to incorporate public art, creating a stronger sense of place and identity. The City's Arts and Culture Strategic Plan identified the opportunity to incorporate a mural or LED art lighting installation on the MARTA bridge on North Druid Hills Road (**Action CT.2.2**).



Source: City Centre Master Plan



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

CT.2.1 Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road to the proposed green space at Apple Valley.

CT.2.2 Incorporate public art into the MARTA bridge on North Druid Hills Road.

CT.2.3 Install a bicycle and pedestrian bridge across I-85 to connect Emory at Executive Park and the Peachtree Creek Greenway.

CT.2.4 Install a bicycle and pedestrian bridge across North Druid Hills Road near Children's Healthcare of Atlanta/Emory.

Image Source: Peachtree Creek Greenway



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

Population growth in the Atlanta Metro area, including in Brookhaven, will increase the strain on roadways. Addressing congestion will require innovative ideas, including transportation demand management (TDM), which seeks to alleviate traffic through a wide range of strategies, including incentivizing motorists to shift to other modes such as transit. Making transit an attractive and viable option for commuters will require focusing investment on improving the quality, frequency, and safety of service. Community members repeatedly referenced increased transit options and improved transit accessibility as ways for Brookhaven to adapt to support its diversifying population.

While the MARTA heavy rail connection is critical to Brookhaven's future, the bus should not be overlooked. Route 39, which serves the Buford Highway corridor, has the highest ridership in the entire MARTA system. As such, Buford Highway is an excellent candidate for enhanced bus transit service. MARTA is exploring several options for improving service along its highest-ridership routes, including Arterial Rapid Transit (ART), described in the callout box to the right. Implementing ART service in coordination with GDOT and MARTA would significantly benefit Brookhaven residents and employees alike and possibly entice current motorists to switch to the bus (**Action CT.3.1**). Recent upgrades to the fare payment system, including the option to manage transit funds in a mobile app instead of a card, have also improved the ridership experience; Brookhaven should look for ways to partner with MARTA to continue to make riding the train or bus as seamless as possible (**Action CT.3.3**).



## Arterial Rapid Transit (ART)

MARTA is preparing to launch its first ART routes in Atlanta. Below are some characteristics of this new type of transit service.

- Buses run every 15 minutes or less during busiest hours.
- "Queue jump" lanes on the approaches to intersections allow buses to get ahead of other traffic.
- Transit signal priority at intersections allows buses to go before other vehicles.
- Boarding occurs at enhanced stations for a more pleasant experience.



Aside from convenience and reliability, transit ridership is often impacted by awareness, or lack thereof, of available transportation services. Georgia Commute Options (GCO) is the TDM organization for the Atlanta region, supplying free consultations with employers to educate them on how to commute more sustainably. GCO also offers employees incentives and rewards for taking cleaner commutes and offers helpful services like the Guaranteed Ride Home program. By partnering with GCO to educate City employees and connecting citizens and local employers with this valuable resource, Brookhaven can promote transit ridership among residents and employees alike, alleviating traffic while also improving air quality (**Action CT.3.2**).

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

CT.3.1 Coordinate with MARTA and GDOT on implementation of Buford Highway Arterial Rapid Transit.

CT.3.2 Coordinate with MARTA, GA Commute Options, and local employers to educate residents/employees about transit options.

CT.3.3 Work with MARTA to make technology enhancements to improve the customer experience.



Image Source: Peachtree Creek Greenway



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

Electric vehicles (EVs) and automated vehicles (AVs) continue to drive discussions of the future of mobility for communities. EVs are expected to begin outselling gasoline-powered vehicles in the near future. Accommodating widespread EV deployment will depend in large part on the availability of public charging infrastructure, which may prove crucial for employees who commute into Brookhaven and cannot rely solely upon their home chargers. Anticipating this, Brookhaven passed an ordinance in 2019 requiring the provision of EV chargers with all commercial and multifamily housing properties; it has also installed 19 free EV chargers throughout the City. For its actions to date, Brookhaven received the 2023 City of the Year award from the Electric Vehicle Association.

Brookhaven can lead the way in EV adoption by continuing to replace its fleet of gasoline-powered vehicles, as they near the end of their useful lifespans, with electric and hybrid vehicles (**Action CT.4.1**). While the City already has strong policies in place to support EV charging infrastructure, it should also look to case studies and examples from other cities to incentivize greater EV adoption and incorporate best practices wherever possible (**Action CT.4.2**).

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

CT.4.1 Continue energy-efficient fleet conversion.

CT.4.2 Monitor peer communities to identify opportunities to expand incentives and/or requirements for public electric vehicle charging infrastructure.

## CT.5 Improve safety on City's roadways.

Brookhaven's major interior roadways, particularly Peachtree Road and Buford Highway, are the corridors most likely to experience significant redevelopment. Other recent planning studies reinforce this and envision nodes of development to enhance the existing built environment and create activity centers that serve as destinations for people, particularly those outside of motor vehicles. Placemaking efforts in these areas will require the appropriate bodies to act to ensure that all users of the transportation network can move safely through the City.

Sidewalks along Peachtree Road and Buford Highway, as well as Ashford Dunwoody Road, North Druid Hills Road, and Dresden Drive, are often discontinuous or absent altogether. This results in users having to cross the road multiple times to avoid walking along the shoulder of the road or in the grass.

Redevelopment opportunities and pressures exist to varying degrees along these corridors; a proactive approach to increasing pedestrian safety as redevelopment occurs could involve revising development regulations within the City's zoning ordinance to require additional pedestrian safety measures (**Action CT.5.1**).

Intersections are often a focus of targeted roadway safety improvements due to the potential for conflict between users and modes. Severe angles between intersecting roadways, in contrast with more conventional perpendicular alignments, can impair visibility and increase the risk of traffic collisions.

Streetscape improvements are another means to make the pedestrian experience along corridors safer and more pleasant; in the latest CIP, Public Works has allocated SSD funding for planning or conceptual design of several such projects. Buford Highway and North Druid Hills are priority corridors for such improvements (**Actions CT.5.2 and CT.5.3**).

## CT.5 Improve safety on City's roadways.

CT.5.1 Review Zoning Ordinance to determine if additional pedestrian safety measures should be included in development regulations.

CT.5.2 Coordinate design and construction of North Druid Hills streetscape improvements.

CT.5.3 Coordinate design for Buford Highway streetscape improvements, planted median, lane reduction, bus-only lanes, and beautification.

CT.5.4 Coordinate with GDOT's Safe Routes to School program to provide safety education and programming.



Source: City Centre Master Plan

## 8.3 Related Policies

- Encourage good health and an active community by promoting urban design that provides connectivity among uses.
- Ensure sidewalks are included as a part of public improvements associated with new development activity.
- Partner with regional jurisdictions to further multi-use trail development along creek corridors and other strategic routes within the City.
- Collaborate with economic development partners and City businesses to promote transit use of area workers.
- Work with Georgia Power to bury utilities when roadway projects occur.

## 8.4 Mid to Long Term Considerations

Coordinate with MARTA and GDOT to implement Bus Rapid Transit (BRT) on Buford Highway.

If the Buford Highway ART service proves successful at improving transit service while maintaining the same level of service for motorists, the corridor may be a good candidate for BRT service. BRT features many of the same benefits of ART, with the addition of dedicated bus-only lanes, safer and more robust stations, and the ability to pay your fare before boarding. All of these characteristics make BRT a faster, safer, higher-quality transit service, similar to light rail. Buford Highway's excess capacity of vehicle travel lanes, relative to its daily traffic volumes, present the opportunity to implement BRT, maintaining or increasing mobility while also addressing some of the current safety issues along the corridor.

Create and adopt Complete Streets and Vision Zero policies.

Complete Streets are designed to accommodate all road users, whether they travel by driving, walking, biking, rolling, or riding transit.

Vision Zero prioritizes and identifies ways to reduce the number of roadway crashes resulting in deaths or serious injuries to zero.

Establish micromobility hubs at strategic locations throughout the City, primarily near activity centers.

Develop and implement a downtown circulator pilot project.





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**09**

**COMMUNITY  
WORK PROGRAM**

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# COMMUNITY WORK PROGRAM

## 9.1 Overview

The five priority focus areas of the 2044 Comprehensive Plan provide a framework for the Community Work Program’s organization: Strategic Growth (SG), Equitable Development and Investment (EI), Culture and Place (CP), Sustainability (S), and Connectivity and Active Transportation (CT).

Chapters 4 through 8 describes and expands upon needs and opportunities associated with each priority area, including corresponding actions and policies needed to advance them. This section incorporates all of these actions in a comprehensive five-year Community Work Program table in alignment with state requirements for local comprehensive plans. **Figure 5** shows how the priority areas, needs and opportunities, and actions are denoted within the Community Work Program table.

The 2024-2029 Community Work Program table includes the following columns, which assign implementation details, including timing, responsible parties, estimated costs, and funding:

- **Targeted Implementation Timing**  
*Some actions span multiple years.*
- **Implementation Responsible Party**  
*Some actions have multiple departments and/or organizations involved.*
- **Estimated Cost**  
*Staff time indicates that the action should be implemented in-house by City departments, so the effort should be incorporated into the City’s workload planning and staff responsibilities.*
- **Funding Sources**  
*The next few pages provide additional information about funding sources.*

**Figure 5. Example from Community Work Program**

| ID                           | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source* |
|------------------------------|--|------|------|------|------|------|------|-------------------|----------------|---------------------------|
| <b>STRATEGIC GROWTH (SG)</b> |  |      |      |      |      |      |      |                   |                |                           |
| SG.1                         | Carryout planning efforts that refine and implement the vision and recommendations of the 2044 Comprehensive Plan.   |      |      |      |      |      |      |                   |                |                           |
| SG.1.1                       | Update City’s zoning and related codes to facilitate alignment with comprehensive plan policies and recommendations. | X    | X    | X    |      |      |      | Community Devt    | Staff          | Gen Fund                  |

Priority Focus Area

Need or Opportunity

Action

## Report of Accomplishments

The Report of Accomplishments, available in Appendix C, documents the status of each action item included in the 2034 Comprehensive Plan's 2019-2024 Community Work Program. This plan carries forward several actions that were deferred or underway but are not yet complete. Those 2019 to 2024 action items that serve as general policy statements about Brookhaven's way of doing business have been converted to policies. These policies can be found in Chapters 4 through 8.

## 9.2 Funding Opportunities

### Local Funding

Beyond the General Fund, Brookhaven has several funding tools in place to support infrastructure projects and other initiatives, as shown in **Table 5**.

**Table 5. City of Brookhaven Local Funding Sources**

| Funding Tool                                    | Applicability   |
|---|---|
| Special Services District                       | The Special Services District applies a property tax millage rate to all commercial and exempt property within the City. The City Council determined boundaries, definitions, and the initial millage rate in 2022. The project list for the SSD proceeds includes bridge replacements, sidewalks, multi-use paths, and streetscape improvements identified in the City Centre Master Plan. The SSD-funded projects are included in the 2024-2029 Community Work Program. |
| Parks Bond                                      | The Parks Bond is \$40 million total value and was approved by voters in 2018. Proceeds have been allocated to projects, so a new Parks Bond may be up for reconsideration in the next election.  |
| Hotel Motel Tax                                 | This money can typically be utilized to help pay for tourism related improvements including promoting conventions and trade shows, funding and improving performing arts centers or conference centers.   |
| Special Purpose Local Option Sales Tax (SPLOST) | In November 2017, voters approved a referendum to implement a one-cent SPLOST for the totality of DeKalb County, including Brookhaven. The purpose of the SPLOST is to fund specified types of capital projects. Unlike other SPLOST programs in the state, the DeKalb SPLOST contains a requirement that 85 percent of the funding generated must be spent on transportation-related or public safety projects.  |
| Stormwater Utility                              | Adopted in 2013, this enterprise fund collects service fees from all property owners (both residential and commercial).   |

## State and Federal Funding

The Arts and Culture Strategic Plan included several creative funding strategies, many of which require co-investment or partnership with the private sector. These funding sources are included in the Community Work Program, although many of these tools are not yet in place at the time that this plan is being drafted.

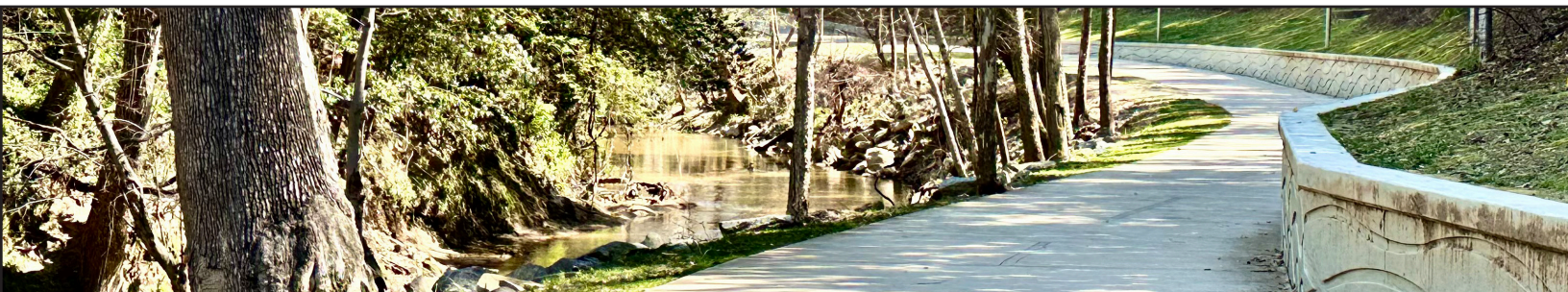
- Art Capital Projects Fund
- Corporate sponsorships
- Voluntary developer contribution program
- Fundraising
- Private entrepreneur/nonprofit startups
- Commission from food and event sales
- Grants (Georgia Council for the Arts, Kresge Foundation, MARTA, etc.)

Tax allocation districts (TADs) are an additional funding tool worth exploring, particularly to help drive equitable investment to the Buford Highway area. A TAD would allow the City to sell bonds to finance infrastructure and other redevelopment costs, and then pay them back over time based on increases in property values. In the City of Atlanta, TAD funding has been used to support affordable housing production. **Section 5.2** provides additional context about Tax Allocation Districts and other funding strategies that Brookhaven may decide to pursue as a means of advancing the equitable development action items proposed in this plan.

State and federal government partners are also shown in the Community Work Program as potential funding sources. As documented in the Appendix A: Progress + Trends Report, Brookhaven has implemented several land conservation and nonpoint source pollution mitigation projects with assistance from Georgia EPD and GEFA. The City should continue to look for opportunities to utilize grant or low-interest loan funding to support its sustainability and equity goals.

The federal government has made a commitment through Justice 40 (**see Chapter 7**) to direct climate-related grant funding to equity areas, which are areas determined to be disadvantaged based on several different metrics. A map showing Justice 40 equity in Brookhaven is shown in Chapter 7, page 179. Brookhaven should monitor notices of funding availability (NOFAs), particularly those tied to Justice 40. City staff should join listservs or stakeholder lists of entities that may publicize these opportunities, such as ARC, DCA, EPD, GEFA, GEMA, and the EPA.

An additional federal program that Brookhaven should continue to leverage is the Community Development Block Grant (CDBG) Program. CDBG is a federally funded program that focuses on benefiting low- to moderate-income people by providing resources for livable neighborhoods, economic empowerment, and decent housing. Brookhaven develops a Five-Year Consolidated Plan as well as an Annual Action Plan that details the activities that the City plans to fund using CDBG dollars.





## 9.3 Responsible Parties and Partnerships

Implementing the Plan is a collaborative effort between City of Brookhaven, elected officials and other local, regional, & state agencies such as DeKalb County School District, MARTA, DeKalb County Water and Sewer, GDOT, ARC, EPA, GEFA, adjacent municipalities, and others.

From partnering to provide funding or guiding implementation of local projects, these partnerships help implement projects and initiatives that achieve Brookhaven's future land vision and goals.



## 9.4 2024-2029 Community Work Program

Table 6. 2024-2029 Community Work Program

| ID                           | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                   | Estimated Cost      | Potential Funding Source* |
|------------------------------|---|------|------|------|------|------|------|-------------------------------------|---------------------|---------------------------|
| <b>STRATEGIC GROWTH (SG)</b> |   |      |      |      |      |      |      |                                     |                     |                           |
| SG.1                         | Carryout planning efforts that refine and implement the vision and recommendations of the 2044 Comprehensive Plan.  |      |      |      |      |      |      |                                     |                     |                           |
| SG.1.1                       | Update City's zoning and related codes to facilitate alignment with comprehensive plan policies and recommendations.  | X    | X    | X    |      |      |      | Community Devt                      | Staff               | Gen Fund                  |
| SG.1.2                       | Develop or update special use area plans. (see implementation narrative in plan document for more guidance on recommended planning efforts)                                       |      | X    | X    | X    | X    | X    | Community Devt, Planning Commission | \$150,000-\$200,000 | Gen Fund/ ARC             |
| SG.1.3                       | Revisit and evaluate implementation of Windsor-Osborne Special Area Plan.   |      |      |      |      |      | X    | Community Devt Dept                 | Staff               | Gen Fund/ ARC             |
| SG.1.4                       | Create design standards for duplexes, triplexes, fourplexes, and cottage courts that blend with the existing single-family character of the majority of Brookhaven neighborhoods. |      | X    | X    |      |      |      | Community Devt                      | Staff               | Gen Fund                  |



| ID   | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party            | Estimated Cost                  | Potential Funding Source* |
|--|---|------|------|------|------|------|------|------------------------------|---------------------------------|---------------------------|
| SG.1.5   | Evaluate the impact of the Tree Ordinance on construction of ADUs, and consider reducing tree cover requirements on single-family parcels with proposed ADU projects. |      | X    | X    |      |      |      | Community Devt               | Staff                           | Gen Fund                  |
| SG.1.6   | Implement the Buford Highway Activity Nodal Master Plan.  | X    | X    | X    | X    | X    | X    | Community Devt               | Staff                           | Gen Fund, Devt Authority  |
| SG.1.7   | Explore and issue RFPs for strategic parcels for housing development.   |      | X    | X    | X    | X    | X    | Community Devt               | Staff                           | Gen Fund, Devt Authority  |
| SG.2 Establish a new, guiding comprehensive economic development strategy. |   |      |      |      |      |      |      |                              |                                 |                           |
| SG.2.1   | Create targeted economic development strategies for key investment areas, expanding on City's Economic Development Plan and Marketing Plan.                           |      | X    | X    |      |      |      | City Manager, Devt Authority | \$100,000                       | Gen Fund/ Tourism         |
| SG.2.2   | Incorporate relevant components of the Comprehensive Transportation Plan and planned transit-oriented development into Economic Development Strategy.                 |      | X    | X    |      |      |      | City Manager, Devt Authority | Included in cost of ED Strategy | Gen Fund/ Devt Authority  |



| ID   | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party   | Estimated Cost | Potential Funding Source*             |
|--|---|------|------|------|------|------|------|---|----------------|---------------------------------------|
| SG.2.3   | Partner with the Brookhaven Development Authority, local business leaders, and other potential partners to align economic development goals and metrics.                      |      | X    | X    |      |      |      | City Manager, Devt Authority  | Staff          | Gen Fund                              |
| SG.2.4   | Identify programs and funding mechanisms that the City, local business leaders, and other economic development partners can leverage within economic development initiatives. |      | X    | X    |      |      |      | City Manager, Devt Authority  | Staff          | Gen Fund                              |
| SG.3 Continue to plan for and execute the vision for key economic engine areas including Buford Highway Activity Nodes/Peachtree Creek Greenway, Briar Hills Innovation District, and the City Centre TOD. |   |      |      |      |      |      |      |   |                |                                       |
| SG.3.1   | Advance redevelopment vision for Buford Highway based on the 2023 Nodal Study, and evaluate progress annually.  | X    | X    | X    | X    | X    | X    | Economic Devt, Community Devt, Public Works, City Manager, Devt Authority | Staff          | Multiple sources                      |
| SG.3.2   | Establish a mechanism which allows for larger aggregated public open space within the Peachtree Road Overlay.   |      | X    |      |      |      |      | Community Devt  | Staff          | Gen Fund                              |
| SG.3.3   | Continue to build out the Peachtree Creek Greenway.   |      | X    | X    | X    | X    | X    | Public Works  | TBD            | Special Service District, ARC, Grants |

| ID  | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                            | Estimated Cost | Potential Funding Source*               |
|---|--|------|------|------|------|------|------|--|----------------|---|
| SG.3.4  | Continue to coordinate with the Children's Healthcare of Atlanta and Emory University on their plans in the Briar Hills Innovation District.   | X    | X    | X    | X    | X    | X    | Community Devt                               | Staff          | Gen Fund                                |
| SG.3.5  | Implement the Brookhaven City Centre: Vision 2021 Master Plan.   |      | X    | X    | X    | X    | X    | Community Devt, Parks and Rec., Public Works | TBD            | Special Service District, ARC, Grants   |
| SG.3.6  | See also activities under CP.1 Build out a Town Center.  |      | X    | X    | X    | X    | X    | Community Devt, Parks and Rec., Public Works | TBD            | Special Service District, ARC, Grants   |
| SG.4 Ensure adequate roadway facilities and invest in infrastructural capital improvements and ongoing maintenance to support a high level of service particularly amidst new growth. |  |      |      |      |      |      |      |  |                |   |
| SG.4.1  | Coordinate design of I-85 vehicular bridge.  | X    |      |      |      |      |      | Public Works                                 | \$870,000      | Special Service District                |
| SG.4.2  | Implement the three-year paving program recommended by the paving analysis in 2023.  | X    | X    | X    |      |      |      | Public Works                                 | \$12m          | SPLOST II                               |
| SG.5 Advance stormwater solutions to address ongoing challenges and anticipated future development.   |  |      |      |      |      |      |      |  |                |   |
| SG.5.1  | Review City's adopted stormwater management ordinances and update to reflect recommendations of the Metropolitan North Georgia Water Planning District 2022 Water Resources Management Plan. | X    | X    | X    | X    | X    | X    | Community Devt, Public Works, Legal          | Staff          | Gen Fund                                |
| SG.5.2  | Explore conversion of 100 year flood FEMA sites and other vacant lands to stormwater management facilities.  |      | X    | X    | X    |      |      | Public Works                                 | Staff          | Gen Fund/ GEFA/ Stormwater Utility fees |

| ID   | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                   | Estimated Cost | Potential Funding Source*                          |
|--|--|------|------|------|------|------|------|-------------------------------------|----------------|--|
| SG.5.3   | Develop an annual Citywide street sweeping program utilizing internal City resources and the City owned/ leased street sweeper.  | X    | X    |      |      |      |      | Public Works                        | \$130,000      | Gen Fund/<br>Stormwater<br>Utility fees            |
| SG.5.4   | Complete Poplar Creek Subbasin Study.  | X    |      |      |      |      |      | Public Works                        | \$98,400       | Stormwater Fund                                    |
| SG.5.5   | Consider stormwater utility rate structure adjustments.  | X    |      |      |      |      |      | Public Works                        | Staff          | Gen Fund   |
| SG.5.6   | See also 4.1.4 Evaluate stream buffer policies and management practices to mitigate variances and ensure that property owners and Homeowners Associations understand their responsibilities. |      |      | X    | X    | X    | X    | Parks and Rec.<br>Public Works      | TBD            | Gen Fund/<br>Stormwater<br>Utility fees/<br>Grants |
| SG.6 Scale up City services and communications as growth occurs. |  |      |      |      |      |      |      |                                     |                |  |
| SG.6.1   | Link community members with program offerings from various service providers.  | X    | X    | X    | X    | X    | X    | City Manager,<br>Economic<br>Devt   | Staff          | Gen Fund   |
| SG.6.2   | Hold public forums, offering community members an opportunity to learn about government services.  | X    | X    | X    | X    | X    | X    | City<br>Manager, All<br>Departments | Staff          | Gen Fund   |



| ID  | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party              | Estimated Cost | Potential Funding Source* |
|---|--|------|------|------|------|------|------|--------------------------------|----------------|---------------------------|
| SG.6.3  | Continue to provide e-newsletter option to community members as well as quarterly print newsletters to all community members.  | X    | X    | X    | X    | X    | X    | Comms Dept                     | \$40,000       | Gen Fund                  |
| SG.6.4  | Develop new resident and business guides.  | X    |      |      |      |      |      | Comms Dept, Explore Brookhaven | TBD            | Gen Fund                  |
| SG.7 Expand public gathering spaces in underserved areas. |  |      |      |      |      |      |      |                                |                |                           |
| SG.7.1  | Ensure that the Peachtree Creek Greenway serves as open space for the surrounding community by implementing the Buford Highway area recommendations of the Parks & Recreation Master Plan and the Arts & Culture Strategic Plan. | X    | X    | X    | X    | X    | X    | Community Devt                 | Staff          | Gen Fund                  |
| SG.7.2  | Revitalize Fernwood Park (see City Centre Master Plan for details).  |      |      |      | X    | X    | X    | Parks and Rec., Public Works   |                | Gen Fund/ Grants          |
| SG.7.3  | Seek funding sources to implement the recommended improvements to Clack's Corner.  |      | X    | X    |      |      |      | Parks and Rec.                 | Staff          | Gen Fund                  |
| SG.7.4  | Partner with the DeKalb County School District to collaboratively upgrade their undeveloped green space into a joint use park.   |      | X    | X    | X    |      |      | Parks and Rec.                 | Staff          | Gen Fund                  |
| SG.7.5  | See 3.4.2. Enhance Northeast Plaza.  |      |      | X    |      |      |      | Community Devt                 | Staff          | Gen Fund                  |



| ID  | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party  | Estimated Cost | Potential Funding Source* |
|---|---|------|------|------|------|------|------|--------------------|----------------|---------------------------|
| SG.8 Advance live-work opportunities within City.   |   |      |      |      |      |      |      |                    |                |                           |
| SG.8.1  | Revisit workforce housing policies and consider new strategies to incentivize provision of workforce housing beyond required levels.                                      |      | X    | X    | X    |      |      | Community Devt     | Staff          | Gen Fund                  |
| SG.8.2  | Evaluate incentives for encouraging private-sector employers to initiate employer-assisted housing programs (such as downpayment grants, homeownership counseling, etc.). |      |      | X    | X    | X    |      | Economic Devt      | Staff          | Gen Fund                  |
| SG.8.3  | Evaluate codes to remove barriers to and encourage live-work opportunities, particularly in character areas where this development type is deemed appropriate.            |      | X    | X    | X    |      |      | Community Devt     | Staff          | Gen Fund                  |
| SG.8.4  | Establish a community-based work program to employ local residents.   |      | X    | X    | X    |      |      | Economic Devt      | Staff          | Gen Fund                  |
| SG.9 Maintain investments already made by the City. |   |      |      |      |      |      |      |                    |                |                           |
| SG.9.1  | Improve upon the City's existing asset management program.  | X    |      |      |      |      |      | Finance Department | Staff          | Gen Fund                  |

| ID   | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                                  | Estimated Cost    | Potential Funding Source* |
|--|--|------|------|------|------|------|------|--|-------------------|---------------------------|
| <b>EQUITABLE DEVELOPMENT AND INVESTMENT (EI)</b>   |  |      |      |      |      |      |      |  |                   |                           |
| EI.1 Identify ways to regularly engage the business community in feedback on City needs and concerns and vice versa. |  |      |      |      |      |      |      |  |                   |                           |
| EI.1.1   | Develop a business retention and expansion program to gain feedback on needs and concerns.   |      | X    | X    | X    | X    | X    | Office of Economic Devt                            | Staff             | Gen Fund                  |
| EI.1.2   | Create a Business Community Advisory Council within Brookhaven's Department of Economic Development or Chamber of Commerce.                    |      | X    | X    | X    | X    | X    | Office of Economic Devt and/or Chamber of Commerce | Staff             | Gen Fund                  |
| EI.1.3   | Engage the business community in a Citywide Comprehensive Economic Development Strategy (See Action 1.2.1).                                    |      | X    | X    |      |      |      | City Manager, Devt Authority                       | \$100,000         | Gen Fund/<br>Tourism      |
| EI.2 Preserve and expand safe, affordable, and workforce housing in the community.                                   |  |      |      |      |      |      |      |  |                   |                           |
| EI.2.1   | Conduct interior apartment audit program per ordinance.  | X    | X    | X    | X    | X    | X    | Community Devt                                     | \$50,000 annually | Gen Fund/<br>CDBG         |
| EI.2.2   | Evaluate the feasibility of creating a land trust for the provision of workforce housing, expanding on the land banking occurring at the City. |      | X    | X    |      |      |      | Community Devt                                     | Staff             | Gen Fund                  |



| ID     | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source* |
|--------|--|------|------|------|------|------|------|-------------------|----------------|---------------------------|
| EI.2.3 | Explore incentives and funding to be used for the preservation of naturally occurring affordable housing, prioritizing allowing individuals to either purchase their first home or age in place. |      | X    | X    | X    |      |      | Community Devt    | Staff          | Gen Fund                  |
| EI.2.4 | Explore additional incentives for developers to build out relatively affordable and workforce housing, specifically around new commercial developments near I-85.                                |      | X    | X    |      |      |      | Community Devt    | Staff          | Gen Fund                  |
| EI.2.5 | Evaluate City's resources to create and manage a dedicated funding source for affordable housing.  |      | X    | X    |      |      |      | Community Devt    | Staff          | Gen Fund                  |
| EI.2.6 | Develop a City-approved Missing Middle guidebook that shows examples of "gentle density" that are appropriate for Brookhaven's character.  |      | X    | X    |      |      |      | Community Devt    | \$15,000       | Gen Fund/ Grants          |

| ID  | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source* |
|---|---|------|------|------|------|------|------|-------------------|----------------|---------------------------|
| El.3 Expand allowable housing types and price points available in the City.   |   |      |      |      |      |      |      |                   |                |                           |
| El.3.1  | Implement code changes and other tools to facilitate the continued growth of accessory dwelling units (ADUs), cottage courts, and other forms of "missing middle housing" in the City, where appropriate. | X    | X    | X    | X    |      |      | Community Devt    | Staff          | Gen Fund                  |
| El.3.2  | Assess zoning and code restrictions that impact new construction and amend to remove barriers that inhibit development.   | X    | X    | X    |      |      |      | Community Devt    | Staff          | Gen Fund                  |
| El.4 Enhance City's support to entrepreneurs and small businesses so that they can continue to thrive in Brookhaven as the built environment redevelops/improves. |   |      |      |      |      |      |      |                   |                |                           |
| El.4.1  | Promote and operate the City's business incubation center, prioritizing major corridors such as Buford Hwy, Dresden Dr., and Peachtree Rd. for new local businesses to emerge and operate.                | X    | X    | X    | X    | X    | X    | City Manager      | \$500,000      | Multiple sources          |
| El.4.2  | Work to identify funding to support business incubation at a larger scale.  |      | X    | X    |      |      |      | Economic Devt     | Staff          | Gen Fund                  |

| ID     | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source* |
|--------|--|------|------|------|------|------|------|-------------------|----------------|---------------------------|
| EI.4.3 | Encourage business development and support for minority and immigrant entrepreneurship to increase financial well-being, wealth creation, and economic opportunity, as well as increase cultural services and offerings in the City. | X    | X    | X    | X    | X    | X    | Economic Devt     | Staff          | Gen Fund                  |
| EI.4.4 | Develop programs that combat commercial gentrification and support long standing small businesses in the short-term, specifically along Buford Highway.  |      | X    | X    | X    | X    | X    | Community Devt    | \$1,000,000    | Multiple sources          |
| EI.4.5 | Continue to host Small Business Forums through the Office of Economic Development to increase small business capaCity.   | X    | X    | X    | X    | X    | X    | Economic Devt     | Staff          | Gen Fund                  |
| EI.4.6 | Explore a funding source to be used for combatting commercial gentrification.  |      | X    | X    | X    | X    | X    | Economic Devt     | Staff          | Gen Fund                  |



| ID                            | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source* |
|-------------------------------|---|------|------|------|------|------|------|-------------------|----------------|---------------------------|
| <b>CULTURE AND PLACE (CP)</b> |   |      |      |      |      |      |      |                   |                |                           |
| CP.1 Build out a Town Center. |   |      |      |      |      |      |      |                   |                |                           |
| CP.1.1                        | Add a passage reflecting the need for the zoning code to facilitate the implementation of the City Centre Framework Plan in the PR Districts and Peachtree Road Overlay Codes.          | X    | X    |      |      |      |      | Community Devt    | Staff          | Gen Fund                  |
| CP.1.2                        | Consider consolidating the PR Districts Zoning Code and Peachtree Road Overlay Code into one uniform document for ease of understanding code requirements in this district (see 1.1.3). | X    | X    | X    |      |      |      | Community Devt    | Staff          | Gen Fund                  |
| CP.1.3                        | Consider additional code updates based on recommendations of the City Centre Master Plan and to better align with character area policy and comprehensive plan goals.                   |      | X    | X    |      |      |      | Community Devt    | Staff          | Gen Fund                  |
| CP.1.4                        | Coordinate design and construction of Peachtree Road streetscape improvements.  | X    | X    | X    | X    |      |      | Public Works      | \$10m          | Special Services District |



| ID  | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                          | Estimated Cost          | Potential Funding Source* |
|---|---|------|------|------|------|------|------|--|-------------------------|---------------------------|
| CP.1.5  | Begin discussions with Apple Valley District property owners to better understand their level of interest in selling or redeveloping property into multi-family and greenspace per the City Centre Master Plan. | X    | X    | X    |      |      |      | Community Devt, Economic Devt              | Staff                   | Gen Fund                  |
| CP.2 Complete a strategic wayfinding and branding study for the City that considers signage, lighting and landscaping unique to Brookhaven. |   |      |      |      |      |      |      |  |                         |                           |
| CP.2.1  | Complete strategic lighting and landscaping study for City Rights of Way.   |      | X    |      |      |      |      | City Manager, Community Devt, Public Works | \$30,000                | Gen Fund                  |
| CP.2.2  | Install Gateway signage at key entry points to Buford Highway.  |      |      | X    | X    |      |      | City Manager, Community Devt, Public Works | \$10,000                | Gen Fund                  |
| CP.2.3  | Establish public art gateways at key points in historic or cultural neighborhoods that reflect the historic culture or existing culture there.  |      |      | X    | X    |      |      | City Manager, Community Devt, Public Works | \$10,000                | Gen Fund                  |
| CP.3 Support, celebrate, and promote City diversity through arts and cultural initiatives.  |   |      |      |      |      |      |      |  |                         |                           |
| CP.3.1  | Identify incentives for incorporation of public art in private development.   |      | X    | X    | X    |      |      | Economic Devt                              | Staff                   | Gen Fund                  |
| CP.3.2  | See SG.6.4. Develop new resident and business guides.   | X    |      |      |      |      |      | Comms Dept, Explore Brookhaven             | TBD                     | Gen Fund                  |
| CP.3.3  | Establish a program for temporary art installations at City facilities.   | X    | X    | X    | X    | X    | X    | City Manager, Community Devt, Public Works | \$5,000 - \$15,000/year | Gen Fund                  |

| ID  | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party   | Estimated Cost | Potential Funding Source*  |
|---|---|------|------|------|------|------|------|---|----------------|--|
| CP.3.4  | Initiate a Brookhaven culture and dining shuttle.   |      |      |      |      |      | X    | Economic Devt, Explore Brookhaven, Chamber, Oglethorpe University | TBD            | Hotel/Motel Tax  |
| CP.3.5  | Provide guidance and assistance to private entities and businesses in support of enhanced arts + culture offerings.   |      | X    | X    | X    |      |      | Economic Devt, Explore Brookhaven, Chamber                        | Staff          | Gen Fund, Hotel/Motel Tax  |
| CP.3.6  | Introduce an option for residents to donate to arts initiatives through utility bills.  |      | X    |      |      |      |      | Public Works  | Staff          | Gen Fund   |
| CP.4 Strengthen and increase Brookhaven's cultural spaces and facilities. |   |      |      |      |      |      |      |   |                |  |
| CP.4.1  | Create a public space activation and programming fund to support community events and activities.   |      |      |      | X    |      |      | City Manager  | \$10,000/year  | Gen Fund, Voluntary Developer Contribution Program, Corporate Sponsorship  |
| CP.4.2  | Enhance Northeast Plaza as a community gathering space, particularly at spaces such as the location of the new "Mi Gente" mural on the wall of the new cinema in the plaza. Host events, encourage public art, and institute temporary arts and creative uses for vacant storefronts. |      |      |      |      | X    |      | Community Devt, WeLoveBuHi, Comms Dept.                           | Staff          | Grants, Corporate Sponsorship, Voluntary Developer Contribution Program, Private Entrepreneur/ Nonprofit Startup |



| ID  | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party           | Estimated Cost | Potential Funding Source*                        |
|---|--|------|------|------|------|------|------|-----------------------------|----------------|--|
| CP.4.3  | Revise the existing Buford Highway Overlay to include more entertainment and cultural components.  |      |      | X    |      |      |      | Community Devt              | Staff          | Gen Fund   |
| CP.4.4  | Seek opportunities and partnerships to develop a cultural center on Buford Highway.  |      |      |      | X    | X    | X    | Community Devt              | Staff          | Gen Fund, Hotel/ Motel Tax, Partnerships, Grants |
| CP.5 Recognize and cultivate the many international cultures that contribute to the vibrancy of Brookhaven. |  |      |      |      |      |      |      |                             |                |  |
| CP.5.1  | Continue coordination efforts with Chamblee and Doraville to further the BuHi Cultural Corridor. Coordinate events, signage, and marketing.  | X    | X    | X    | X    | X    | X    | Community Devt              | Staff          | Gen Fund, Grants, Fundraising                    |
| CP.5.2  | Recruit and/ or support the creation of a Metro Atlanta Center for Latino Culture in Brookhaven.   |      |      | X    | X    | X    |      | Economic Devt, LAA, Chamber | Staff,         | Sponsorships, Fundraising, Grants                |
| CP.5.3  | Create & Implement Media Campaign Promoting Local Cultural Arts Targeted Both to Residents & Businesses (Including Testimonials from Residents & Businesses Regarding Value of Cultural Arts in Brookhaven). |      | X    | X    |      |      |      | Comms Dept, Community Devt  | Staff          | Gen Fund   |



| ID   | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party            | Estimated Cost | Potential Funding Source*                  |
|--|---|------|------|------|------|------|------|------------------------------|----------------|--|
| <b>SUSTAINABILITY</b>  |   |      |      |      |      |      |      |                              |                |  |
| S.1 Leverage City's creek system for greater access by community, while protecting its long- term health and viability.        |   |      |      |      |      |      |      |                              |                |  |
| S.1.1  | Implement recommendations of City's Parks and Recreation Master Plan and Watershed Improvement Plans.   |      | X    | X    | X    | X    | X    | Parks and Rec., Public Works | Staff          | Park Bond, Stormwater Utility Fees, Grants |
| S.1.2  | Evaluate stream bank restoration on park property.  |      |      | X    | X    | X    | X    | Parks and Rec., Public Works | TBD            | Gen Fund, Stormwater Utility Fees, Grants  |
| S.1.3  | Deploy stream bank restoration projects per the Nancy Creek and North Fork Peachtree Creek Watershed Improvement Plans.   |      | X    | X    | X    | X    | X    | Parks and Rec., Public Works | TBD            | Gen Fund/ Stormwater Utility fees/ Grants  |
| S.1.4  | Evaluate stream buffer policies and management practices to mitigate variances and ensure that property owners and Homeowners Associations understand their responsibilities. |      |      | X    | X    | X    | X    | Parks and Rec., Public Works | TBD            | Gen Fund/ Stormwater Utility fees/ Grants  |
| S.1.5  | Complete Murphey Candler Park Lake House project.   | X    |      |      |      |      |      | Parks and Rec.               | Staff          | Park Bond                                  |
| S.2 Establish additional incentives, zoning, and other policies and programs to encourage sustainable development in the City. |   |      |      |      |      |      |      |                              |                |  |
| S.2.1  | Maintain ARC Green Communities certification.   | X    | X    | X    | X    | X    | X    | City Manager                 | Staff          | Gen Fund                                   |

| ID    | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                  | Estimated Cost | Potential Funding Source*         |
|-------|---|------|------|------|------|------|------|------------------------------------|----------------|-----------------------------------|
| S.2.2 | Set reduction goals for water and energy usage at government facilities, parks, and streetlights.             | X    | X    |      |      |      |      | Facility Services                  | Staff          | Gen Fund                          |
| S.2.3 | Coordinate with regional and state partners to pursue grant opportunities related to energy efficiency.       | X    | X    |      |      |      |      | City Manager                       | Staff          | Gen Fund                          |
| S.2.4 | Update economic incentives policy related to energy efficiency.   | X    |      |      |      |      |      | Economic Devt                      | Staff          | Gen Fund                          |
| S.2.5 | Partner with local businesses to promote sustainable practices and initiatives.                               | X    | X    | X    | X    | X    | X    | Economic Devt                      | Staff          | Gen Fund                          |
| S.2.6 | Expand opportunities for residents to get involved with environmental protection initiatives.                 |      |      | X    | X    | X    |      | Public Works                       | Staff          | Gen Fund, Stormwater Utility Fees |
| S.2.7 | Offer incentives and educational programming about residential energy efficiency and weatherization upgrades. |      | X    | X    | X    | X    | X    | City Manager, Emergency Management | Staff          | Gen Fund                          |
| S.2.8 | Continue special item recycling program.  | X    | X    | X    | X    | X    | X    | City Manager                       | \$15,000/year  | Gen Fund                          |
| S.2.9 | Continue to plan for a biochar composting program at City parks.  | X    | X    | X    |      |      |      | Parks and Rec.                     | \$150,000      | Gen Fund                          |





| ID   | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party            | Estimated Cost | Potential Funding Source*  |
|--|---|------|------|------|------|------|------|------------------------------|----------------|----------------------------|
| S.3 Further health and exercise in the community through supportive infrastructure and design. |   |      |      |      |      |      |      |                              |                |                            |
| S.3.1  | Implement a community garden program.   | X    | X    | X    | X    | X    | X    | Parks and Rec.               | \$30,000       | Gen Fund/ Grants           |
| S.3.2  | Review Zoning Ordinance for opportunities to increase bike parking provision in non-residential zoning districts.                 |      |      |      | X    |      |      | Community Devt               | Staff          | Gen Fund                   |
| S.3.3  | Seek grant opportunities or public-private partnerships to implement a pilot multimodal hub as envisioned in the Multimodal Plan. |      |      | X    | X    |      |      | Community Devt, Public Works | Staff          | Gen Fund/ Grants           |
| S.4 Protect and expand tree canopy, particularly in underserved areas.                         |   |      |      |      |      |      |      |                              |                |                            |
| S.4.1  | Continue tree canopy studies for City Parks.  | X    | X    |      |      |      |      | Parks and Rec.               | Staff          | Gen Fund                   |
| S.4.2  | Continue front yard tree planting program.  | X    | X    | X    | X    | X    | X    | Community Devt               | \$15,000       | Gen Fund                   |
| S.4.3  | Review existing tree care policies to ensure a healthy tree canopy.   |      | X    | X    |      |      |      | Parks and Rec.               | Staff          | Gen Fund                   |
| 4.5 Promote green infrastructure investments in areas susceptible to urban heat island effect. |   |      |      |      |      |      |      |                              |                |                            |
| S.5.1  | Implement City Hall water quality enhancements (including a Green Roof, water quality facilities, and permeable pavers.)          |      |      | X    | X    |      |      | City Manager                 | Staff          | Included in Project Budget |

| ID  | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source*                                  |
|---|---|------|------|------|------|------|------|-------------------|----------------|--|
| S.5.2   | Implement bioretention or other green infrastructure projects at local schools and provide educational programming (in coordination with schools).  |      | X    | X    | X    |      |      | Public Works      | Staff          | Stormwater Utility Fees/ Grants                            |
| S.5.3   | Partner with local organizations to implement green infrastructure retrofits (e.g., cool pavement, street trees, landscape strips, etc.), particularly in areas with large swaths of impervious surfaces. |      | X    | X    | X    |      |      | Public Works      | Staff          | Stormwater Utility Fees, Sponsorships, Fundraising, Grants |
| S.6 Create opportunities to expand play places for underserved youth. |   |      |      |      |      |      |      |                   |                |  |
| S.6.1   | Apply for grant funding from Kaboom! or other similar programs to implement new play spaces.  |      |      | X    |      |      |      | Parks and Rec.    | Staff          | Grants, Nonprofit Partnership, Corporate Sponsorship       |

| ID   | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                            | Estimated Cost                 | Potential Funding Source*          |
|--|---|------|------|------|------|------|------|--|--------------------------------|------------------------------------|
| <b>CONNECTIVITY AND ACTIVE TRANSPORTATION (CT)</b>                   |   |      |      |      |      |      |      |  |                                |                                    |
| CT.1 Enhance connectivity and multimodal access to key destinations. |   |      |      |      |      |      |      |  |                                |                                    |
| CT.1.1   | Implement recommendations for new parks, trail systems and improvements to existing parks identified in the Parks and Recreation Master Plan.                 | X    | X    | X    | X    | X    | X    | Parks and Rec.                               | See Parks and Rec. Master Plan | Gen Fund/ Grants/ User Fees/ Bonds |
| CT.1.2   | Implement recommendations of the Comprehensive Transportation Plan that promotes walkability and bikeability.   | X    | X    | X    | X    | X    | X    | Community Devt, Public Works, Parks and Rec. | See CTP                        | Gen Fund/ other sources identified |
| CT.1.3   | Maintain Bicycle-Friendly Community Status as recognized by the League of American Bicyclists.  | X    | X    | X    | X    | X    | X    | Community Devt                               | Staff                          | Gen Fund                           |
| CT.1.4   | Ensure pedestrian safety and multimodal options continue to be provided through implementation of the Comprehensive Transportation Plan and Multimodal Study. | X    | X    | X    | X    | X    | X    | Community Devt, Public Works, Parks and Rec. | See CTP and other plans        | Gen Fund/ other sources identified |



| ID      | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source*         |
|---------|---|------|------|------|------|------|------|-------------------|----------------|-----------------------------------|
| CT.1.5  | Continue annual budget for sidewalk ADA compliance and capital maintenance.                       | X    | X    | X    | X    | X    | X    | Public Works      | \$50,000       | Gen Fund                          |
| CT.1.6  | Continue annual budget for bike and pedestrian safety improvements.                               | X    | X    | X    | X    | X    | X    | Public Works      | \$50,000       | Gen Fund                          |
| CT.1.7  | Continue Peachtree Creek Greenway design.   | X    | X    | X    |      |      |      | Public Works      | \$5.28m        | Special Services District, Grants |
| CT.1.8  | Complete construction of Briarwood Road multi-use path.   | X    | X    | X    |      |      |      | Public Works      | \$615,000      | 2020 SPLOST                       |
| CT.1.9  | Coordinate land acquisition, design, and construction of the Ashford Dunwoody multi-use path.     | X    | X    | X    |      |      |      | Public Works      | \$8.5m         | Special Service District          |
| CT.1.10 | Coordinate land acquisition, design, and construction of the Apple Valley Road Multiuse Sidewalk. | X    | X    | X    |      |      |      | Public Works      | \$625,000      | Special Service District          |
| CT.1.11 | Coordinate land acquisition, design, and construction for the Dresden Drive sidewalk.             | X    | X    | X    |      |      |      | Public Works      | \$4.1m         | Special Service District          |
| CT.1.12 | Coordinate design and construction for the North Druid Hills multi-use path.                      | X    | X    | X    |      |      |      | Public Works      | \$612,500      | Special Service District          |



| ID  | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party               | Estimated Cost | Potential Funding Source* |
|---|--|------|------|------|------|------|------|---------------------------------|----------------|---------------------------|
| CT.1.13   | Coordinate construction of the Chantilly Drive sidewalk.   | X    | X    |      |      |      |      | Public Works                    | \$400,000      | Special Service District  |
| CT.1.14   | Coordinate land acquisition, design, and construction of the Nancy Creek multi-use trail.  | X    | X    | X    | X    | X    | X    | Public Works                    | \$43.5m        | Special Service District  |
| CT.1.15   | Advance streetscape enhancement recommendations of the City Centre Master Plan.  | X    | X    | X    | X    | X    | X    | Public Works                    | TBD            | Multiple sources          |
| CT.2 Install bicycle and pedestrian bridges at strategic locations. |  |      |      |      |      |      |      |                                 |                |                           |
| CT.2.1  | Install a bicycle and pedestrian bridge connection through the Brookhaven MARTA station across Peachtree Road to the proposed green space at Apple Valley. |      |      | X    | X    | X    | X    | City Manager, Mayor and Council | TBD            | Multiple sources          |
| CT.2.2  | Incorporate public art into the MARTA bridge on North Druid Hills Road.  |      |      |      |      | X    |      | City Manager, Mayor and Council | TBD            | Multiple sources          |
| CT.2.3  | Install a bicycle and pedestrian bridge across I-85 to connect Emory at Executive Park and the Peachtree Creek Greenway.                                   |      |      |      | X    | X    | X    | City Manager, Mayor and Council | TBD            | Multiple sources          |
| CT.2.4  | Install a bicycle and pedestrian bridge across North Druid Hills Road near CHOA/ Emory.  |      |      |      | X    | X    | X    | City Manager, Mayor and Council | TBD            | Multiple sources          |

| ID  | Description of Activity   | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party                  | Estimated Cost | Potential Funding Source* |
|---|---|------|------|------|------|------|------|------------------------------------|----------------|---------------------------|
| CT.3 Work with MARTA and other partners to make transit improvements, including safety enhancements and service improvements.         |   |      |      |      |      |      |      |                                    |                |                           |
| CT.3.1  | Coordinate with MARTA and GDOT on implementation of Buford Highway Arterial Rapid Transit.  |      |      |      | X    | X    | X    | Public Works                       | TBD            | Gen Fund                  |
| CT.3.2  | Coordinate with MARTA, GA Commute Options, and local employers to educate residents/ employees about transit options.   |      |      | X    | X    | X    |      | Public Works, Economic Devt        | Staff          | Gen Fund                  |
| CT.3.3  | Work with MARTA to make technology enhancements to improve the customer experience.   |      | X    | X    | X    |      |      | Public Works                       | Staff          | Gen Fund                  |
| CT.4 Create policies and infrastructure to support new transportation technologies, including vehicle electrification and automation. |   |      |      |      |      |      |      |                                    |                |                           |
| CT.4.1  | Continue energy-efficient fleet conversion.   | X    | X    |      |      |      |      | Multiple Departments, City Manager | TBD            | Multiple sources          |
| CT.4.2  | Review Zoning Ordinance to expand incentives and/ or requirements for electric vehicle charging infrastructure for multifamily residential and nonresidential developments. |      | X    | X    |      |      |      | Community Devt, City Manager       | Staff          | Gen Fund                  |



| ID                                      | Description of Activity  | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Responsible Party | Estimated Cost | Potential Funding Source* |
|---|--|------|------|------|------|------|------|-------------------|----------------|---------------------------|
| CT.5 Improve safety on City's roadways. |  |      |      |      |      |      |      |                   |                |                           |
| CT.5.1                                  | Review Zoning Ordinance to determine if additional pedestrian safety measures should be included in development regulations.       |      | X    | X    | X    |      |      | Community Devt    | Staff          | Gen Fund                  |
| CT.5.2                                  | Coordinate design and construction of North Druid Hills streetscape improvements.  | X    | X    | X    |      |      |      | Public Works      | \$5m           | Special Service District  |
| CT.5.3                                  | Coordinate design for Buford Highway streetscape improvements, planted median, lane reduction, bus-only lanes, and beautification. | X    | X    | X    |      |      |      | Public Works      | \$1m           | Special Service District  |
| CT.5.4                                  | Coordinate with GDOT's Safe Routes to School program to provide safety education and programming.                                  |      |      | X    | X    |      |      | Public Works      | Staff          | Gen Fund                  |





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