



APPENDIX

**B**

# Public Involvement Documentation

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# Contents

B1. Public Engagement Events

B2. Public Survey & Input Map

B3. Listening Sessions

B4. Steering Committee

B5. Stakeholder Interviews

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# B1

## Public Engagement Events

1. Round 1 Input Summary (Workshop Series 1 & Pop-up Booth 1)
2. Round 2 Input Summary (Workshop Series 2 & Pop-up Booths 2 & 3)
3. Pop-up Booth 4 Summary
4. Plan Celebration Open House Summary



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## PUBLIC INPUT PERIOD 1 SUMMARY

*Community Workshop Series 1*

*International Festival Pop-Up*

### ENGAGEMENT ACTIVITIES OVERVIEW

The following events and input opportunities were conducted during Input Period 1:

1. **Community Workshop Series 1:** Four workshops, with discussions and feedback activities focused on different subareas of the city (see subarea map in Figure 1).
2. **International Festival Pop-Up:** The planning team facilitated a pop-up booth at the International Festival which took place along a portion of the Peachtree Creek Greenway. The pop-up booth, stationed at the Corporate Square parking lot near other festival activities, raised awareness about the planning process and collected input.
3. **Community Survey:** An online community survey was offered online in both English and Spanish. *Results are summarized in a separate document.*
4. **Digital Input Map:** An online map tool provided an additional way for community members to share location-specific input. *Comments are summarized in a separate document.*

### Workshop Activities

Each Community Workshop offered the following activities:

1. Visioning Photo Booth
2. How Will We Adapt Questions
3. Small Group Discussions
4. Character Area Feedback
5. General Subarea Map Feedback

### Pop-Up Activities

Two input activities were offered at this event:

1. Visioning Photo Booth
2. How Will We Adapt Questions



*City's Community Development teammates help with pop-up booth at the October 21 International Festival.*



## WHO WE HEARD FROM

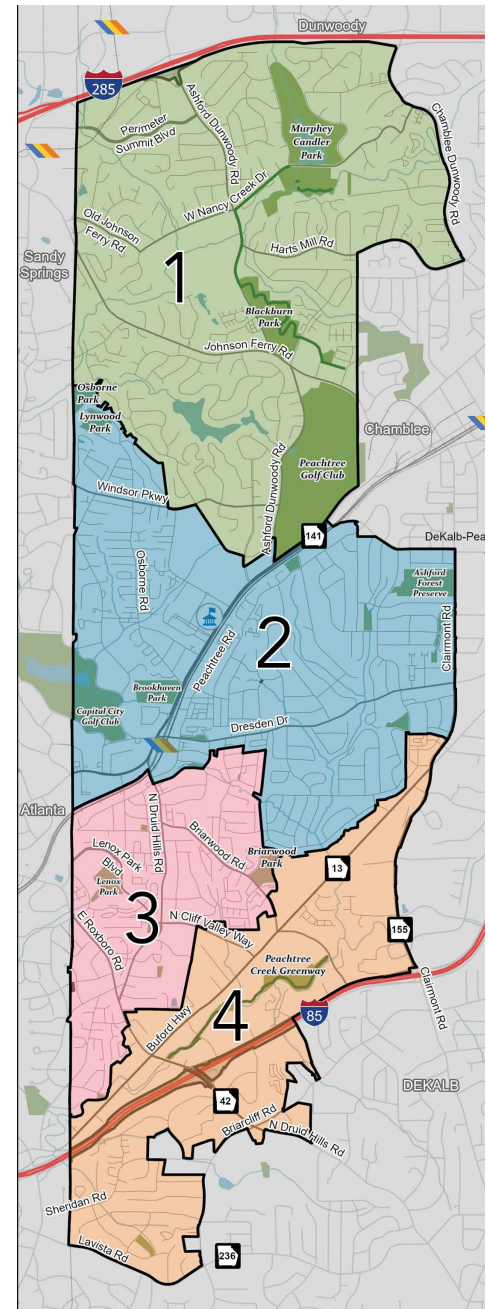
Table 1. Total Participants by Activity

| Participation Method          | Details  | Number of Participants |
|-------------------------------|--|------------------------|
| Workshop 1 (Subarea 1)        | Oct. 5, Lynwood Park, 6:00 pm – 8:00 pm                                | 9                      |
| Workshop 2 (Subarea 2)        | Oct. 12, City Hall, 6:00 pm – 8:00 pm                                  | 14                     |
| Workshop 3 (Subarea 3)        | Oct. 17, City Hall, 6:00 pm – 8:00 pm                                  | 4                      |
| Workshop 4 (Subarea 4)        | Oct. 23, Latin American Association, 6:00 pm – 8:00 pm                 | 6                      |
| International Festival Pop-Up | Oct. 21, Peachtree Creek Greenway/Corporate Square, 11:00 am – 6:00 pm | ~ 30                   |
| Community Survey              | Open from Oct. 5 through Nov. 10                                       | 235                    |
| Digital Input Map             | Opened Oct. 5; will remain open through next phase of project          | 37                     |



Boards display at Subarea 1 workshop on October 5

Figure 1. Subarea Map





## OVERARCHING KEY TAKEAWAYS

- The Brookhaven community highly values **parks, green space, and tree canopy**. ‘Green spaces,’ ‘trails,’ ‘sustainability,’ and ‘ecological’ were among the top terms that resonated with community members who participated in the Visioning Photo Booth. Tree canopy and environmental protection initiatives were also raised as needs in the “How will we Adapt” Exercise and the Citywide Priorities discussion.
- **Housing choices** for different age levels and income levels are important for the City’s long-term sustainability. In the “How will we adapt?” exercise, some participants specifically addressed the need for affordable/workforce housing, while others discussed different types of housing that are more affordable/accessible by design, such as ADUs and ranch-style homes.
- Several responses to the “How will we adapt?” Exercise focused on **multimodal transportation needs**, such as sidewalks, pedestrian bridges, protected bike paths, improved connections to MARTA, and new transit options to serve short, local trips.
- Several people expressed desires for new **public spaces that allow for community-building**.
- Community members expressed a strong preference to **preserve the smaller, naturally occurring affordable housing units along Buford Highway**. Preservation may require City support for home maintenance and rehabilitation.
- The City can help protect Buford Highway’s cultural heritage by **supporting small businesses, particularly immigrant-owned businesses**. For instance, orientation materials for new residents are seen as a helpful strategy for promoting the goods and services available at local businesses.
- Improving **access and connectivity to the Peachtree Creek Greenway** should be a priority.
- **Transit-oriented development**, in terms of higher density housing and walkability near MARTA, is considered vital for Brookhaven’s future.
- **Walkability was a recurring theme expressed in the general map comments.**

## COMMUNITY INPUT SUMMARY

### Visioning Photo Booth

Community members were provided with a selection of various photo booth props with visionary descriptors. The words/phrases that most resonated with participants were:

- Green spaces – 6
- Trails – 5
- Safer Streets – 4
- Multicultural - 4
- Ecological – 3
- Foodie – 3
- Sustainable – 3



- Diverse – 2
- Attractiveness – 2
- Thriving businesses – 2
- Walkability – 2
- Vibrant – 1
- Mixed-use – 1
- Proud to live in Brookhaven - 1

Participants could also share original ideas by writing on whiteboards. The following ideas were reflected:

- Affordable housing
- More tree canopy (street and parking lot trees)
- Stuff in land use vision needs to be citywide
- Better define activity nodes
- We don't control educational facilities
- Parks within 10 minutes

#### ➤ Visioning Key Takeaways

Words related to the **natural environment (green spaces, trails, ecological, sustainable)** rose to the top among desired characteristics. **Safer streets** and **walkability** were major themes, as was the City's **multicultural** identity. **Attractiveness** and **thriving businesses** were also considered important aspects of Brookhaven's future.

# WE ARE BROOKHAVEN



## “How Will We Adapt?” Activity

This activity collected input through four key questions about Brookhaven’s long-range planning.

*What is needed to support a diversifying population?*

- Recurring Topic 1: Affordable/Workforce Housing
  - More housing for workforce (Another participant added, “Agree”)
  - Workforce housing – reduce minimum house/home size
  - Affordable housing (Another participant added, “+1”)
  - Diverse housing types
  - ADUs
  - I live here now in an apartment, and I want to stay here because it’s the perfect location but too expensive
  
- Recurring Topic 2: Transit Options
  - City-provided vans to connect neighborhoods to retail and mass transit
  - Public transit
  - Mass transport and shuttles for shorter trips
  
- Recurring Topic 3: Shared Spaces
  - Shared greenspaces
  - More places to mingle
  - What’s needed to support a diversifying population is a better sense of community, dedicated spaces for people to gather and SIT DOWN (I haven’t seen a bench in Brookhaven in 17 years I live here), closed spaces (with roof and heating and chairs) where people can organize events for the community (group studies, support groups for all ages and needs)
  
- Recurring Topic 4: Walkability & Connectivity
  - Walkable areas (smart density > sprawl)
  - Connect to the beltline ASAP! 😊
  - More (and better) ways to get to MARTA trains.
  
- Unique Ideas/Perspectives
  - Orientation center “Welcome to Brookhaven” -- here’s where to find – grocery, library, cultural calendar
  - Provide orientation to new residents
  - Offer recreational activities for kids for free through the community

*What should we do to prepare for climate change?*

- Recurring Topic 1: Mobility Planning
  - Build more sidewalks
  - Protected bike paths
  - Pedestrian bridges at Northeast Plaza

- Recurring Topic 2: Tree Canopy/Environmental Protection
  - Increase street tree canopy - new parking lot surfaces and roof surfaces
  - More trees, less paving, green roofs
  - Recycling programs, educational programs, nature protection, initiatives – preserve animals and plants
  
- Unique Ideas/Perspectives
  - EV charging
  - Drainage planning – long term drainage plan and improvements
  - Absolutely nothing

*How will we accommodate an aging population?*

- Recurring Topic 1: Housing Choices
  - Smaller homes to allow aging in place
  - Affordable housing
  - More accessible housing (ranches and elevators) – smaller homes with less stairs
  
- Recurring Topic 2: Services and Community Centers for Seniors
  - Senior services
  - Cultural center for elderly
  - Community space at schools for interacting with students or after school hours
  
- Unique Ideas/Perspectives
  - On demand transit
  - More bike lanes
  - Design streets [in way] that makes people slow down
  - More parking near the path [Peachtree Creek Greenway] (and International Festival)

*How can we embrace technology to become a smarter city?*

- Unique Ideas/Perspectives
  - Community shareable cars – accessible via app
  - EV charging
  - Solar power
  - Online / night classes

## Small Group Discussions

The following input came from small group discussions conducted as part of the Community Workshop Series.

### *Citywide Priorities*

What are the City's top needs and opportunities for future growth and development?

## CITYWIDE PRIORITIES DISCUSSION THEMES

1. Affordable housing
2. Tree canopy
3. Greenspace/parks/trails
4. Stormwater/flooding/stream protection
5. Traffic management
6. Redevelopment while protecting legacy residents/businesses from displacement
7. Safe neighborhoods
8. Shared spaces for community-building
9. Managed/smart growth
10. Walkability and bikeability (connectivity and safety)
11. Transit-oriented development
12. Preservation and celebration of different cultures
13. Support for small businesses and incubators for entrepreneurs and youth
14. Senior services, youth programming, and cultural programming

*Housing/Affordability*

What types of housing are appropriate for Brookhaven and where?

## **HOUSING/AFFORDABILITY DISCUSSION THEMES**

1. Buford Highway has a lot of naturally occurring affordable housing.
2. With limited land to build out, the City should consider revisiting height restrictions so that developments can build up.
3. There are not enough housing choices for the middle class. Cluster homes, ADUs, and other missing middle formats are seen as solutions.
4. Parking requirements are a barrier to affordable housing development. Near MARTA, parking requirements could be lessened or removed altogether.
5. A gradient of housing density is needed in the land use plan, with more density near transit and job centers. Walkable neighborhoods are a top priority.
6. Affordable options are a major need. The current workforce housing requirements do not go far enough. It is important that not only are affordable housing options built, but that the affordability is preserved for the long term.
7. Different housing types need to be context sensitive. There is a concern about large multifamily developments abutting single-family neighborhoods.
8. Creativity is needed to expand housing options. Subdividing lots and redeveloping older strip malls as housing are some of the solutions that community members discussed.



### *Buford Highway*

What is your vision for Buford Highway? Indicate your preference for the long-term future of Buford Highway on the scale below.



## **BUFORD HIGHWAY DISCUSSION THEMES**

1. There is a sense that redevelopment is inevitable, but many expressed sentiments about thoughtful redevelopment that does not cause gentrification.
2. Preservation of naturally occurring affordable housing and cultural businesses is paramount. The Brookhaven community wants Buford Highway's heritage to be preserved and wants to be known as a welcoming place. It is recognized that immigrants may need more support to feel welcome in the community.
3. Pedestrian safety is a key need, especially since the bus route on Buford Highway has the highest ridership of any MARTA route.
4. Community development opportunities should focus on small, urban-scale commercial and retail, like a grocery market that people can walk to.
5. There are not enough green spaces and trees on Buford Highway. Small parks where kids can play would be a win for the community.
6. Greenway-oriented commercial, with different development types than are currently allowed by right (such as container commercial), presents an opportunity.
7. Expansion of public and private transportation options is needed to serve community members who lack access to vehicles.
8. More security along the corridor, along with additional investments in safety such as lighting, is desired.
9. Buford Highway would be a great location for a business incubator to serve entrepreneurs and youth.



## Character Area Feedback

The Character Area Feedback Activity presented boards by Character Area, with draft sub-Character Area designations (interior and corridor) highlighted on an aerial parcel map. The boards from this activity are included in Exhibit A at end of this summary.

Participants were asked to give feedback on the following:

1. Current Character Area Land Use Policy
2. Current Sub-Area Land Use Policy
3. Parcels Designated as Interior versus Corridor

### *Character Area Feedback*

As shown in Exhibit A, the boards for each Character Area instructed participants to add a red dot if there were any policies for which they had any objections. These “no” votes are captured in the summary as follows.

#### *Workshop 1*

##### **A. Perimeter Center**

- 1 “no” vote for “Ensure appropriate buffers and height transitions are provided for users adjacent to single family neighborhoods”
- 1 “no” vote for “Incorporate appropriate end-of-trip facilities for bicycle commuters, such as bicycle racks, showers/locker rooms, etc., within new and existing office development”

##### **B. Lakes District**

- 3 “no” votes for “Consider semi-cluster homes on 1/3 acre lots”
- 2 “no” votes for Institutional land use
- 1 “no” vote for “Neighborhood Commercial land use

##### **C. Blackburn Park**

- “Connect Blackburn Path to Chamblee Rail-Trail”

#### *Workshop 2*

##### **D. Lynwood Park**

- 1 “no” vote for “Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.”
- 1 “no” vote for “Encourage the development of the intersection at Windsor Parkway and Osborne road....”
- “Windsor-Osborne intersection looks blighted. Need neighborhood scale retail (restaurant, coffee shop, etc.)
- “Any future approval for commercial development needs to have strong controls to ensure neighborhood scale”

##### **E. Historic Brookhaven**

- 1 “no” vote for “The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district”
- 1 “no” vote for neighborhood scale retail in transition areas
- “Retail should not penetrate into this area”

##### **F. Peachtree Corridor Overlay District**

- “MARTA lot needs housing and development”



**G. Osborne**

- 1 "no" vote for "Ensure that the appropriate zoning is in place to maintain the character of the existing single-family residential neighborhood"
- 1 "no" vote for "provide buffers between the Peachtree Corridor Overlay District and single-family neighborhoods to ensure appropriate and gradual height and density transitions."
- "More density"
- "Allow subdivision of larger lots"
- "More pedestrian connectivity"
- "Area needs more sidewalks to allow for safer pedestrian activity"

**H. Ashford Park-Drew Valley**

- 2 "no" votes for "Promote more affordable housing and aging in place by allowing alternative development types such as accessory dwelling units and pocket neighborhoods"
- 4 "no" votes for pocket neighborhoods in interior
- "No problem with ADUs; don't like pocket neighborhoods"
- "Any development on Buford Highway near North Druid Hills, high rise, say 10 stories, should not extend north of Northeast Plaza or West of Buford Highway"
- "No high-rise buildings on Buford Highway north of NE Plaza. Any high-rise—if it happens—should be concentrated near North Druid Hills + Buford Highway"
- "No place to put gravel trails. Property lines cover entire character area"
- "Please rework 3rd point—unclear"
- "We need connectivity between 'sidewalks to nowhere' that builders put in, and a neighborhood-wide plan for sidewalks on every street"

*Workshop 3*

**I. Brookhaven Heights-Brookhaven Fields**

- 1 "no" vote suburban neighborhood commercial (3 stories with greenspace) for transition areas
- 1 "no" vote for mixed use residential with shared gardens for transition areas
- 1 "no" vote for protected bike lanes along Major Corridors

**J. Roxboro**

- 1 "no" vote for pursue pocket parks
- 1 "no" vote for protected bike lanes
- "Protected bike lanes require eminent domain grabs and reduce vehicular flow. Also curbing is a "trip" hazard for cyclists"
- "Both large and small parks; more park acreage, not less"
- "Trails are good, but not gravel"
- "Water fountain + bathrooms at parks"
- "Shady Valley Park needs to be revamped: replace old playground, new paint, more play options; see Brook Run Park" (not in Brookhaven City limits)

**K. Briarwood Park**

- 1 "no" vote for multi-family residential: "No more multi-family dwellings here – discourage"
- "Preserve and/or replace" regarding tree canopy
- "Can't just always build 'T' streets for firetrucks"
- "Can't have 1 development paradigm"

- 1 "no" vote for tiny homes in interior: "less density not more"
- 1 "no" vote for mixed use residential with shared garden in interior: "keep residential"
- 1 "no" vote for multi-family apartments along major corridors: "no more apartments"
- 1 "no" vote for protected bike lanes
- 1 "no" vote for co-working space: "keep Briarwood residential"

**L. Lenox Park**

- 1 "no" vote for neighborhood scale mixed-use residential/retail/office (4 stories) along major corridors
- 1 "no" vote for protected bikes lanes along major corridors

*Workshop 4*

**M. Briar Hills Innovation**

- Residential connections to greenway
- CHOA + Emory: add walking trails
- Condo area = more interior
- Target and shopping center: should be designated corridor instead of a transition area
- In transition areas: walkability is priority (now interior – condo area)

**N. LaVista Park**

- None

**O. Buford Highway Corridor**

- None



## **Subarea Map Feedback**

Large subarea maps were spread out on tables to collect general open-ended comments via sticky notes. The following comments are organized by subarea and topic.

### *Subarea 1 – Walkability/Connectivity Comments*

- Osborne and Lynwood Park (need more connections from other areas)
- Ashford Dunwoody near Blackburn Park
- Need more connections, especially to schools, neighborhoods, & destinations
- Connect PATH trail to Chamblee Rail Trail

### *Subarea 1 – Miscellaneous Comments*

- Better pool facility and hours of operation at Murphey Candler Park
- Share schools for programming for seniors/other community members (e.g., Montgomery Elementary)

### *Subarea 2 – Walkability/Connectivity/Safety Comments*

- Traffic-calming devices along Osborne going from W-O to Lynwood Park
- Crosswalks at Windsor and Mabry
- Pedestrian crossing lights and traffic circle and back off the circle along spokes
- Larger sidewalks down Osborne
- Sidewalk on side of Osborne and pedestrian entrance to Town Brookhaven
- Pedestrian connectivity to MARTA – need sidewalks
- More sidewalks, safer roads, more traffic enforcement
- Sidewalk on Thomson Road completed

### *Subarea 2 – Land Use/Amenity Comments*

- Neighborhood-scale retail at Windsor-Osborne
- Morrison Farm would be an awesome park!
- Retail at W-O must be neighborhood-scale (cannot be commercial-scale)
- Bates/Thompson Road acreage zoned for green space; ensure the area is not zoned for townhomes or apartments

### *Subarea 3 – Walkability/Connectivity Comments*

- Vehicular and bike/ped connectivity
- Require connectivity for parcels of a certain size
- BuHi = needs to be walkable, connectivity between developments
- Pedestrian connectivity on Buford Highway
- Requirements for connectivity between developments

### *Subarea 3 – Miscellaneous Comments*

- Retain local services
- Flats/bungalows

- Transition area: scalable tradeoffs for parking, buffers, density (affordable or senior housing)
- Zoning incentives
- Multiple tools to preserve small businesses
- Small business space
- Public-private partnerships for food hall spaces, green spaces, other
- Tax incentives to preserve affordable housing
- Brookhaven Development Authority to subsidize businesses
- Wins: code enforcement, sidewalks

#### *Subarea 4 – Miscellaneous Comments*

- Nodal redevelopment pattern, with retail hubs along tributaries of the Peachtree Creek (one behind Corporate Square and one behind Northeast Plaza)
- Incentivize affordable housing, more so than the current ordinance already does (more than 10 percent)



*Planning Team members facilitated conversations using a map of the subarea.*

## EXHIBIT A

### Online Input

The following comments were provided on the project website webform. Comments have not been modified; they are listed exactly as submitted.

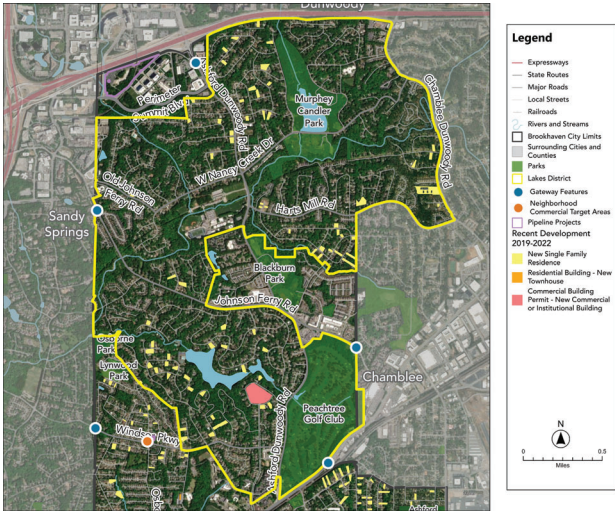
*Table 2. Online Input Webform*

| Comment # | Comment  |
|-----------|--|
| 1         | HOW: what's needed to support a diversifying population is a better sense of community, dedicated spaces for people to gather and SIT DOWN (I haven't seen a bench in Brookhaven in 17 years I live here), closed spaces (with roof and heating and chairs) where people can organize events for the community (group studies, support groups for all ages and needs)  |
| 2         | The survey is all about green living and doesn't address the major problem in Brookhaven village (Dresden corridor, Peachtree Rd intersections at N Druid hills and Dresden. Brookhaven has taken no improvements to Peachtree Rd/Dresden/N Druid hills intersections while adding tons of apartments and a misplaced City Hall.   |
| 3         | Please fix Johnson Ferry & Ashford Dunwoody intersection. Can the Valero be purchased and the additional space be incorporated into a traffic circle?  |
| 4         | Brookhaven Fields has become a nightmare to get commute in and out of. I moved closer to the city to reduce my commute from Gwinnett and now it's just as long trying to get in and out of my neighborhood due to the overdevelopment of bottle-necked neighborhood intersections.   |
| 5         | To achieve the vision, we need to be working to ensure greater emphasis on walking and biking, non-motorized transport. We need to be preserving as much of the tree canopy as possible and adding to it. While we may need more housing, we should be seeking to do so on industrial sites, which does not involve clear felling of trees. We have lost so much of our forests to the endangerment of our people and our natural wildlife in the last 10 years. Developers should be prevented from clear felling sites and work around as many existing trees as possible. |

# Lakes District

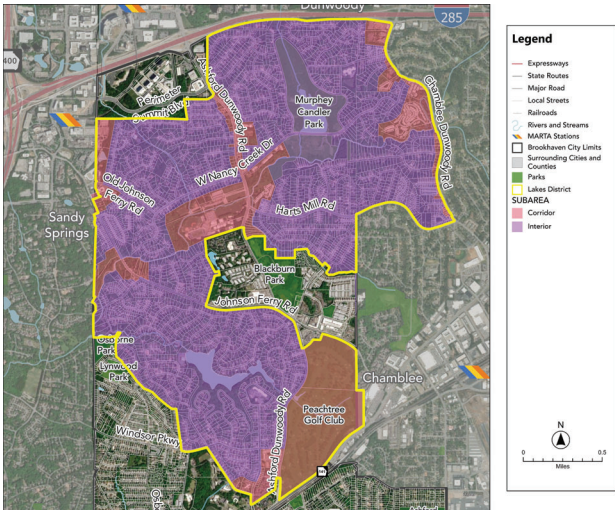
## Current Vision

The vision for this area is for the single-family neighborhoods to be maintained and preserved. Residential infill development should be permitted only if it **maintains the single-family detached character** of the surrounding neighborhood. The Nancy Creek stream corridor has been identified as appropriate for a linear park and trail. An extension of the PATH trail through this area and another extension south along Ashford Dunwoody Road should be investigated.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Lakes District? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|  |                          |
|--|--------------------------|
| Ensure that the proper zoning is in place to maintain the character of the single-family residential neighborhoods with infill development.                          | <input type="checkbox"/> |
| Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.                | <input type="checkbox"/> |
| Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.                                     | <input type="checkbox"/> |
| Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.   | <input type="checkbox"/> |
| Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center Character Area.       | <input type="checkbox"/> |
| Limit the subdivision of lots that will result in increased density throughout neighborhoods.  | <input type="checkbox"/> |
| Maintain required setback and height requirements.   | <input type="checkbox"/> |
| Explore accessory dwelling units that are restricted for use by relatives ("in-law" suites).   | <input type="checkbox"/> |
| Consider semi-cluster homes on 1/3-acre lots.  | <input type="checkbox"/> |
| Establish comfortable walking connections to neighborhood commercial.  | <input type="checkbox"/> |
| Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.  | <input type="checkbox"/> |
| Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.   | <input type="checkbox"/> |
| Improve convenience and safety for bicycles and pedestrians.   | <input type="checkbox"/> |
| Enforce buffer between single-family areas adjacent to Perimeter Center Character Area and ensure transitional uses are contained wholly within the Perimeter Center | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for the Lakes District? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Single-Family Residential | <input type="checkbox"/> |
| Townhomes                 | <input type="checkbox"/> |
| Institutional             | <input type="checkbox"/> |
| Neighborhood Commercial*  | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |

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

## Current Sub-Area Policy

**Are the listed uses, amenities, and development forms for the Lakes District still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.**

| Interior of Character Area                        |                          |
|---|--------------------------|
| Single-family detached homes                      | <input type="checkbox"/> |
| Multi-use trails                                  | <input type="checkbox"/> |
| Neighborhood street with sidewalks and bike lanes | <input type="checkbox"/> |
| Accessory dwelling units                          | <input type="checkbox"/> |
| Pocket neighborhoods                              | <input type="checkbox"/> |
| Along Major Corridors                             |                          |
| • Neighborhood scale retail*                      | <input type="checkbox"/> |
| • Sidewalks with wide grassy strip and lighting   | <input type="checkbox"/> |
| • Sidewalks with paved strip and lighting         | <input type="checkbox"/> |
| • Bike racks, street furniture                    | <input type="checkbox"/> |
| • Protected bike lanes                            | <input type="checkbox"/> |
| • Multi-use trails                                | <input type="checkbox"/> |

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



# Perimeter Center



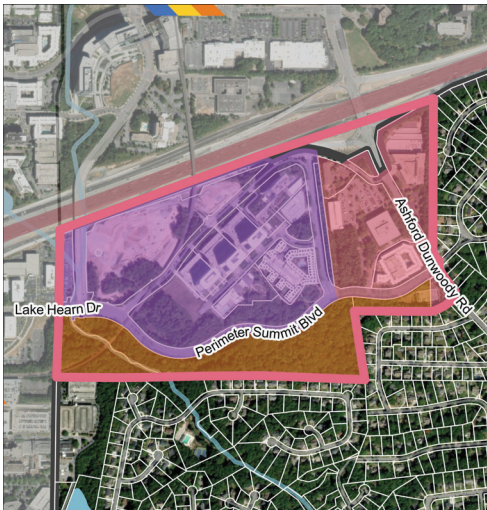
## Current Vision

The vision for this area is for it to remain an area of high-intensity land uses, providing employment opportunities and a diverse tax base to the city. This area is seen as appropriate for additional development, particularly in the form of mixed-use residential and neighborhood commercial development. This area is currently dominated by large-scale office uses. To better diversify the area, additional multi-family development and retail is seen as particularly appropriate for this character area. A potential park designation is seen as appropriate for the forested area south of Lake Hearn Drive, adjacent to the western boundary of the city. Higher densities are more appropriate for areas adjacent to I-285 with a step down in intensity near surrounding residential areas. The character area will be appropriately designed to ensure sufficient buffers and transitions to adjacent areas.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change.



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Perimeter Center? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|   |                          |
|---|--------------------------|
| Coordinate planning efforts with Sandy Springs and Dunwoody, particularly in regards to large development projects that may impact this area  | <input type="checkbox"/> |
| Ensure that the appropriate zoning is in place to foster dense, mixed use development with high quality design.   | <input type="checkbox"/> |
| Investigate adding a nature trail through the wooded area south of Perimeter Summit Parkway   | <input type="checkbox"/> |
| Ensure appropriate buffers and height transitions are provided for uses adjacent to single family neighborhoods.  | <input type="checkbox"/> |
| Ensure DeKalb County Schools are involved in new development proposals that include housing and will have potential impacts on schools.   | <input type="checkbox"/> |
| Incorporate appropriate end-of-trip facilities for bicycle commuters, such as bicycle racks, showers/locker rooms, etc., within new and existing office development.  | <input type="checkbox"/> |
| Work with the Perimeter Center Improvement District to jointly pursue relevant recommendations of the Perimeter Center LCI 10 year update.  | <input type="checkbox"/> |
| Given this area's proximity to an ARC designated Wellness District (St. Joseph's Hospital and Northside Hospital), senior housing and adherence to Lifelong Communities principles are seen as appropriate in this area. The following principles of Lifelong Communities should be followed: <ul style="list-style-type: none"> <li>• Special accommodations should be made for vanpools, shuttle services and Human Services Transportation (HST).</li> <li>• Improve sidewalk connectivity, calm traffic and provide pedestrian refuge islands where necessary.</li> <li>• Pedestrian crossings should employ signal timing suitable for slower walking speeds.</li> <li>• Promote mixed-use development and proximity between single-use developments.</li> <li>• Follow design standards set forth for ADA compliance and AARP recommendations.</li> </ul> | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for the Perimeter Center? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                          |                          |
|--------------------------|--------------------------|
| Office                   | <input type="checkbox"/> |
| Multi-Family Residential | <input type="checkbox"/> |
| Townhomes                | <input type="checkbox"/> |
| Hotel                    | <input type="checkbox"/> |
| Mixed Use                | <input type="checkbox"/> |
| Retail                   | <input type="checkbox"/> |
| Neighborhood Commercial  | <input type="checkbox"/> |
| Parks and Recreation     | <input type="checkbox"/> |

## Current Sub-Area Policy

**Are the drafted subarea policies for the Perimeter Center still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.**

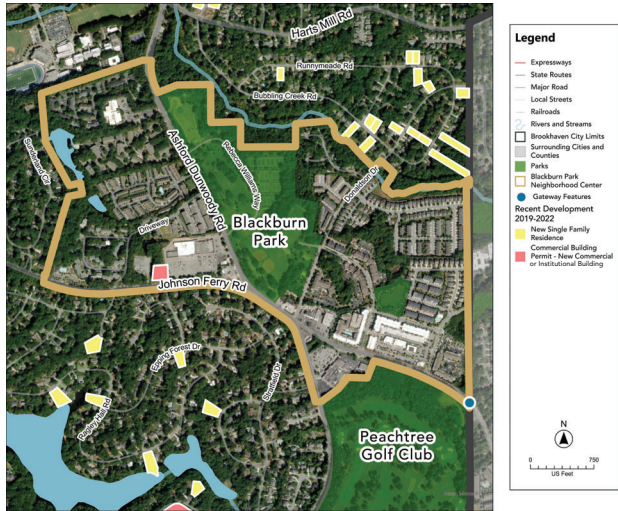
| Interior of Character Area |                          |
|----------------------------|--------------------------|
|                            | <input type="checkbox"/> |
|                            | <input type="checkbox"/> |
|                            | <input type="checkbox"/> |
|                            | <input type="checkbox"/> |
| Transition Areas           |                          |
|                            | <input type="checkbox"/> |
| Along Major Corridors      |                          |
|                            | <input type="checkbox"/> |
|                            | <input type="checkbox"/> |
|                            | <input type="checkbox"/> |
|                            | <input type="checkbox"/> |



# Blackburn Park Neighborhood Center

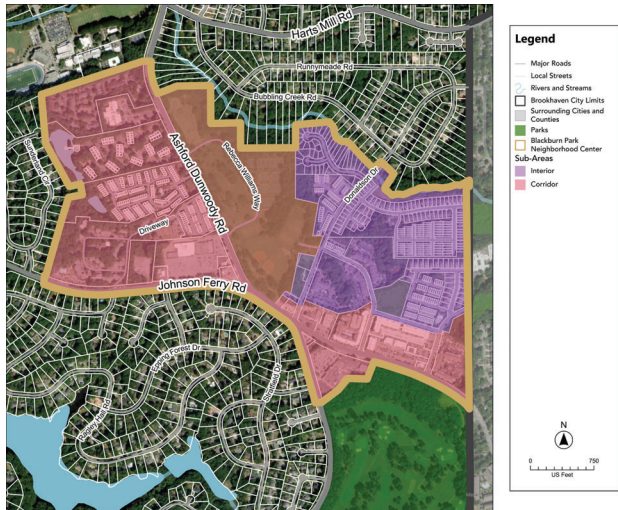
## Current Vision

The vision for this area is for it to continue to develop into a walkable neighborhood mixed-use center, through the strategic redevelopment of existing uses. This area should exhibit characteristics in which the pedestrian has priority over the automobile. Redevelopment into pedestrian-friendly neighborhood commercial and mixed-use developments are seen as appropriate for this area.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



## Additional Comments?

## Current Character Area Land Use Policy

| Do you agree with the current land use policies for the Blackburn Park? If yes, leave it blank. If no, place a red dot for no next to the policy.      |  |
|--|--|
| Incorporate a series of safe pedestrian crossings along Johnson Ferry Road and Ashford Dunwoody Road to promote pedestrian connectivity.               |  |
| Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.                               |  |
| Develop a more user friendly mixed-use zoning district to be applied in this area.   |  |
| Pursue opportunities to connect existing path network with new pedestrian connections.   |  |
| Implement streetscaping standards that promote walkability along portions of Johnson Ferry Road and Ashford Dunwoody Road.                             |  |
| Expand and amend the Pedestrian Community (PC) zoning district in this area per the recommendations of the Ashford Dunwoody Master Active Living Plan. |  |
| Implement improvements to Blackburn Park per the recommendations of the Parks and Recreation Master Plan.  |  |
| Focus on redevelopment of existing commercial uses in the Blackburn Park Character Area before considering new construction                            |  |
| Coordinate with Park and Recreation Department to address light pollution issues/nuisance resulting from usage of Blackburn Park fields.               |  |
| Increase the availability of passive recreational spaces.  |  |
| Establish comfortable walking connections to neighborhood commercial.  |  |
| Develop path to connect Blackburn Park and Murphey Candler Park.   |  |
| Improve connection from Blackburn Park to the Cowart Family/Ashford-Dunwoody YMCA.   |  |
| Improve convenience and safety for bicycles and pedestrians.   |  |

| Do you agree with the appropriate land uses for the Blackburn Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use. |  |
|---|--|
| Mixed-Use   |  |
| Multi-Family Residential  |  |
| Townhomes   |  |
| Single-Family Residential   |  |
| Institutional   |  |
| Neighborhood Commercial   |  |
| Parks and Recreation  |  |

## Current Sub-Area Policy

| Are the listed uses, amenities, and development forms for Blackburn Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy. |  |
|--|--|
| <b>Interior of Character Area</b>  |  |
| Single-family detached homes   |  |
| Multi-use gravel trails  |  |
| Multi-use urban trails   |  |
| Multi-use asphalt/concrete trails  |  |
| Neighborhood street with sidewalks and bike lanes  |  |
| Accessory dwelling units   |  |
| <b>Along Major Corridors</b>   |  |
| Single-family attached townhomes   |  |
| Suburban-type neighborhood commercial (3 stories with greenspace)  |  |
| Neighborhood scale retail  |  |
| Sidewalks with wide grassy strip and lighting  |  |
| Sidewalks with paved strip and lighting  |  |
| Bike racks, street furniture   |  |
| Protected bike lanes   |  |
| Multi-use urban trails   |  |

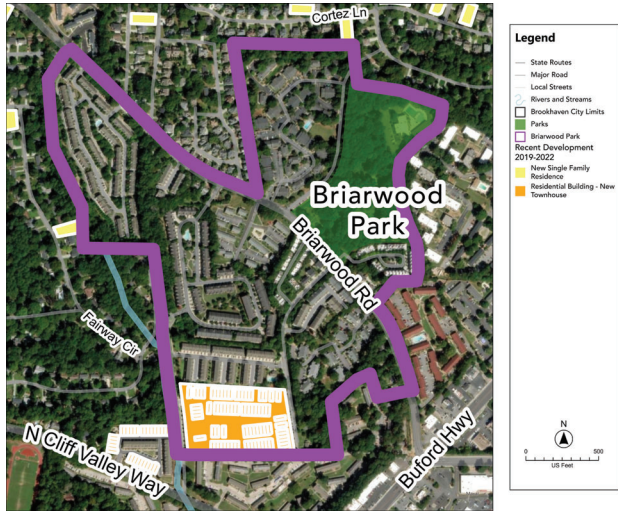


# Briarwood Park



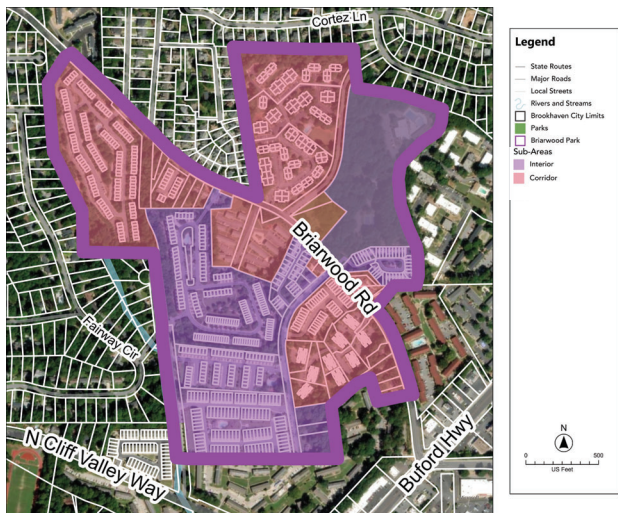
## Current Vision

The vision for the Briarwood Park Character Area is to continue to be an area of high-quality, higher-density townhome and condominium development. Major land use changes which deviate from the existing land use mix are not seen as appropriate for this area. Briarwood Park itself should be maintained and improved as necessary to continue to provide recreational opportunities within comfortable walking distance of area residents. The future vision also includes a more complete sidewalk network along Briarwood Road and safe pedestrian crossings that would serve to better link the park to surrounding developments.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Briarwood Park? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|  |                          |
|--|--------------------------|
| Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points. | <input type="checkbox"/> |
| Ensure that the area is properly zoned to ensure a mix of appropriate land uses.   | <input type="checkbox"/> |
| Ensure that new developments provide connectivity to Buford Highway activity center area.  | <input type="checkbox"/> |
| Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.  | <input type="checkbox"/> |
| Preserve the tree canopy through ensuring adequate protections within the tree ordinance.  | <input type="checkbox"/> |
| Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.              | <input type="checkbox"/> |
| Promote aging in place and more affordable housing by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.  | <input type="checkbox"/> |
| Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.   | <input type="checkbox"/> |
| Preserve the residential character of the Character Area.  | <input type="checkbox"/> |
| Explore relocating utilities underground.  | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for the Briarwood Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Multi-Family Residential  | <input type="checkbox"/> |
| Townhomes                 | <input type="checkbox"/> |
| Single-Family Residential | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |
| Institutional             | <input type="checkbox"/> |

## Current Sub-Area Policy

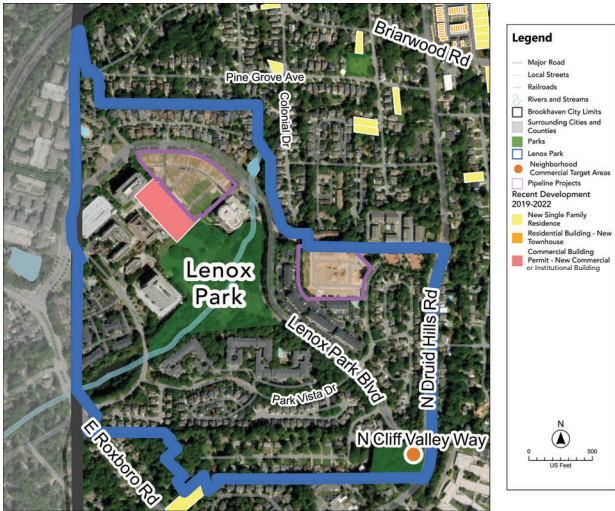
**Are the listed uses, amenities, and development forms for Briarwood Park still relevant? If yes, leave it blank. If no, place a red dot next to the policy.**

| Interior of Character Area                              |                          |
|---|--------------------------|
| Single-family attached townhomes                        | <input type="checkbox"/> |
| Single-family attached duplexes                         | <input type="checkbox"/> |
| Single-family attached live/work units                  | <input type="checkbox"/> |
| Single-family detached homes                            | <input type="checkbox"/> |
| Sidewalks on neighborhood streets with bike lanes       | <input type="checkbox"/> |
| Multi-use asphalt/concrete trails                       | <input type="checkbox"/> |
| Single-family detached (narrow structure on narrow lot) | <input type="checkbox"/> |
| Tiny homes  | <input type="checkbox"/> |
| Accessory dwelling units                                | <input type="checkbox"/> |
| Pocket neighborhoods                                    | <input type="checkbox"/> |
| Mixed-use residential with shared garden                | <input type="checkbox"/> |
| Mixed-income with detached and attached housing         | <input type="checkbox"/> |
| Along Major Corridors like Briarwood Road               |                          |
| Multi-Family Apartments                                 | <input type="checkbox"/> |
| Sidewalks with wide grassy strip and lighting           | <input type="checkbox"/> |
| Sidewalks with narrow paved strip and lighting          | <input type="checkbox"/> |
| Bike racks, street furniture                            | <input type="checkbox"/> |
| Protected bike lanes                                    | <input type="checkbox"/> |
| Co-working space  | <input type="checkbox"/> |
| Retail/artist lofts                                     | <input type="checkbox"/> |

# Lenox Park

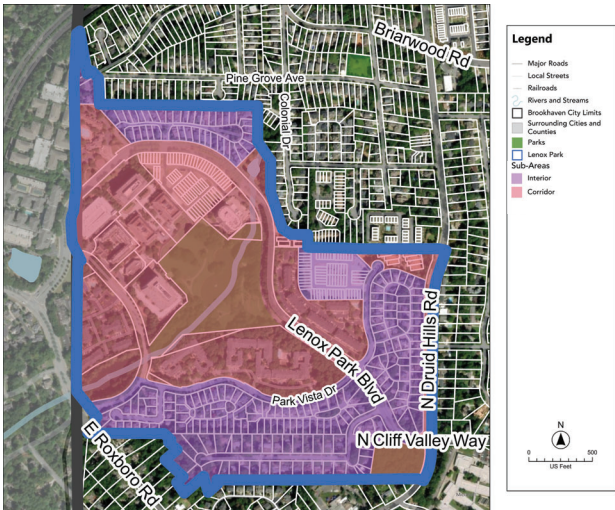
## Current Vision

This vision for this Character Area is for it evolve into a more vibrant 'live-work-play' environment. The area currently contains significant 'live' and 'work' components, but lacks a 'play' component. This could be addressed through adding more destinations, which may include restaurants, coffee shops, neighborhood commercial and services. The area includes significant open space that could accommodate additional development. Previous planning efforts for this area have identified it as being appropriate for town center style compact mixed-use development.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Lenox Park? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|   |                          |
|---|--------------------------|
| Conduct a small-area planning study within Lenox Park. This study should include a concept plan identifying areas appropriate for additional development and the appropriate scale and type of development. It should also recommend any needed changes to land use regulations to help facilitate the desired development types. | <input type="checkbox"/> |
| Develop a new more user friendly mixed-use zoning district to be applied in this area.  | <input type="checkbox"/> |
| Encourage neighborhood commercial and mixed-use development with a retail component within this area.   | <input type="checkbox"/> |
| Encourage neighborhood commercial that promotes walking, not driving.   | <input type="checkbox"/> |
| Maintain the central walking trail and passive open spaces.   | <input type="checkbox"/> |
| Improve pedestrian accessibility and crosswalks.  | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for the Lenox Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Single-Family Residential | <input type="checkbox"/> |
| Multi-Family Residential  | <input type="checkbox"/> |
| Neighborhood Commercial   | <input type="checkbox"/> |
| Hotel                     | <input type="checkbox"/> |
| Office                    | <input type="checkbox"/> |
| Townhomes                 | <input type="checkbox"/> |
| Mixed-Use                 | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |

## Current Sub-Area Policy

**Are the listed uses, amenities, and development forms for Lenox Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.**

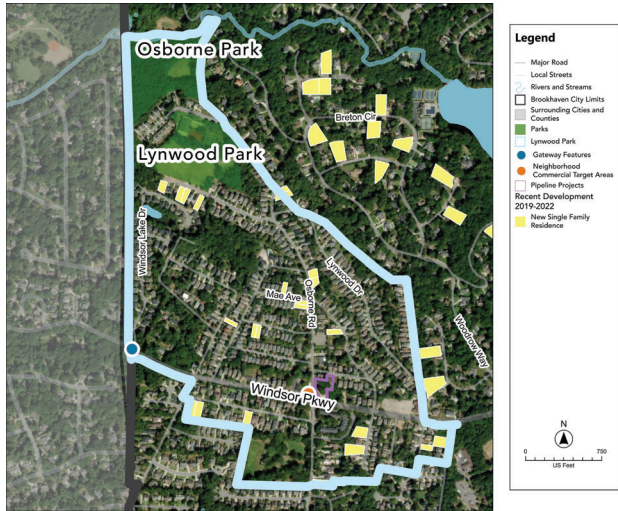
| Interior of Character Area   |                          |
|--|--------------------------|
| Single-family detached homes                                       | <input type="checkbox"/> |
| Single-family attached duplexes                                    | <input type="checkbox"/> |
| Neighborhood scale retail  | <input type="checkbox"/> |
| Neighborhood scale mixed-use residential/retail/office (3 stories) | <input type="checkbox"/> |
| Sidewalks with wide grassy strip and lighting                      | <input type="checkbox"/> |
| Sidewalks with paved strip and lighting                            | <input type="checkbox"/> |
| Bike lanes, bike racks, street furniture                           | <input type="checkbox"/> |
| Multi-use urban trails   | <input type="checkbox"/> |
| Multi-use gravel trails  | <input type="checkbox"/> |
| Multi-use asphalt/concrete trails                                  | <input type="checkbox"/> |
| Along Major Corridors  |                          |
| Single-family attached townhomes                                   | <input type="checkbox"/> |
| Single family attached live/work units                             | <input type="checkbox"/> |
| Co-working space   | <input type="checkbox"/> |
| Neighborhood scale mixed-use residential/retail/office (4 stories) | <input type="checkbox"/> |
| Neighborhood street with sidewalks and bike lanes                  | <input type="checkbox"/> |
| Protected bike lanes   | <input type="checkbox"/> |
| Multi-use gravel trails  | <input type="checkbox"/> |



# Lynwood Park

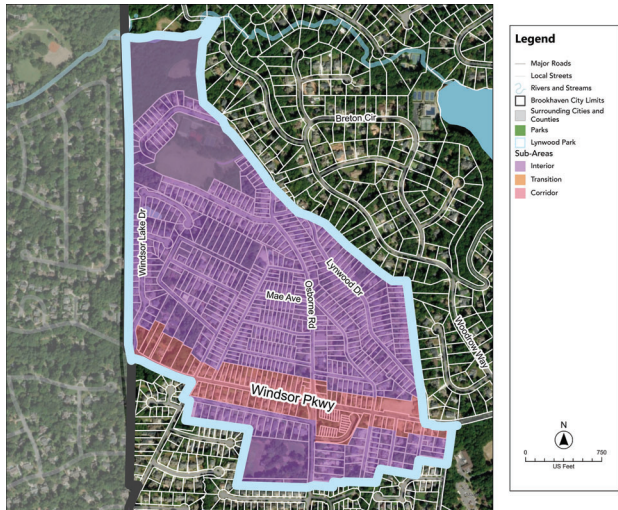
## Current Vision

The vision for this area is for it to maintain the current character of a traditional neighborhood. This includes single-family homes on narrow lots with short setbacks and small block sizes. Infill residential development should only be permitted if it complements the character of the traditional neighborhood elements found in this Character Area. There is currently one small neighborhood commercial use found near the intersection of Windsor Parkway and Osborne Road. The development of additional neighborhood commercial uses is desired for this intersection.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change.



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Lynwood Park? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|  |                          |
|--|--------------------------|
| Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.   | <input type="checkbox"/> |
| Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.  | <input type="checkbox"/> |
| Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.   | <input type="checkbox"/> |
| Preserve the tree canopy through ensuring adequate protections within the tree ordinance.  | <input type="checkbox"/> |
| Update the zoning code to provide for infill compatibility.  | <input type="checkbox"/> |
| Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations: <ul style="list-style-type: none"> <li>• Rezone favorably to allow additional retail and restaurant uses</li> <li>• Relax setbacks and minimum lot size requirements to match existing conditions</li> <li>• Reduce parking requirements per zoning to minimum restaurant needs</li> <li>• Consider resident-only parking zone along adjacent streets</li> <li>• Allow commercial use on smaller lots</li> </ul> | <input type="checkbox"/> |
| Allow subdivision of larger lots with minimum lot size of R-50.  | <input type="checkbox"/> |
| Explore options to improve mobility along Windsor Parkway such as traffic calming, flow improvement; sidewalks and/or bicycle lanes.   | <input type="checkbox"/> |
| Promote aging in place and more affordable housing through zoning by exploring alternative development types such as accessory dwelling units; pocket neighborhoods; and mixed-income neighborhoods with attached and detached housing types.  | <input type="checkbox"/> |
| Explore potential of "Morrison Farms" property as active and passive recreation, townhomes, cluster homes or more affordable housing development.  | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for Lynwood Park? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Single-Family Residential | <input type="checkbox"/> |
| Townhomes                 | <input type="checkbox"/> |
| Institutional             | <input type="checkbox"/> |
| Neighborhood Commercial   | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |

## Current Sub-Area Policy

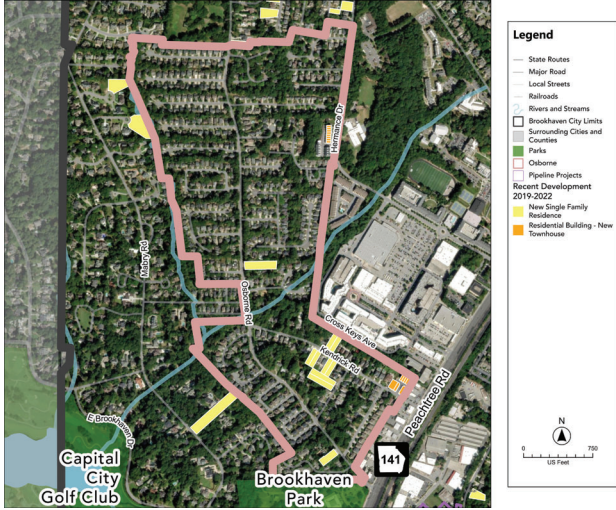
**Are the listed uses, amenities, and abatement forms for Lynwood Park still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.**

| Interior of Character Area                          |                          |
|---|--------------------------|
| Single-family detached homes                        | <input type="checkbox"/> |
| Sidewalks along neighborhood streets                | <input type="checkbox"/> |
| Multi-use urban, gravel and asphalt/concrete trails | <input type="checkbox"/> |
| Accessory dwelling units                            | <input type="checkbox"/> |
| Pocket neighborhoods                                | <input type="checkbox"/> |
| Along Major Corridors                               |                          |
| Single-family attached townhomes                    | <input type="checkbox"/> |
| Single-family attached duplexes                     | <input type="checkbox"/> |
| Single-family attached, live/work                   | <input type="checkbox"/> |
| Single-family detached homes                        | <input type="checkbox"/> |
| Neighborhood scale retail                           | <input type="checkbox"/> |
| Sidewalks with paved strip and lighting             | <input type="checkbox"/> |
| Sidewalks with wide grassy strip and lighting       | <input type="checkbox"/> |
| Bike racks, street furniture                        | <input type="checkbox"/> |
| Neighborhood streets with sidewalks and bike lanes  | <input type="checkbox"/> |
| Multi-use urban trails                              | <input type="checkbox"/> |
| Pocket neighborhoods                                | <input type="checkbox"/> |
| Mixed-income detached/attached housing options      | <input type="checkbox"/> |
| Protected bike lanes                                | <input type="checkbox"/> |

# Osborne

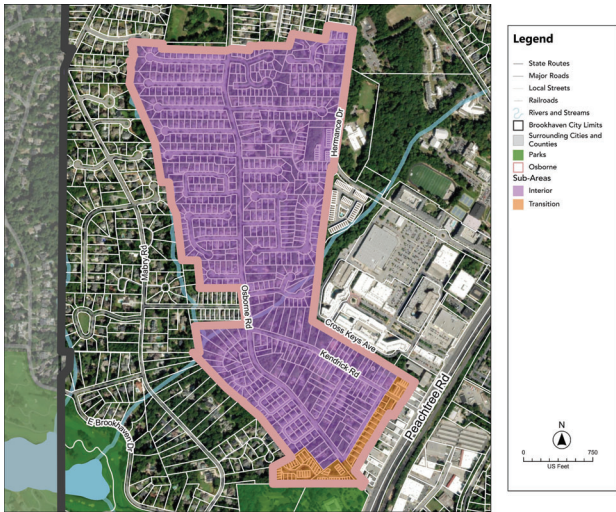
## Current Vision

The vision for the Osborne Character Area is to preserve and maintain the existing residential neighborhoods, while promoting improved connectivity **where possible**. The current cul-de-sac development **pattern provides a sense of privacy and security to residents, but does limit** pedestrian and vehicular connectivity by creating a series of dead-end streets. Opportunities to connect these streets through pedestrian or bicycle connections should be pursued **only as the area, and community desires, change over time**. Only single-family residential and parks and recreationland uses are seen as appropriate for this area.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

| Do you agree with the current land use policies for Osborne?<br>If yes, leave it blank. If no, place a red dot for no next to the policy.                                |                          |
|--|--------------------------|
| Ensure that the appropriate zoning is in place to maintain the character of the existing single-family residential neighborhood.   | <input type="checkbox"/> |
| Promote strategies that encourage walking/biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.             | <input type="checkbox"/> |
| Preserve the tree canopy through ensuring adequate protections within the tree ordinance.  | <input type="checkbox"/> |
| Allow subdivision of larger lots with minimum lot size of R-50.  | <input type="checkbox"/> |
| Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single-family neighborhoods to ensure appropriate and gradual height and density transitions. | <input type="checkbox"/> |
| Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.   | <input type="checkbox"/> |
| Explore opportunities to protect Character Area residents against parking overflow from the Peachtree Corridor Overlay District.   | <input type="checkbox"/> |

| Do you agree with the appropriate land uses for Osborne?<br>If yes, leave it blank. If no, place a red dot for "no" next to the land use. |                          |
|---|--------------------------|
| Single-Family Residential   | <input type="checkbox"/> |
| Townhomes   | <input type="checkbox"/> |
| Parks and Recreation  | <input type="checkbox"/> |

## Current Sub-Area Policy

| Are the uses, amenities, and development forms for Osborne still relevant?<br>If yes, leave it blank. If no, place a red dot for "no" next to the policy. |                          |
|---|--------------------------|
| <b>Interior of Character Area</b>   |                          |
| Single-family detached homes  | <input type="checkbox"/> |
| Neighborhood streets with sidewalks and bike lanes  | <input type="checkbox"/> |
| Pocket neighborhoods  | <input type="checkbox"/> |
| <b>Transition Areas</b>   |                          |
| Neighborhood streets with sidewalks and bike lanes  | <input type="checkbox"/> |
| Multi-use urban trails  | <input type="checkbox"/> |



Comprehensive Plan  
**Brookhaven**  
BOUND FOR 2044

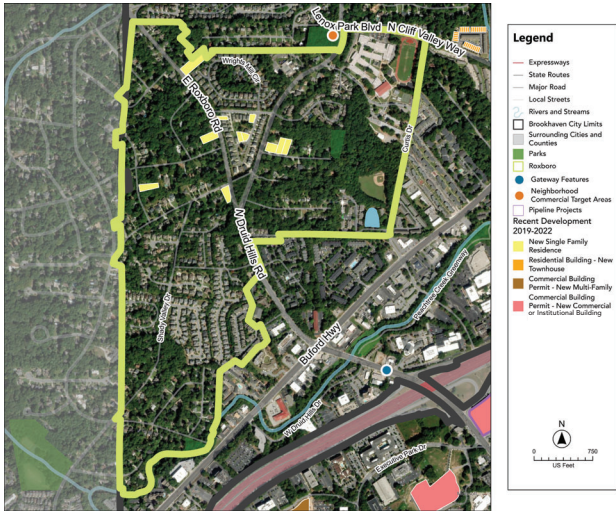
PLAN FOR 2044



# Roxboro

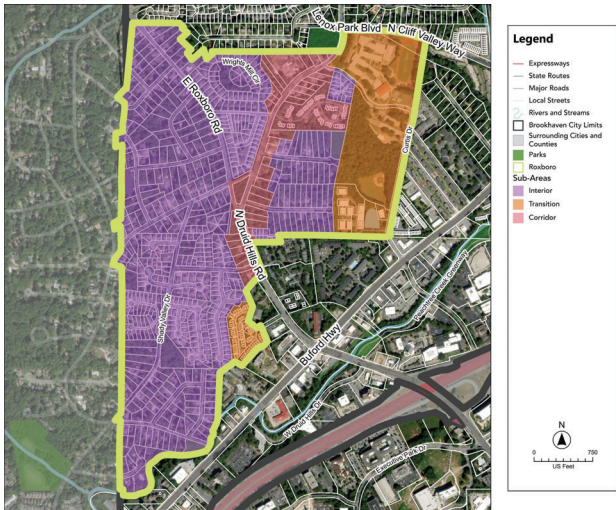
## Current Vision

The vision for the Roxboro Character Area is to maintain, preserve, and enhance the existing single-family residential neighborhoods. Residential infill development should only be permitted if it **maintains the current residential form. Subdivision of current single-family lots for the purpose of rezoning to a higher density is discouraged.** The southwestern portion of the city currently lacks public park space and this has been identified as an important unmet need. The vision for this area is to incorporate new park space to better serve local residents.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

| Do you agree with the current land use policies for Roxboro?<br>If yes, leave it blank. If no, place a red dot for no next to the policy.        |                          |
|--|--------------------------|
| Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city               | <input type="checkbox"/> |
| Preserve the tree canopy through ensuring adequate protections within the tree ordinance.  | <input type="checkbox"/> |
| Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard. | <input type="checkbox"/> |
| Update the zoning code to provide for infill compatibility.  | <input type="checkbox"/> |
| Maintain single-family detached housing in interior of Character Area.   | <input type="checkbox"/> |
| Maintain current density allowed by district.  | <input type="checkbox"/> |
| Consider low-density townhouses along North Cliff Valley.  | <input type="checkbox"/> |
| Restrict high-density development.   | <input type="checkbox"/> |
| Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.   | <input type="checkbox"/> |
| Encourage neighborhood commercial that promotes walking, not driving.  | <input type="checkbox"/> |
| Pursue pocket parks instead of regional parks.   | <input type="checkbox"/> |
| Establish passive parks, without night lighting for active recreation.   | <input type="checkbox"/> |

| Do you agree with the appropriate land uses for Roxboro?<br>If yes, leave it blank. If no, place a red dot for "no" next to the land use. |                          |
|---|--------------------------|
| Single-Family Residential   | <input type="checkbox"/> |
| Neighborhood Commercial   | <input type="checkbox"/> |
| Institutional   | <input type="checkbox"/> |

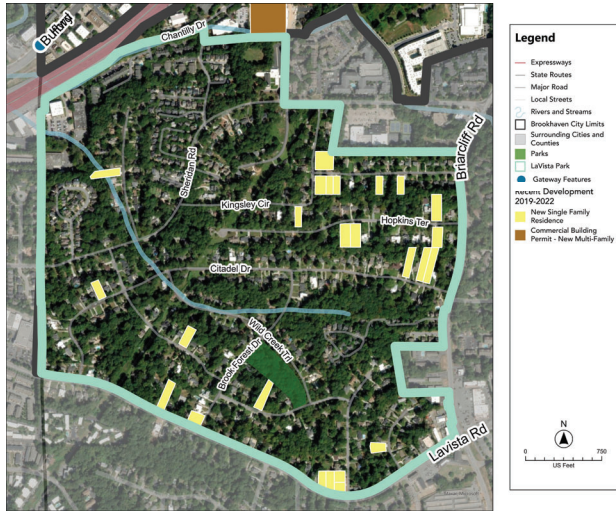
## Current Sub-Area Policy

| Are the uses, amenities, and development forms for Roxboro still relevant?<br>If yes, leave it blank. If no, place a red dot for "no" next to the policy. |                          |
|---|--------------------------|
| <b>Interior of Character Area</b>   |                          |
| Single-family detached homes  | <input type="checkbox"/> |
| Neighborhood scale retail   | <input type="checkbox"/> |
| Neighborhood street with sidewalks and bike lanes   | <input type="checkbox"/> |
| Multi-use gravel trails   | <input type="checkbox"/> |
| <b>Transition Areas</b>   |                          |
| Single-family attached townhomes  | <input type="checkbox"/> |
| Sidewalks with grass strip with lighting  | <input type="checkbox"/> |
| Bike racks, street furniture  | <input type="checkbox"/> |
| Multi-use asphalt/concrete trails   | <input type="checkbox"/> |
| <b>Along Major Corridors</b>  |                          |
| Sidewalks with wide grassy strip and lighting   | <input type="checkbox"/> |
| Sidewalks with paved strip and lighting   | <input type="checkbox"/> |
| Bike racks, street furniture  | <input type="checkbox"/> |
| Protected bike lanes  | <input type="checkbox"/> |
| Multi-use urban trails  | <input type="checkbox"/> |

# LaVista Park

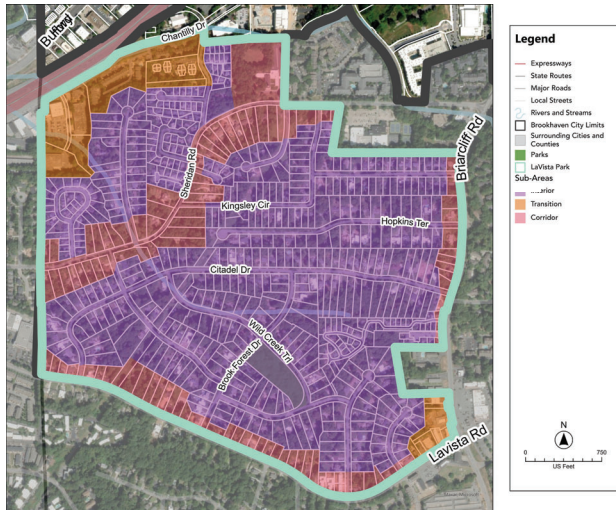
## Current Vision

A tight-knit community, LaVista Park is a neighborhood of single-family homes and wooded areas that is well connected to nearby retail and job centers. Its walkability, safety, and peacefulness further its desirability as a place to call home.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

| Do you agree with the current land use policies for LaVista Park?<br>If yes, leave it blank. If no, place a red dot for no next to the policy.  |                          |
|---|--------------------------|
| Ensure that the proper zoning protections are in place to maintain the character of the single-family residential neighborhood, including buffers to non-residential uses, light reduction, and neighborhood sensitive noise controls | <input type="checkbox"/> |
| Protect single-family neighborhoods from encroachment by higher-intensity land uses   | <input type="checkbox"/> |
| Continue to coordinate and work with the LaVista Park Civic Association   | <input type="checkbox"/> |
| Maintain required setback and height requirements   | <input type="checkbox"/> |
| Establish safe, comfortable walking connections on arterials to nearby commercial areas.  | <input type="checkbox"/> |
| Evaluate context-sensitive options for traffic calming to reduce cut-through traffic, considering overall traffic flow impacts and creative design solutions  | <input type="checkbox"/> |
| Explore the possibility of a trail in the utility corridor easement that will connect to the trails and sidewalks proposed at Emory at Executive Park in Brookhaven   | <input type="checkbox"/> |
| Ensure protection of the healthy tree canopy is prioritized in the revision of the City's tree ordinance  | <input type="checkbox"/> |
| Define a clear vision for the area around Chantilly Drive through the Livable Centers Initiative update or small area study.  | <input type="checkbox"/> |
| Limit development that will add to roadway congestion   | <input type="checkbox"/> |
| Work with Brookhaven Police Department and the LaVista Park Civic Association to proactively address and mitigate safety concerns.  | <input type="checkbox"/> |
| Identify and implement opportunities to further the area's bike friendliness  | <input type="checkbox"/> |

| Do you agree with the appropriate land uses for LaVista Park?<br>If yes, leave it blank. If no, place a red dot for "no" next to the land use. |                          |
|--|--------------------------|
| Single-Family Residential  | <input type="checkbox"/> |
| Institutional  | <input type="checkbox"/> |
| Neighborhood Commercial (in transition areas only)   | <input type="checkbox"/> |
| Parks and Recreation   | <input type="checkbox"/> |

## Current Sub-Area Policy

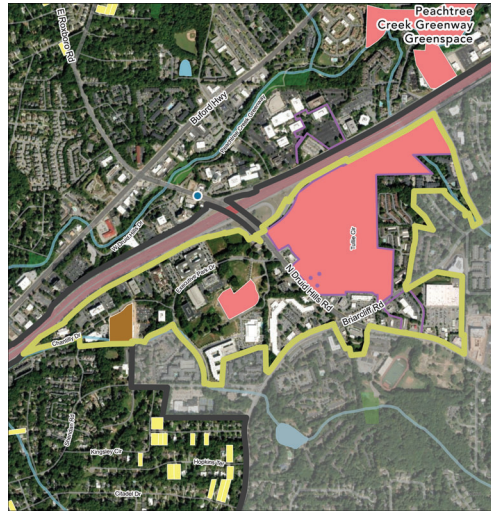
| Are the listed uses, amenities, and development forms for LaVista Park still relevant?<br>If yes, leave it blank. If no, place a red dot for "no" next to the policy. |                          |
|---|--------------------------|
| <b>Interior of Character Area</b>   |                          |
| Single-family detached homes  | <input type="checkbox"/> |
| Context-sensitive infill  | <input type="checkbox"/> |
| Passive, wooded park space  | <input type="checkbox"/> |
| Traffic-calming, when part of a comprehensive traffic solution  | <input type="checkbox"/> |
| <b>Transition Areas</b>   |                          |
| Neighborhood commercial   | <input type="checkbox"/> |
| Townhomes   | <input type="checkbox"/> |
| Institutional   | <input type="checkbox"/> |
| Buffers when adjacent to single-family detached homes   | <input type="checkbox"/> |
| <b>Along Major Corridors</b>  |                          |
| Single-family detached homes  | <input type="checkbox"/> |
| Sidewalks with wide grassy strip, lighting, and safe crossings  | <input type="checkbox"/> |



# Briarhills Innovation District

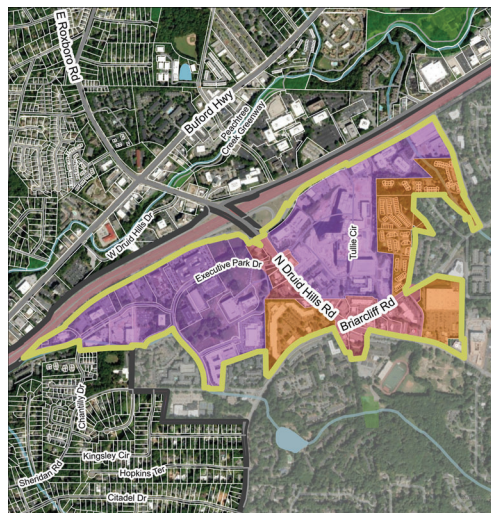
## Current Vision

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.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

Do you agree with the current land use policies for the Briarhills Innovation District? If yes, leave it blank. If no, place a red dot for no next to the policy.

|   |                          |
|---|--------------------------|
| Remove area from the Buford Highway Overlay and consider the addition of a new overlay more reflective of the envisioned character  | <input type="checkbox"/> |
| Improve pedestrian connectivity and safety on North Druid Hills Road NE and Briarcliff Road NE  | <input type="checkbox"/> |
| Create pedestrian links across Interstate-85 through the construction of CHOA's connection to the Peachtree Creek Greenway in the north and a potential pedestrian bridge to the south near Executive Park Drive South NE   | <input type="checkbox"/> |
| Continue to facilitate open communications between CHOA, Emory, and the community regarding ongoing development and construction with a particular focus on buffers as well as light, noise, and traffic mitigation efforts | <input type="checkbox"/> |
| Identify opportunities for placemaking and branding, including gateways and public art—integrate and implement as a part of Brookhaven's Arts & Culture Master Plan   | <input type="checkbox"/> |
| Evaluate opportunities to provide a stronger buffer between intense commercial/institutional land uses and lower scaled residential   | <input type="checkbox"/> |
| Improve pedestrian connectivity with adjacent neighborhoods both in Brookhaven and in unincorporated DeKalb County  | <input type="checkbox"/> |
| Clarify and communicate public access opportunities to proposed green space at CHOA and the Emory at Executive Park in Brookhaven campuses  | <input type="checkbox"/> |
| Evaluate multi-modal transportation options to help alleviate congestion on arterials   | <input type="checkbox"/> |
| Encourage workforce housing opportunities in new development  | <input type="checkbox"/> |
| Encourage better connectivity between Brighton Park's commercial/retail uses and Emory at Executive Park in Brookhaven  | <input type="checkbox"/> |

Do you agree with the appropriate land uses for the Briarhills Innovation District? If yes, leave it blank. If no, place a red dot for "no" next to the land use.

|                          |                          |                         |                          |
|--------------------------|--------------------------|-------------------------|--------------------------|
| Multi-Family Residential | <input type="checkbox"/> | Mixed-Use               | <input type="checkbox"/> |
| Commercial/Retail        | <input type="checkbox"/> | Parks and Recreation    | <input type="checkbox"/> |
| Institutional            | <input type="checkbox"/> | Hotel                   | <input type="checkbox"/> |
| Office                   | <input type="checkbox"/> | Neighborhood Commercial | <input type="checkbox"/> |
| Townhomes                | <input type="checkbox"/> | Light Industrial*       | <input type="checkbox"/> |

\*on medical campus only

## Current Sub-Area Policy

Are the listed the uses, amenities, and development forms for the Briarhills Innovation District still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

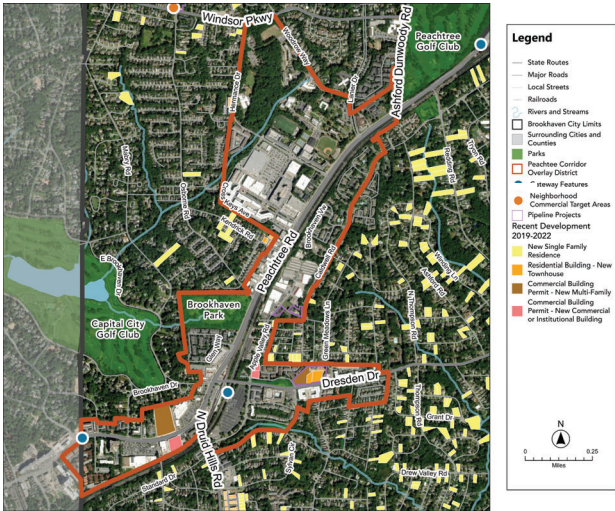
| Interior of Character Area |                          |
|----------------------------|--------------------------|
| Institutional              | <input type="checkbox"/> |
| Greenspace                 | <input type="checkbox"/> |
| Mixed-Use                  | <input type="checkbox"/> |
| Hotel                      | <input type="checkbox"/> |
| Multi-family residential   | <input type="checkbox"/> |
| Multi-use paths            | <input type="checkbox"/> |
| Light industrial           | <input type="checkbox"/> |
| Transition Areas           |                          |
| Townhomes                  | <input type="checkbox"/> |
| Sidewalks                  | <input type="checkbox"/> |
| Multi-use trails           | <input type="checkbox"/> |
| Neighborhood commercial    | <input type="checkbox"/> |
| Along Major Corridors      |                          |
| Mixed-use                  | <input type="checkbox"/> |
| Commercial/retail          | <input type="checkbox"/> |
| Townhomes                  | <input type="checkbox"/> |



# Peachtree Corridor Overlay District

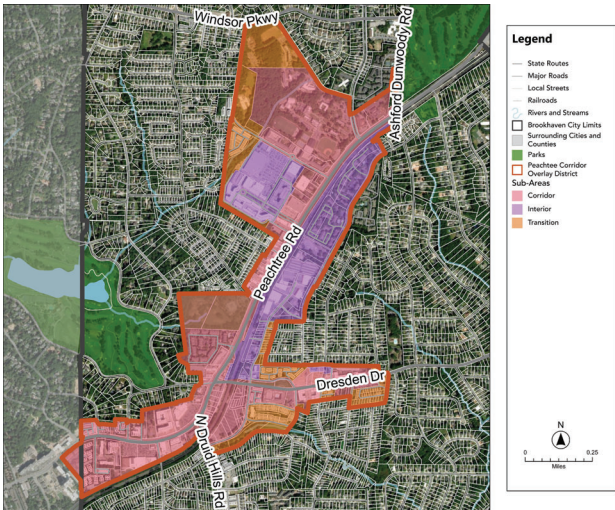
## Current Vision

The vision for the Peachtree Road corridor is for the area to continue to transition into a pedestrianfriendly urban boulevard with medium-density, multi-story mixed-use development centered around the Brookhaven MARTA station. Low-rise commercial uses will be redeveloped into mixed-use developments that incorporate a mixture of office, civic, multifamily residential and retail uses. This character area is an appropriate location for a permanent City Hall/ Government Complex. The vision also includes a redesigned and improved Brookhaven Park resulting in a more open, accessible, and inviting public space. Given the parks central location it has the ability to serve as Brookhaven's 'Central Park' hosting city-wide events



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Peachtree Corridor Overlay District? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|  |  |
|--|--|
| Complete a strategic plan to identify the location of Brookhaven's permanent City Hall and civic land uses.  |  |
| Pursue recommendations of the Parks and Recreation Master Plan to make improvements at Brookhaven Park.  |  |
| Update the Peachtree-Brookhaven Overlay District to clarify ambiguous language.  |  |
| Establish gateways at entrance and exit points of City along Peachtree Road.   |  |
| Develop a more user-friendly mixed-use zoning district to be applied in this area.   |  |
| Encourage the redevelopment of key vacant or underutilized parcels to further the vision of the Peachtree Brookhaven LCI study.                    |  |
| Coordinate with and leverage MARTA Transit Oriented Development initiative at Brookhaven MARTA station to further community's vision for the area. |  |

**Do you agree with the appropriate land uses for the Peachtree Corridor Overlay District? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                          |  |
|--------------------------|--|
| Office                   |  |
| Multi-family residential |  |
| Townhomes                |  |
| Hotel                    |  |
| Mixed-use                |  |
| Retail                   |  |
| Neighborhood commercial  |  |
| Parks and recreation     |  |

## Current Sub-Area Policy

**Are listed uses, amenities, and development forms for Peachtree Corridor Overlay District still relevant? If yes, leave it blank. If no, place a red dot next to the policy.**

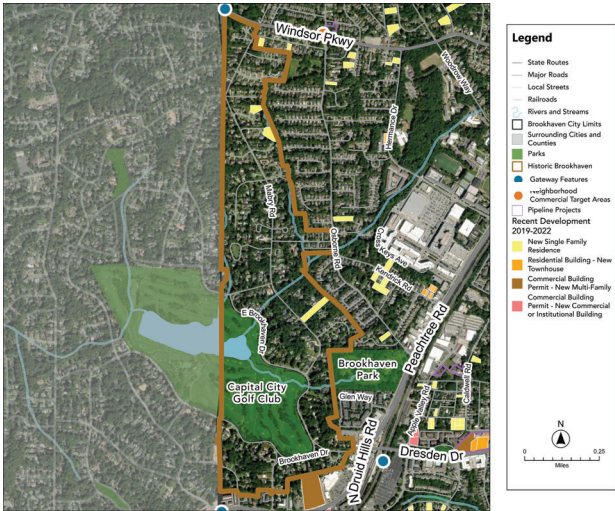
|                                   |  |
|-----------------------------------|--|
| <b>Interior of Character Area</b> |  |
|                                   |  |
|                                   |  |
|                                   |  |
|                                   |  |
|                                   |  |
| <b>Transition Areas</b>           |  |
|                                   |  |
| <b>Along Major Corridors</b>      |  |
|                                   |  |
|                                   |  |
|                                   |  |
|                                   |  |

# Historic Brookhaven



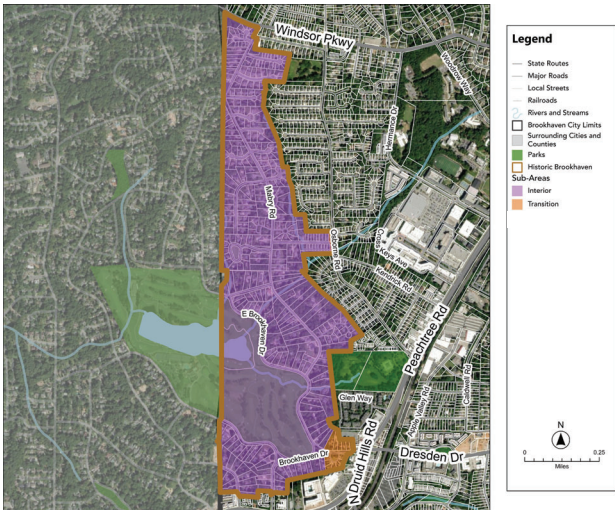
## Current Vision

The vision for this area calls for the preservation of the golf course and existing historic structures to maintain the neighborhood's architectural heritage. It also calls for the preservation of the large-lot residential character in historic and more recently developed areas. Higher-density residential forms and non-residential land uses are not deemed to be appropriate within this Character Area, which extends from lots abutting Peachtree Road development in the south to Windsor Parkway in the north.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change.



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for Historic Brookhaven? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|   |                          |
|---|--------------------------|
| Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 square feet or roughly 1/3 of an acre) to ensure the large lot residential character is retained. | <input type="checkbox"/> |
| Conduct a neighborhood survey to assess the need for establishing a City-designated historic district designation for portions of this area to help protect the historic character of this neighborhood.                    | <input type="checkbox"/> |
| As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.   | <input type="checkbox"/> |
| Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.  | <input type="checkbox"/> |
| The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district.   | <input type="checkbox"/> |
| Improve convenience and safety for bicycles and pedestrians.  | <input type="checkbox"/> |
| Improve pedestrian connectivity to Town Brookhaven.   | <input type="checkbox"/> |
| Establish comfortable walking connections to adjacent neighborhood commercial.  | <input type="checkbox"/> |
| Consider connecting discontinuous sidewalks.  | <input type="checkbox"/> |
| Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.   | <input type="checkbox"/> |
| Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.   | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for Historic Brookhaven? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Single-Family Residential | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |

## Current Sub-Area Policy

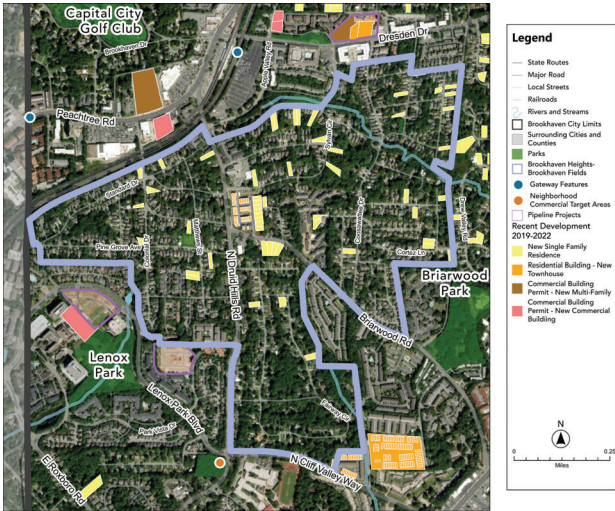
**Are the listed the uses, amenities, and development forms for Historic Brookhaven still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.**

| Interior of Character Area                            |                          |
|---|--------------------------|
| Single-family detached homes                          | <input type="checkbox"/> |
| Neighborhood streets with sidewalks and bike lanes    | <input type="checkbox"/> |
| Neighborhood Streets with wide grassy strip, lighting | <input type="checkbox"/> |
| Multi-use gravel trails                               | <input type="checkbox"/> |
| Multi-use urban trails                                | <input type="checkbox"/> |
| Multi-use asphalt/concrete trails                     | <input type="checkbox"/> |
| Accessory dwelling units                              | <input type="checkbox"/> |
| Transition Areas                                      |                          |
| Single-family detached homes                          | <input type="checkbox"/> |
| Neighborhood scale mixed use                          | <input type="checkbox"/> |
| Neighborhood scale retail                             | <input type="checkbox"/> |
| Pocket neighborhoods                                  | <input type="checkbox"/> |
| Along Major Corridors                                 |                          |
| Single-family attached                                | <input type="checkbox"/> |
| Multi-family apartments                               | <input type="checkbox"/> |

# Brookhaven Heights-Brookhaven Fields

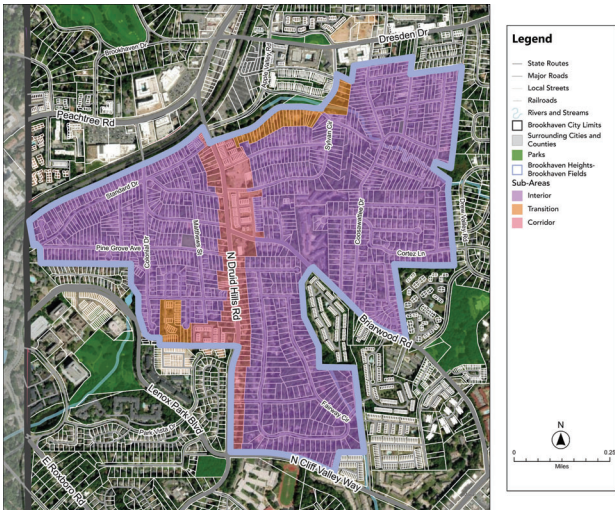
## Current Vision

The vision for the Brookhaven Heights-Brookhaven Fields Character Area is to maintain, preserve, and enhance the existing single-family residential neighborhoods. Residential infill development should only be permitted if it maintains the current residential form. Neighborhood commercial was not identified as a need within this Character Area given the area's proximity to commercial developments along the Dresden Drive and Peachtree Road corridors. The area is also well served by three parks in the vicinity offering passive and active recreation options (Fernwood Park, Clack's Corner and Briarwood Park) and as a result has not been identified as in need of additional park space.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change?



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for the Brookhaven Heights/Fields? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|  |                          |
|--|--------------------------|
| Provide appropriate buffers between proposed Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods. | <input type="checkbox"/> |
| Conduct neighborhood specific surveys regarding infill development within character area to assess if infill regulations need to be changed                          | <input type="checkbox"/> |
| Preserve the tree canopy through ensuring adequate protections within the tree ordinance.  | <input type="checkbox"/> |
| Implement improvements to Clack's Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.   | <input type="checkbox"/> |
| Update the zoning code to provide for infill compatibility.  | <input type="checkbox"/> |
| Buffers between the Peachtree Corridor Overlay District and single-family neighborhoods should provide appropriate and gradual height/density transitions.           | <input type="checkbox"/> |
| Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.   | <input type="checkbox"/> |
| Promote aging in place and more affordable housing by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.              | <input type="checkbox"/> |
| Explore opportunities to protect Character Area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.                               | <input type="checkbox"/> |
| Revisit and refine the Peachtree Corridor Overlay District.  | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for Brookhaven Heights/Fields? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Single-Family Residential | <input type="checkbox"/> |
| Townhomes                 | <input type="checkbox"/> |
| Institutional             | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |

## Current Sub-Area Policy

**Are the listed the uses, amenities, and development forms for Brookhaven Heights/Fields still relevant? If yes, leave it blank. If no, place a red dot next to the policy.**

| Interior of Character Area                                   |                          |
|--|--------------------------|
| Single-family detached homes                                 | <input type="checkbox"/> |
| Neighborhood street with sidewalks and bike lanes            | <input type="checkbox"/> |
| Multi-use gravel trails                                      | <input type="checkbox"/> |
| Accessory dwelling units                                     | <input type="checkbox"/> |
| Pocket neighborhoods   | <input type="checkbox"/> |
| Transition Areas   |                          |
| Single-family attached townhomes                             | <input type="checkbox"/> |
| Single-family attached duplexes                              | <input type="checkbox"/> |
| Single-family attached live/work units                       | <input type="checkbox"/> |
| Suburban neighborhood commercial (3 stories with greenspace) | <input type="checkbox"/> |
| Multi-use asphalt/concrete trails                            | <input type="checkbox"/> |
| Retail/artist lofts  | <input type="checkbox"/> |
| Mixed-use residential with shared gardens                    | <input type="checkbox"/> |
| Single-family detached (narrow structure on narrow lot)      | <input type="checkbox"/> |
| Mixed-income detached or attached housing options            | <input type="checkbox"/> |
| Along Major Corridors  |                          |
| Sidewalks with wide grassy strip and lighting                | <input type="checkbox"/> |
| Sidewalks with narrow paved strip and lighting               | <input type="checkbox"/> |
| Multi-use urban trails                                       | <input type="checkbox"/> |
| Bike racks   | <input type="checkbox"/> |
| Protected bike lanes   | <input type="checkbox"/> |

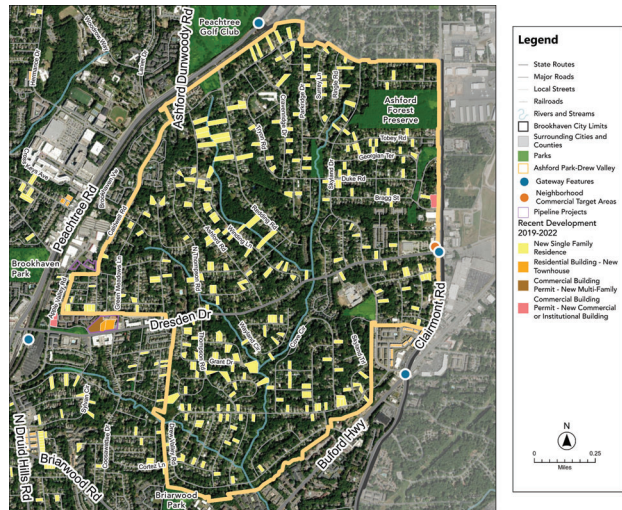


# Ashford Park-Drew Valley



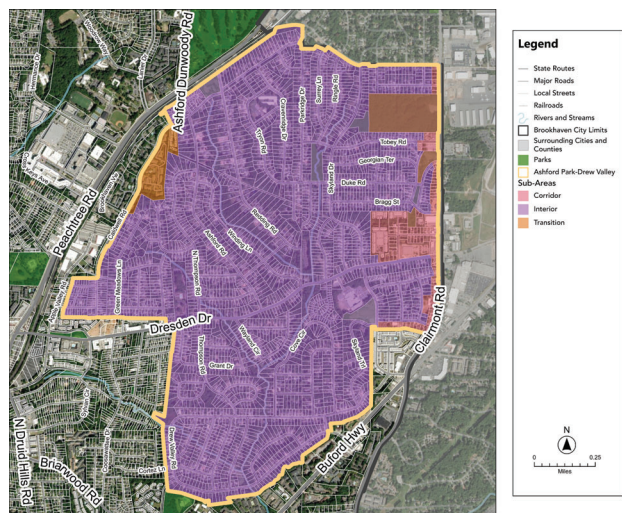
## Current Vision

The vision for the Ashford Park-Drew Valley area is for the existing single-family residential neighborhoods to be maintained and preserved. Infill residential development should be permitted only if it is in keeping with **this current residential form**. Neighborhood commercial development is seen as appropriate for the intersection of Clairmont Road and Dresden Drive. This would serve residents on the eastern side of the Character Area outside of the comfortable walking distance to the existing neighborhood commercial provided within the Brookhaven Village area.



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



## Additional Comments?

## Current Character Area Land Use Policy

**Do you agree with the current land use policies for Ashford Park-Drew Valley? If yes, leave it blank. If no, place a red dot for no next to the policy.**

|  |                          |
|--|--------------------------|
| Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.   | <input type="checkbox"/> |
| Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks (Parks and Recreation Master Plan)   | <input type="checkbox"/> |
| Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.                | <input type="checkbox"/> |
| Provide incentives to promote the development of neighborhood commercial at the intersection of Dresden Road and Clairmont Road.                                     | <input type="checkbox"/> |
| Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.   | <input type="checkbox"/> |
| Update the zoning code to provide for infill compatibility   | <input type="checkbox"/> |
| Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single-family | <input type="checkbox"/> |
| Ensure greater enforcement of existing codes, such as front, side and rear setback requirements, to protect neighborhoods and promote consistency in development     | <input type="checkbox"/> |
| Promote more affordable housing and aging in place by allowing alternative development types such as accessory dwelling units and pocket neighborhoods               | <input type="checkbox"/> |
| Create an opportunity for the redevelopment of Clairmont Road into a boulevard-style corridor with neighborhood-scale commercial (up to 3 stories)                   | <input type="checkbox"/> |
| Limit the subdivision of lots for infill development.  | <input type="checkbox"/> |
| Explore traffic calming measures within neighborhoods.   | <input type="checkbox"/> |
| Pursue sidewalk connectivity throughout Character Area neighborhoods.  | <input type="checkbox"/> |
| Preserve single-family and restrict further commercial development on Dresden from Conasauga Avenue east to the intersection of Clairmont Road and Dresden Drive     | <input type="checkbox"/> |
| Establish separate guidelines to differentiate passive greenspace and developed park areas.  | <input type="checkbox"/> |

**Do you agree with the appropriate land uses for Ashford Park-Drew Valley? If yes, leave it blank. If no, place a red dot for "no" next to the land use.**

|                           |                          |
|---------------------------|--------------------------|
| Single-Family Residential | <input type="checkbox"/> |
| Institutional             | <input type="checkbox"/> |
| Neighborhood Commercial*  | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> |

## Current Sub-Area Policy

**Are the listed the uses, amenities, and development forms for Ashford Park-Drew Valley still relevant? If yes, leave it blank. If no, place a red dot for "no" next to the policy.**

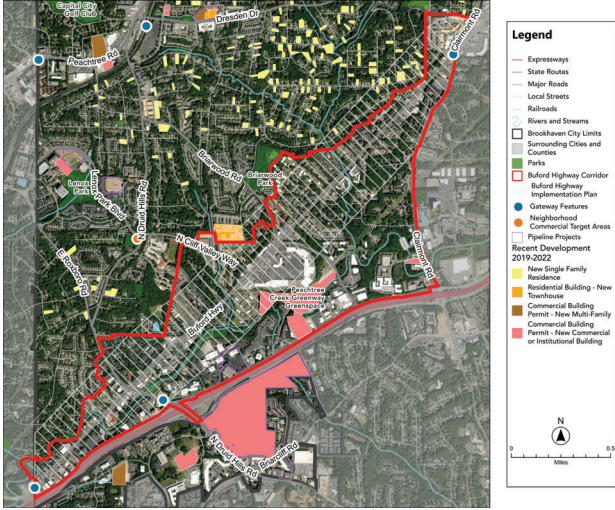
| Interior of Character Area                        |                          |
|---|--------------------------|
| Single-family detached homes                      | <input type="checkbox"/> |
| Multi-use gravel trails                           | <input type="checkbox"/> |
| Neighborhood street with sidewalks and bike lanes | <input type="checkbox"/> |
| Accessory dwelling units                          | <input type="checkbox"/> |
| Pocket neighborhoods                              | <input type="checkbox"/> |
| Transition Areas                                  |                          |
| Single-family attached townhomes                  | <input type="checkbox"/> |
| Single-family attached duplexes                   | <input type="checkbox"/> |
| Single-family attached live/work units            | <input type="checkbox"/> |
| Multi-family adaptive reuse lofts                 | <input type="checkbox"/> |
| Mixed-use neighborhood scale residential/retail   | <input type="checkbox"/> |
| Neighborhood scale retail                         | <input type="checkbox"/> |
| Bike racks, street furniture                      | <input type="checkbox"/> |
| Mixed-income detached/attached housing options    | <input type="checkbox"/> |
| Along Major Corridors                             |                          |
| Single-family attached townhomes                  | <input type="checkbox"/> |
| Single-family attached duplexes                   | <input type="checkbox"/> |
| Single-family attached live/work units            | <input type="checkbox"/> |
| Multi-family adaptive reuse lofts                 | <input type="checkbox"/> |
| Mixed-use neighborhood scale residential/retail   | <input type="checkbox"/> |
| Neighborhood scale retail                         | <input type="checkbox"/> |
| Co-working space                                  | <input type="checkbox"/> |

# Buford Highway Corridor



## Current Vision

The vision for the Buford Highway Corridor Character Area is for it to transition from an auto-orientated suburban corridor into a denser, more walkable and bikeable urban corridor, that features compact pedestrian-friendly development. Large shopping centers within the corridor are seen as appropriate areas for mixed-use redevelopment. Higher intensity land uses are appropriate in the areas adjacent to I-85, with a step down in intensity near surrounding residential character areas to the north. Within this Character Area, the City should strive to balance opportunities for land use transformation, **the addition of greenspace**, redevelopment and economic investment with the desire to preserve and maintain affordable housing options, and cultural diversity within the City.



## Do you agree with the appropriate land uses for the Buford Highway Corridor? If yes, leave it blank. If no, place a red dot next to the use.

|                           |                          |               |                          |
|---------------------------|--------------------------|---------------|--------------------------|
| Single-family residential | <input type="checkbox"/> | Institutional | <input type="checkbox"/> |
| Multi-family residential  | <input type="checkbox"/> | Industrial    | <input type="checkbox"/> |
| Neighborhood commercial   | <input type="checkbox"/> | Office        | <input type="checkbox"/> |
| Hotel                     | <input type="checkbox"/> | Townhomes     | <input type="checkbox"/> |
| Commercial/retail         | <input type="checkbox"/> | Mixed Use     | <input type="checkbox"/> |
| Parks and Recreation      | <input type="checkbox"/> | Others?       | <input type="checkbox"/> |

## Additional Comments?

## Current Character Area Land Use Policy

### Do you agree with the current land use policies for the Buford Highway Corridor? If yes, leave it blank. If no, place a red dot for no next to the policy.

|   |                          |
|---|--------------------------|
| Encourage the redevelopment of key parcels identified within the Buford Highway Improvement Plan and Economic Development Strategy.   | <input type="checkbox"/> |
| Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.   | <input type="checkbox"/> |
| Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.  | <input type="checkbox"/> |
| Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.   | <input type="checkbox"/> |
| Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.   | <input type="checkbox"/> |
| Limit visual clutter in the corridor by implementing adequate sign regulations.   | <input type="checkbox"/> |
| Explore rebranding and marketing the corridor as an international culinary destination.   | <input type="checkbox"/> |
| Task the Affordable Housing Task force with conducting a needs assessment for affordable housing along with an inventory of current units detailing size, location, rental rates and condition.   | <input type="checkbox"/> |
| Set affordable housing goals and create policies and incentives for developers to meet these goals.   | <input type="checkbox"/> |
| Promote more affordable and diversified housing options through zoning by allowing alternative development types such as accessory dwelling units; pocket neighborhoods; mixed-income neighborhoods with attached and detached housing types; tiny houses; and development of narrow structures on narrow lots. | <input type="checkbox"/> |
| Develop park space as both passive and active and look for opportunities to develop pocket parks.   | <input type="checkbox"/> |
| Encourage greenspace as part of new developments.   | <input type="checkbox"/> |
| Create neighborhood access points and connecting paths to the Peachtree Greenway  | <input type="checkbox"/> |
| Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.  | <input type="checkbox"/> |
| As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.  | <input type="checkbox"/> |
| Encourage neighborhood commercial in transition areas.  | <input type="checkbox"/> |
| Encourage inter-parcel connectivity with new developments.  | <input type="checkbox"/> |
| Create buffer zones between commercial and residential areas.   | <input type="checkbox"/> |
| Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.   | <input type="checkbox"/> |
| Consider civic or cultural performing arts center to showcase local/regional talent and provide event space   | <input type="checkbox"/> |
| Create more opportunities for children and youth through recreational and social programming  | <input type="checkbox"/> |
| Incorporate crime prevention through environmental design (CPTED) principles to strategically address concerns with crime.  | <input type="checkbox"/> |

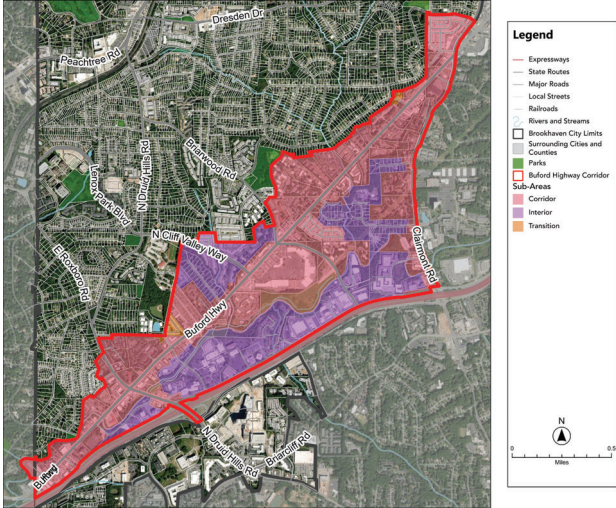


# Buford Highway Corridor



## Are these sub-areas accurately drawn?

Use a sticky note and/or dot on the map below to tell us what needs to change!



## Additional Comments?

## Current Sub-Area Policy

Are the listed the uses, amenities, and development forms for the Buford Highway Corridor still relevant? If yes, leave it blank. If no, place a red dot next to the policy.

| Interior of Character Area and Corridors                |  |
|---|--|
| Single-family detached homes                            |  |
| Neighborhood sidewalks/bike lanes                       |  |
| Multi-use urban trails                                  |  |
| Multi-use gravel trails                                 |  |
| Multi-use asphalt/concrete trails                       |  |
| Accessory dwelling units                                |  |
| Pocket neighborhoods                                    |  |
| Mixed-income developments                               |  |
| Transition Areas  |  |
| Single-family attached townhomes                        |  |
| Single-family detached duplexes                         |  |
| Single-family attached live/work units                  |  |
| Neighborhood scale mixed-use residential/retail         |  |
| Neighborhood scale retail                               |  |
| Mixed-use residential with shared garden                |  |
| Accessory dwelling units                                |  |
| Pocket neighborhoods                                    |  |
| Tiny houses   |  |
| Single-family detached (narrow structure on narrow lot) |  |
| Mixed-income developments                               |  |
| Major Corridors   |  |
| Co-working space  |  |
| Retail/artist/loft                                      |  |
| Mixed-use residential with shared garden                |  |
| Single-family attached live/work units                  |  |
| Multi-family adaptive reuse/lofts                       |  |
| Multi-family apartments                                 |  |
| Single-family attached townhomes                        |  |
| Neighborhood scale mixed-use residential/retail/office  |  |
| Protected bike lanes                                    |  |
| Bike racks/street furniture                             |  |
| Multi-use urban trails                                  |  |
| Multi-use asphalt/concrete trails                       |  |
| Sidewalks wth grass or paved strip with lighting        |  |
| Cultural performing arts center                         |  |

## Additional Comments?

## **PUBLIC INPUT PERIOD 2 SUMMARY**

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*Community Workshop Series 2*

*Latin American Association Christmas Market Pop-Up*

*Light Up Brookhaven Pop-Up*

### **ENGAGEMENT ACTIVITIES OVERVIEW**

The following activities were conducted during Input Period 2:

1. **Latin American Association Christmas Market Pop-Up**
  - December 2, 1:00 – 4:00 p.m.
2. **Community Workshop Series 2**
  - December 4 and 14, 6:30 – 8:00 p.m. (Virtual via Zoom)
  - December 11, 6:00 – 8:00 p.m. (In-Person at City Hall)
  - December 15 – 31 (Online Input Period)
3. **Light Up Brookhaven Pop-Up**
  - December 6, 6:00 – 9:00 p.m.

### **Community Workshop Series #2 Summary**

#### *Overview*

The second Community Workshop Series included three dates, and each meeting covered the same material. A total of 17 community members attended the meetings, with the greatest attendance at the in-person meeting on December 11 (9 people attended). Following the Workshop Series, an online input period was open from December 15 through December 31. Community members could access a dedicated “Make Your Mark” page on the project website to review information and provide feedback through the same polling tool that was used at the in-person meetings. A total of 33 people participated in the online input period; however, not all of the questions on the online poll received an equal number of responses.

Each of the Community Workshops followed a similar agenda. The in-person workshop on December 11 was slightly longer to accommodate more discussion on the front and back ends of the meeting.

#### *Agenda*

1. Welcome & Project Update
2. Draft Priorities & Feedback
3. Draft Land Use Policy Updates & Small Group Discussion
4. Next Steps & One-on-One Discussion
5. Adjourn



*In-Person Workshop Orientation*

Nine members of the public came to the December 11 workshop. Upon signing in, participants could review information and participate in self-paced input activities prior to the formal presentation that began at 6:15 p.m.

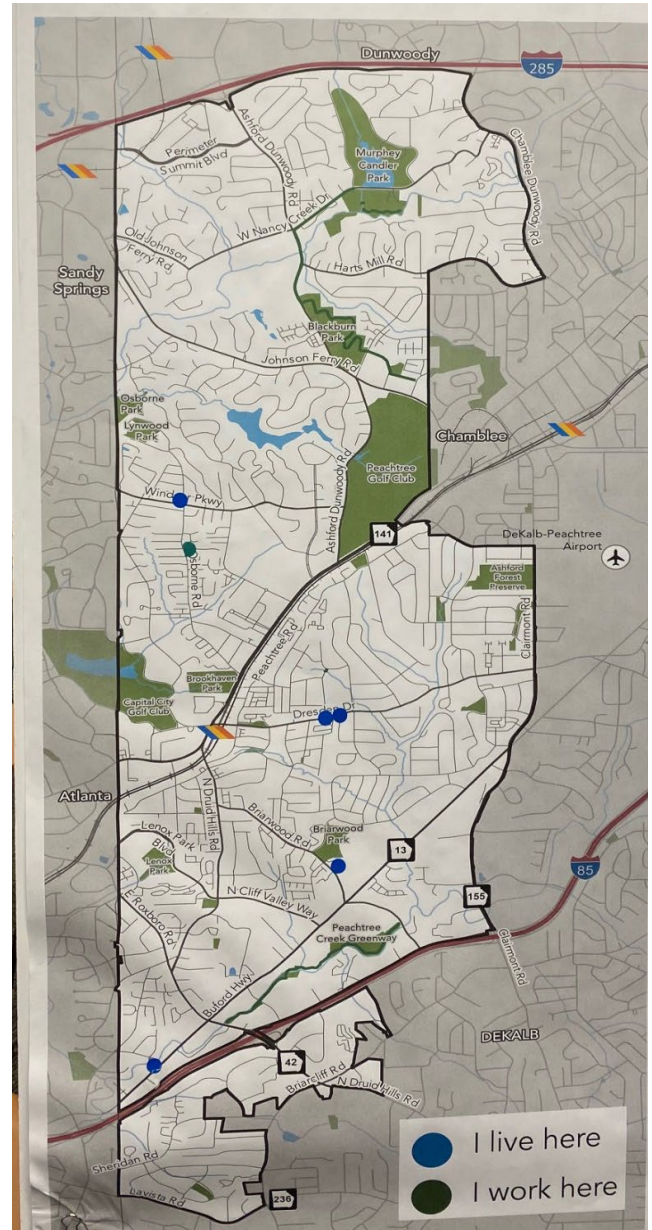
As shown in Figure 1, the meeting attendees live throughout the city, though there were no attendees that live south of Interstate 85 or north of Johnson Ferry Road. Only one attendee indicated that they work within the city.

The orientation section at the in-person workshop also included the opportunity to provide feedback on the draft Comprehensive Plan vision statement, long-term goals, and land use policy direction for three major economic engine areas: Peachtree Road Corridor, Briar Hills Innovation District, and Buford Highway-Peachtree Creek. Table 1 includes all comments collected for these topics.

*Table 1. Comments on Orientation Boards*

| Topic                                     | Public Comments   |
|---|---|
| Draft Comprehensive Plan Vision Statement | <ul style="list-style-type: none"> <li>No comments on this board.</li> </ul>  |
| Draft Long-Term Goals                     | <ul style="list-style-type: none"> <li>TOD statement needs fleshing out to include neighborhood connections and city's transit connected to MARTA.</li> <li>Red dots were also added on Goal 1 (Land Use and Transportation Coordination) and Goal 6 (Economic Prosperity), indicating that the wording needs more work.</li> </ul> |
| Peachtree Road Corridor Land Use Policy   | <ul style="list-style-type: none"> <li>Turning right is unsafe and many people get hit by cars.</li> <li>Move crosswalks underground.</li> <li>Need to preserve residential areas as residential.</li> </ul>  |
| Briar Hills Innovation District           | <ul style="list-style-type: none"> <li>No comments on this board.</li> </ul>  |

*Figure 1. Where do you live and/or work?*





| Topic                          | Public Comments   |
|--------------------------------|---|
| Buford Highway-Peachtree Creek | <ul style="list-style-type: none"> <li>○ Briarwood Park needs lighting and security cameras (flock).</li> <li>○ Briarwood Rd. needs enhanced safety for pedestrians and cyclists.</li> <li>○ Do not want Buford Highway to have the same fate as Lynwood (lose its culture).</li> </ul> |

**Polling Results**

An online polling tool (Menti.com) was used to gather feedback on the draft vision statement and short-term priorities both during public meetings and the online input period. The questions and results (aggregated from all the workshops in the series as well as the online input period) are summarized below.

*Figure 2. Poll #1 – Which of the following applies to you?*

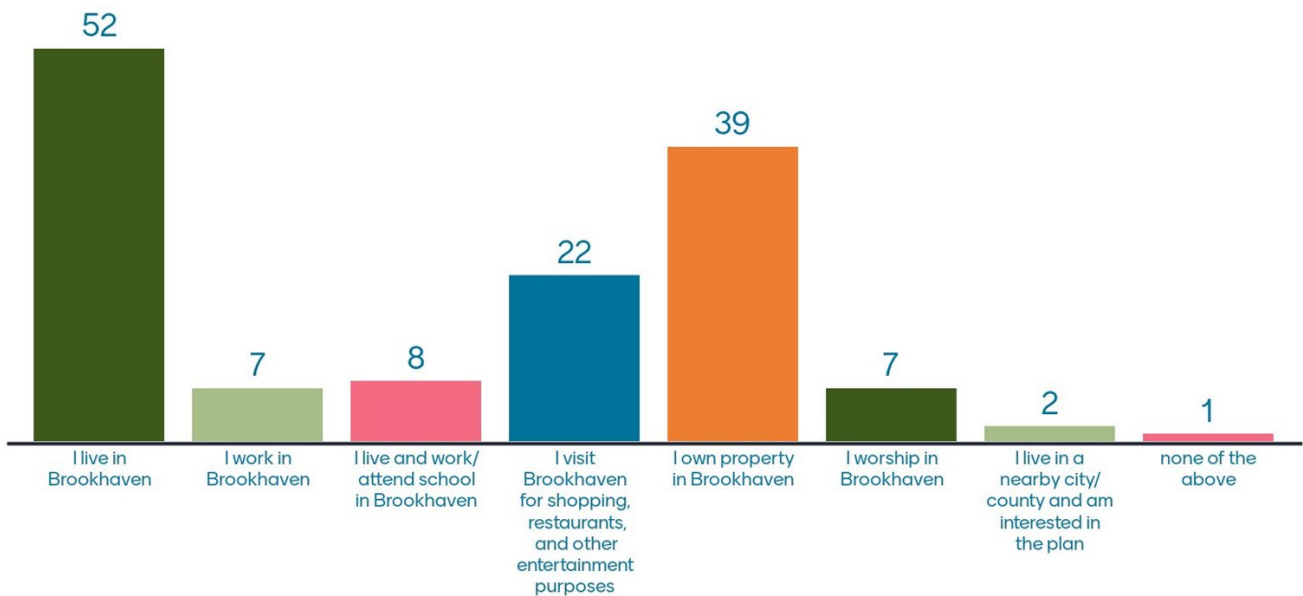


Figure 3. Poll #2 – Does the refreshed vision statement reflect your desires?

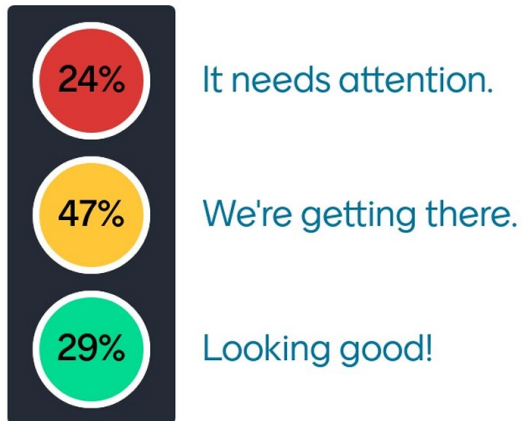


Figure 4. Poll #3 – Which special areas would benefit from more planning?

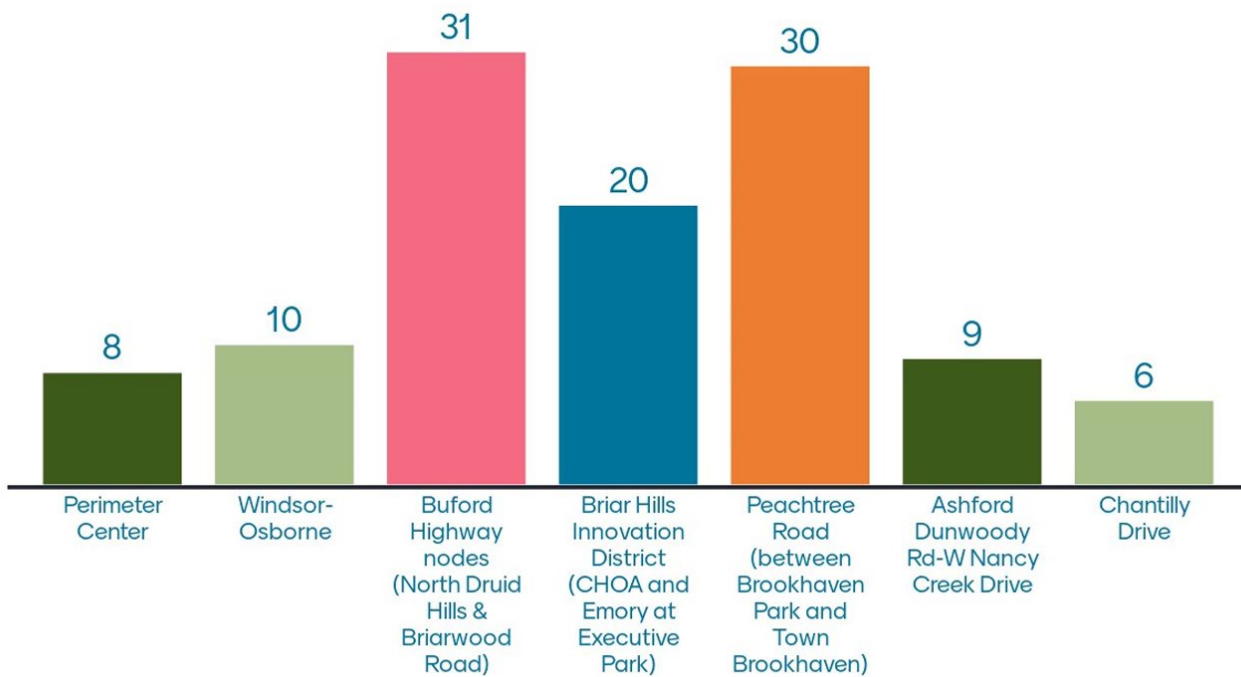


Figure 5. Poll #4 – Which metric should be considered when identifying locations for duplexes, triplexes, and townhomes?

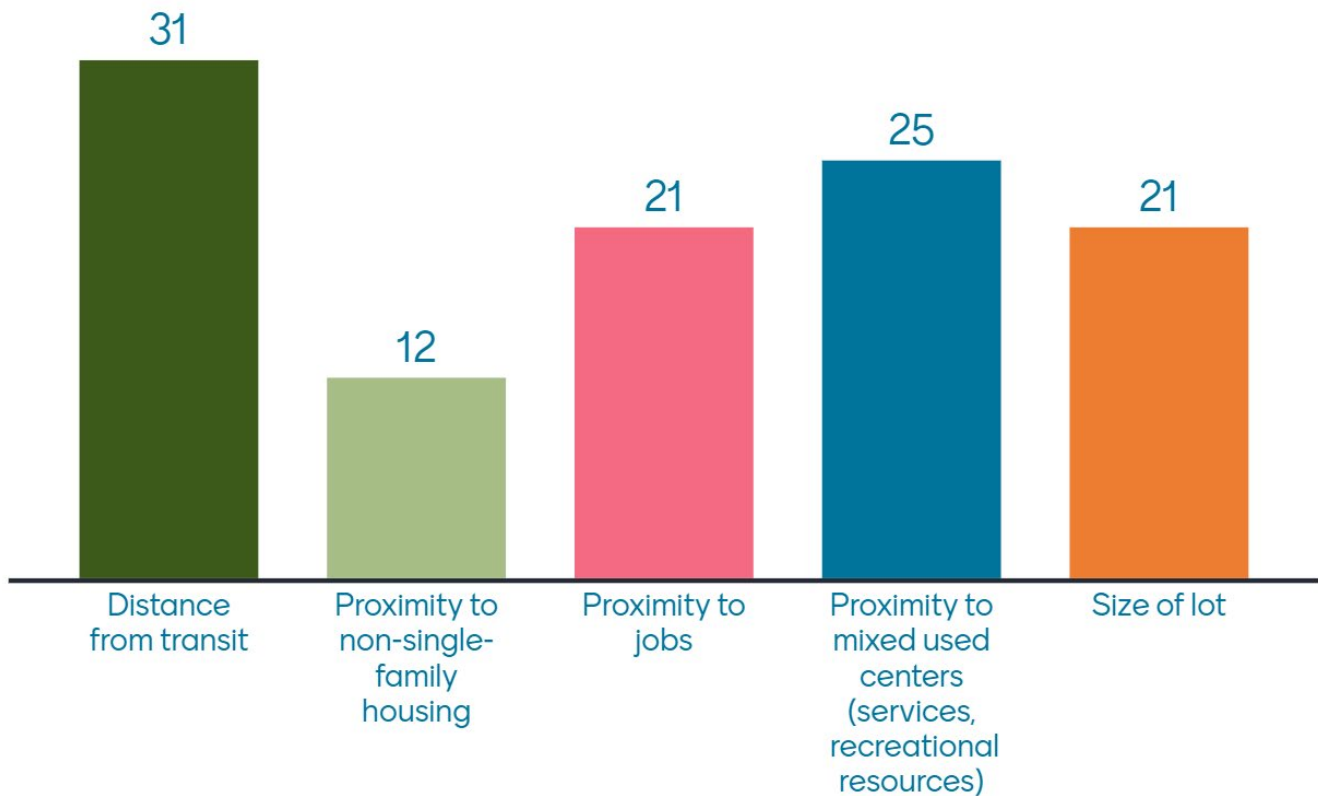


Table 2. Poll #5 – Do you have suggestions for additional characteristics to evaluate?

| ID # | Comment   |
|------|---|
| 1    | Close to shopping and transit   |
| 2    | Proximity to schools/medical facilities   |
| 3    | Number of cars that would be there and if they would be parked out in the street.   |
| 4    | Avoid encroaching multi-family housing on single-family areas.  |
| 5    | This questionnaire does not allow for us to disagree. The majority of Brookhaven residents who have lived here all their lives or who have moved here because of the quiet residential neighborhoods, |
| 6    | Your backyard.  |
| 7    | Where appropriate, they should be allowed in more locations. NIMBY backlash should not be overly catered to, as it's often cynical, ignorant, and not in the public interest.                         |
| 8    | They should be allowed everywhere. Perhaps some design standards so they look like other houses in the neighborhood.  |
| 9    | We need less multifamily housing.   |
| 10   | Ability for local roads to handle extra commuters   |
| 11   | "Infrastructure   |
| 12   | Traffic   |
| 13   | Make a working area with these listed above. Common area for residents and workers"   |
| 14   | Electric grid - power outages around Dresden problematic  |

| ID # | Comment  |
|------|--|
| 15   | Price - ensuring that the price of the units meets the affordability requirements of individuals who are at or below the Area Median Income of location of the units.                                |
| 16   | Our home is assessed at over a million from purchase price and such taxed at that level. We need to think through the hardship the city has placed on current long term residents first              |
| 17   | Do not place in highly congested intersections such as Johnson Ferry and Ashford Dunwoody. Traffic has increased and clogging major arteries.  |
| 18   | Yes. I am in favor of single family homes in Brookhaven. This question assumes that I am in favor of duplexes, triplexes and or townhomes. I am not. Let's try to preserve the wonderful area we hav |
| 19   | No   |
| 20   | Why not allow them everywhere and let developers/markets decide?   |
| 21   | Impact to traffic, environment, wildlife   |
| 22   | Don't need anyone growth.  |
| 23   | I think duplexes, triplexes, and townhomes should be able to be built anywhere. I am opposed to restrictive zoning that limits construction of multifamily structures.                               |
| 24   | Ensure that roads are being expanded to deal with increased volume of duplexes, triplexes and townhomes. Brookhaven traffic is getting bottlenecked in some areas now with new developments.         |
| 25   | Keep them away from single family neighborhoods. If you must build them, put them along major roads (Buford Highway), not internal neighborhood roads.   |
| 26   | do not want anything major or national or to grow. We want to stay small. Dont build this monster govt bldg, use it to improve the low income housing which exists. we don't want theatre. we don't  |
| 27   | Your backyard. See how it feels to be screwed  |
| 28   | Why is this a priority our density and commuted street traffic is beyond capacity  |
| 29   | I WISH I HAD PAID MORE ATTENTION TO the new city hall. It takes a congested area and adds traffic to it. Only God knows what we are paying for this monument to the city government.                 |
| 30   | Why stop with those building types. Let's allow accessory dwellings and small single stair-case apartment buildings in residential areas. We could also relax parking and setback/lot coverage rules |
| 31   | want to attract more people or traffic. we want to preserve single family homes not have any more multi family buildings. I wish that our government would listen to our agenda instead of their own |
| 32   | Same   |
| 33   | narcissistic and grandiose dreams that do not match us, their constituents.  |
| 34   | Same   |

*\*Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Figure 6. Poll #6 – What types of creative placemaking do you think Brookhaven should pursue or continue?

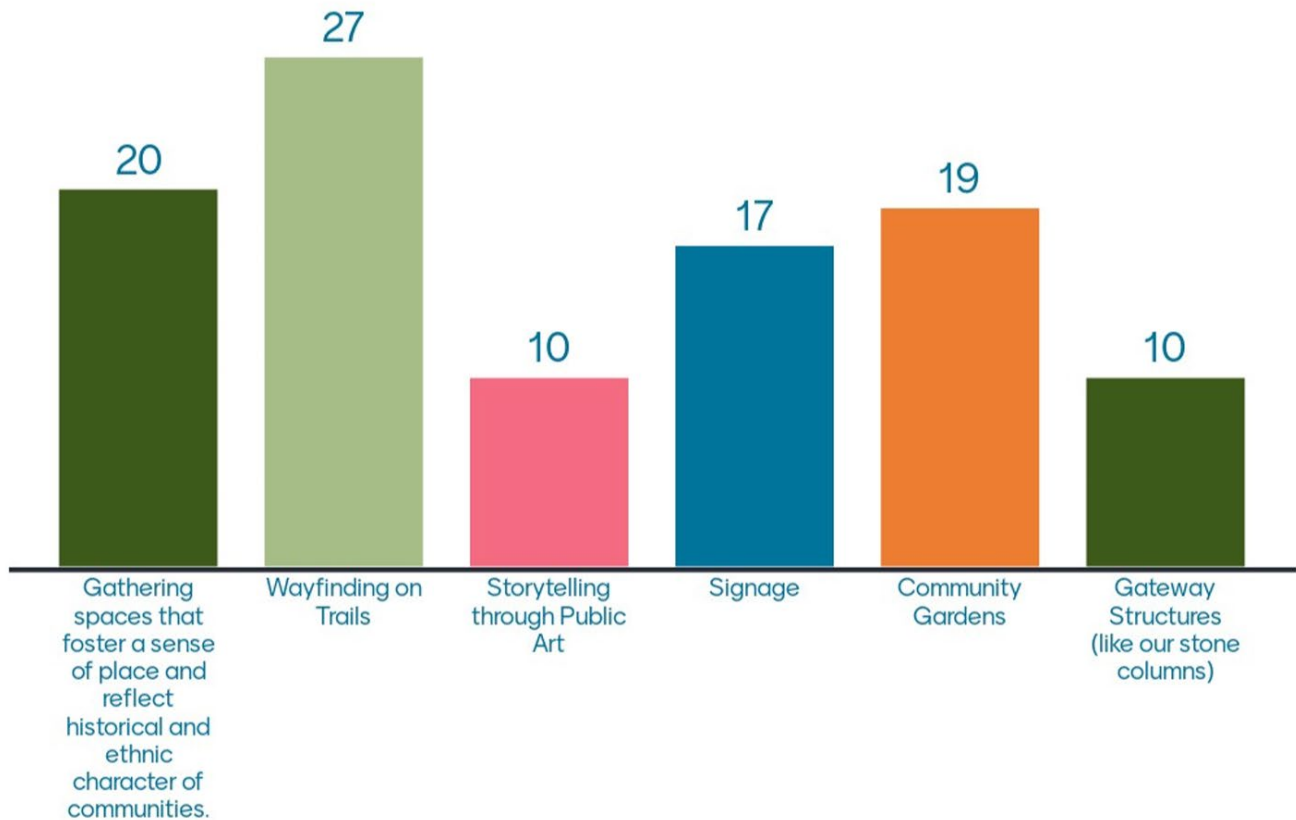


Table 3. Poll #7 – What other types of creative placemaking efforts would you like to see?

| ID # | Comment  |
|------|--|
| 1    | Interactive  |
| 2    | Bike trails and walking trails that connect neighborhoods. "Art trails" along walking trails.  |
| 3    | None of this is any good if you can't get to it. I can speak of many examples where driving to an arts event and trying to find parking is too difficult. I'd bike that that is not safe.            |
| 4    | How about reviving the theatre at oglethorpe   |
| 5    | Generally find ways to create/support places where people can gather and build community (coffee shops, theaters, etc)   |
| 6    | Sorry, but "placemaking" does not appear to be a word (at least not according to Merriam-Webster).   |
| 7    | none   |
| 8    | we do not want any creative placemaking other than improving the parks we already have. we do not want growth, we want improvement. we do not want more people and traffic or development at all. we |
| 9    | Acquisition of park land in key areas. Use of public funds/tools to preserve BuHi character (e.g. land acquisition, grants/bonds, subsidized commercial rent programs, community land trust, etc.)   |
| 10   | Lights across Dresden Dr. to establish it as a pedestrian zone (plus it's cute).   |
| 11   | Very few. Focus on needed infrastructure before this fluffy stuff  |
| 12   | None   |

| ID # | Comment  |
|------|--|
| 13   | "Encourage not-for-profit arts (new and existing) groups to live and practice and perform in Brookhaven (goat farm)  |
| 14   | Italian Arts & Food Fest similar to what Greek church does. Partner with OLA"  |
| 15   | We are unable to use our current outdoor park event spaces without paying fees, this should not be the case  |
| 16   | Upgrade the corner of Dresden and Peachtree - the chain link fence could be replaced with something that looks less institutional.   |
| 17   | I am not in favor of placemaking efforts. Let's provide utilities and keep a low profile for the wonderful place where we reside.  |
| 18   | Peachtree Greenway,  |
| 19   | get rid of the bits of the zoning code that restrict light commercial uses in residential areas and get rid of parking requirements so we might one day have shops and restaurants in our neighborhoods  |
| 20   | Green space  |
| 21   | Your job is to plan for the structure of a functioning city, not to socially engineer the populace. I am so ashamed of the City of Brookhaven and what it has become.  |
| 22   | keep saying this to no avail. brookhaven movers and shakers please stop and listen versus pretending and trying to compete as a sandy springs wanna be. by the way sandy springs is no longer considered a place you want to live in or travel through, even for recreation. it is the cement city and it is such a shame. |
| 23   | None. Save the tax money. You were elected to serve, not to spend.   |
| 24   | None. Save the taxpayers' money.   |

*\*Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

Figure 7. Poll #8 – Rate the importance of each sustainability action below on a scale of 1 (not important) to 5 (very important).



Table 4. Poll #9 – What else should we be doing as a community to facilitate sustainability or innovation?

| ID # | Comment   |
|------|---|
| 1    | Underground paths across Peachtree by Marta station. Save time, reduce the traffic jams at rush hour  |
| 2    | Have language included on all building permit/tree removal applications   |
| 3    | Walkability/trails is important part of sustainability  |
| 4    | Bigger than sustainability, how to foster more engagement with city   |
| 5    | Just more sidewalks. People drive in Brookhaven because walking is unsafe or not possible.  |
| 6    | Work with Dekalb Watershed to update outdated infrastructure that leads to a lot of leaks   |
| 7    | Be sure that all sustainability initiatives are also economically sustainable, i.e. that they are economically self-supporting and do not burden city financial resources.              |
| 8    | Clean up litter in creeks and along roadways. Educate about harm and health hazards from litter and waste (especially around homeless camps). Enforce litter and waste disposal laws.   |
| 9    | stop developing   |
| 10   | Transit oriented development, missing middle housing, fund & implement improvements from your bike plan, create programs similar to Midtown Alliance to boost density near transit      |
| 11   | Fixing outdated infrastructure will reduce inefficiencies.  |
| 12   | Define your terms better. This is not an answerable question.   |
| 13   | None  |
| 14   | Creative's Biz Incubator between City of Brookhaven, Schools, and Universities (particularly Oglethorpe) and major employers to encourage start-ups and growth biz to be in Brookhaven. |

| ID # | Comment  |
|------|--|
|      | Create more walkable areas to reduce reliance on autos for transportation.<br>Create more affordable, public transportation options (i.e. like the BUC bus in Buckhead) to reduce the auto population. |
| 15   | Stop high density building, we have become a concrete jungle   |
| 16   | Reign in developers who are clear cutting  |
| 17   | Improve recycling!!!!  |
| 18   | Improve traffic flows. Improve utility services, internet, water, electricity, sewage. Congrats on the police force we have in place. Spend wisely and build a reserve fund. Conserve assets in plac   |
| 19   | Soil and water conservation  |
| 20   | transit oriented developments should be a priority. I know the MARTA development was shot down a few years ago, but it's time to try again   |
| 21   | Public transit, bike trails  |
| 22   | Increase density and improve infrastructure for walking and biking as alternative modes of transportation.   |
| 23   | Stop allowing trees to be removed from properties for tear downs and new developments. This will help with climate change and provide continued homes for wildlife.                                    |
| 24   | Get off the climate change band wagon. Private enterprise will solve problems that actually exist, not hustles promoted by government.   |
| 25   | Improve traffic flows. Improve utility services, internet, water, electricity, sewage. Congrats on the police force we have in place. Spend wisely and build a reserve fund. Conserve assets in plac   |
| 26   | Soil and water conservation  |
| 27   | transit oriented developments should be a priority. I know the MARTA development was shot down a few years ago, but it's time to try again   |
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| 29   | Increase density and improve infrastructure for walking and biking as alternative modes of transportation.   |
| 30   | Stop allowing trees to be removed from properties for tear downs and new developments. This will help with climate change and provide continued homes for wildlife.                                    |
| 31   | Get off the climate change band wagon. Private enterprise will solve problems that actually exist, not hustles promoted by government.   |
| 32   | Boost density around the MARTA station, plus make it super convenient to get to the station. 10 minute walking & biking routes & a 5 minute shuttlebus route leaving every 5 minutes.                  |
| 33   | Educate residents on ways they can make their homes more environmentally friendly. The city could provide incentives if it makes sense (esp re: flooding/infrastructure)                               |
| 34   | Enhance zoning to encourage the development of smaller retail to accommodate walkable access to healthy food and healthcare facilities.  |
| 35   | Be consistent with variance measures especially on new builds. So many are obviously over the permeable rate.  |
| 36   | Address the very heavy and low hanging ATT and other company wires . It's not only an eye sore, they are dangerous when they repeatedly fall.  |
| 37   | Build center medians with trees along 4+ lane roads like Peachtree and Buford Highway. Plant trees in the narrow strip between Peachtree and the MARTA tracks  |
| 38   |  |

*\*Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*



Table 5. Poll #10 – What did we miss? Share your ideas for actions that you think the City should advance to facilitate smart growth.

| ID # | Comment  |
|------|--|
| 1    | I had a lot of ideas in this regard but the consultants did not give enough time to complete this survey. It felt rushed. Let's take time and get the comp plan right.                                   |
| 2    | Incorporate green space into new developments. Have program to buy property to preserve greenspace instead of development. Make sure all commercial development enhances neighborhoods, not destroy      |
| 3    | A pronounced dedication to bike infrastructure.  |
| 4    | Just generally focus on transit oriented development.  |
| 5    | Connectivity and safe multimodal access to area south of I-85 badly in need of improvement. Be sure Briar Hill Innovation District follows through on proposed trails.                                   |
| 6    | Enable Bus Rapid Transit on major corridors like Claremont, Peachtree and Buford Hwy   |
| 7    | If the city wants to encourage bicycle use, bike lanes (or even better, separate bike paths) are very important.   |
| 8    | We need to keep safety in mind. I don't see that here and we are concerned about crime. Stolen car on kendrick. Soliciting on kendrick.  |
| 9    | stop building multiuse and keep us as the single residential neighborhood we have always cherished.  |
| 10   | Is there anything we can do to assist small businesses who can't afford to lease here?   |
| 11   | The multimodal plan should not put pathways that violate the privacy of existing homes (ie, no paths in people's backyards).   |
| 12   | An entrepreneur-in-residence for Ignite HQ, joint venture between Cobb County and KSU in Marietta  |
| 13   | Require and retrofit increase in sidewalk size to accommodate/encourage a more walkable environment. Make walkable access to destinations a desirable mode vs. driving.                                  |
| 14   | Brookhaven was a sweet community of all age and stage, the current administration has changed this to fill every open space with expensive living and dining, attempting affordability is silly now      |
| 15   | Build multi-use path on Dresden to Clairmont to facilitate walking + biking to the Marta stop. Make Clairmont safer for pedestrians: wider sidewalk, buffer between sidewalk and street, more crosswalks |
| 16   | Crack down on rogue drivers. I realize there are high priority issues but driving in town is dangerous due to red light runners and overall, aggressive drivers.   |
| 17   | I don't believe we need a bridge over Peachtree.   |
| 18   | Come see the cyclists on a Wednesday afternoon in the area of the Capital City Club. I do not want to encourage cyclists. I find them to be a law unto themselves, to whom traffic controls are meanin   |
| 19   | Make drastic changes to zoning codes and other ordinances that restrict land use. Allow and encourage the traditional/organic development patterns that make the oldest neighborhoods the most desirable |

| ID # | Comment  |
|------|--|
| 20   | Influence expansion of public transit within Atlanta and beyond. Traffic (specifically Brookhaven) is awful and with growth will not get better.                                     |
| 21   | Stop growing the city. Don't need the new city hall building.  |
| 22   | Access to MARTA stations for Brookhaven employees, especially those in the old and new city buildings is critical for the staff and the environment.                                 |
| 23   | Focus on making it safe for people to walk and bike.   |
| 24   | Please ensure that long-term residents are not being forced to move out of Brookhaven as a result of city growth planning policies and/or incentives to developers or other parties. |
| 25   | Ditch the EV crap. I am tired of subsidizing people who can afford to pay \$100,000+ for a car that relies on toxic, unreliable energy, destroys roads, and are unsafe.              |
| 26   | Create uninterrupted walking path on the east side of peachtree between Dresden and Redding  |
| 27   | Bicycles on narrow, heavily traveled roads are not only dangerous to bicyclists, they are a menace to motorists and create accidents and traffic.                                    |
| 28   | Focus on safety and keeping crime levels down - gun safety and theft   |
| 29   | You missed that most of us DO NOT WANT GROWTH  |
| 30   | Take existing sidewalks and improve those only   |
| 31   | PLEASE make Marta easier to get to during the City Hall construction.  |
| 32   | Build facilities where parking already exists. Do not allow access to Town Center from Peachtree Road. Move the traffic through that area, not add to it.                            |
| 33   | Safety must be the top priority if you are determined to give criminals easy access routes to our city and neighborhoods. Safety hasn't been presented as a priority. Fix this.      |
| 34   | Druid Hills, Dresden, Peachtree intersection is a nightmare for drivers, and pedestrians alike. Fix it   |
| 35   | I am not in favor of failatiting electric vehicles with public dollars. We now have parks and greenways enough. What are the usage rates of what exists today? I see few users.      |
| 36   | Let's not build facilities hoping users will come. Wait for demand to increase so it will support facilities that are built. Does a greenway support citizens or draw the homeless?  |

*\*Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

### *Land Use Discussion and Feedback*

During small group discussions, the Planning Team shared the policy direction for several key corridors. Participants were amenable to the proposed land uses and intensities for most corridors. There was a mix of support and opposition for the proposed intensities for Johnson Ferry Road and Ashford Dunwoody Road—some felt that these corridors should not allow development that is more intense than what is there today. Several participants also discussed the need for more multimodal transportation and roadway infrastructure to improve traffic before development intensity increases.

#### *General Notes*

- It is great that you are giving examples of residential intensity. There seems to be a huge jump between the lighter options and multifamily—need more types of missing middle.

#### *Ashford Dunwoody Road*

- We don't really feel like we need more development in the area; most have bought in because they are the communities they are. We handle as much traffic as we can and I don't want Ashford-Dunwoody widened to four lanes. COVID helped us with people working from home, but we're a major thoroughfare with all the development. I'm really not interested in more density.
- The proposal (for intensity and uses) is reasonable, but there are issues with vehicular traffic (particularly at the Roxboro intersection).
- The uses are proper, but again the traffic configuration here is tricky.
- This area needs help on traffic flow first before more stuff can be put here.
- This area is particularly challenging because of traffic.
- Given the proximity to a great park, a grocery store, and a number of restaurants, I think Blackburn Park could easily support smaller apartments (in addition to townhomes or duplexes, etc.).
- Always have to consider transportation, particularly the cars that people bring with them.
- There is not much space or opportunity for redevelopment at this time.

#### *Johnson Ferry Road*

- I know live-work-play has been a real focus, but I'd love to see studies on how many people actually take advantage of that. With all the developments that went up near Perimeter, I'm not sure how many people are doing everything in one place; based on what I've read, people aren't, though I'm not an expert.
- The group saw this more as a residential corridor.
- It could take some increases in intensity with some high-density structures, but it needs to be appropriate with the existing corridor.
- The intensity bar should be in the middle of the circle thing.
- Moving Publix may soften up the node and could help with traffic.
- This area dumps into the residential areas. Maybe line the corridor with mixed and town homes. It's hard to fix.
- A good combination of what we have and what has been developing.
- Preserve single-family residential.

### *Clairmont Road*

- Open to some more density along Clairmont Road corridor, but not sure the people living there would be open to that. A lot of houses have been redone in the neighborhood adjacent to Clairmont Road. It would be nice if the denser housing occurred on the corridor (not high rises, but tasteful condos that would fit into a neighborhood).
- A lot of land here.
- Plaza Fiesta is here, it's really cool. You could use the space more. Maybe have a ring of multifamily surrounding it.
- This area is currently underutilized.
- Do neighborhood level shopping development here.
- It could be more intense, residents in this area want things to do but without it gentrifying.
- Being right next to the airport, the noise and pollution factor make me nervous to put in residential or daycares.
- Office might be the right use for the area.
- From the chat: This is a tough one. It's a wide road (and not fun to walk on), but it could probably accommodate higher density than it has today.
- Opportunity for a road diet - going down to one lane in each direction could improve efficiency. Doing so could enable a lane for bus rapid transit or bike lanes.
- The airport is a positive because it doesn't create too much competition.
- Help with canopy and bike/ped access.

### *Dresden Drive*

- I think it would be great to extend the Dresden land use policy – it seems like they've done a lot of that in Chamblee. As a homeowner, the Dresden area is more appealing to me.
- The group felt that there were at least 500 new apartments built here in the last two years.
- Don't put anything else there.
- Don't push the boundary past Camille Street into the neighborhood on the north side.
- You've built what you can there.
- The police car in the street is super liked by residents – it's helpful and slows folks down.
- The group also really liked the pedestrian flashing lights by Valencia (a restaurant) – it helps that it is in the sidewalks and in the road, it makes walking at night feel safer. Pedestrian islands are great.
- I would be amenable to more townhomes and multi-plexes, but not apartments.
- I like the look and feel of Dresden but am concerned about traffic with increased development.
- Street markings on Dresden need improvement.
- Support for extending further east past Camille Drive.
- This area could be an opportunity for creatively designed duplexes, with parking in the back, alleys, and shared space in the middle.
- There was a proposal that would have extended the node just east of the overlay and there was community opposition.
  - Clarification from Consultant: Part of our goal is to see if community views have shifted since that opposition.
- There's more opportunity on the MARTA side that can be advanced first.

*E Roxboro Road*

- A lot of new stuff has gone in here recently.
- Townhomes and Live/Work is appropriate.
- There are some areas that could have higher density still.
- Roxboro and North Druid Hills Intersection is so hard to navigate.
- Solving road and traffic problems first before allowing more population growth needed– that is a priority for the larger community at a whole. If that order isn't thought through, the community could get upset.
- I think townhomes make sense, but that road also gets a lot of traffic. The sidewalk infrastructure is also not great, so need to invest in walkability if bringing in townhomes.
- For a developer to pull together parcels to do anything of significance, it is going to be tricky.

*North Druid Hills: Brookhaven Heights-Brookhaven Fields*

- This area is also tough with the street traffic.
- Hard to make left hand turns in North Druid Hills (this is how one participant measures the quality of life in an area)
- The corridor can handle something more intense, but the traffic from Peachtree needs addressing first.
- Participants asked whether the light timing changes may help. And if the city had considered the impacts of a new city center.
- Some of the traffic issues could be fixed with more multimodal travel options – they need to consider safety.
- Cut-through traffic is not as bad on this segment of North Druid Hills.
- The townhomes on Hernance Drive are a tasteful design that should be emulated elsewhere.
- How can we work to encourage more moderate price points?
- The "Aria" development in Dunwoody is a good example of one development with various types of housing within it.
- I like certain townhomes, like those with cars/garage in the back.

*North Druid Hills: Roxboro*

- You could do a higher percentage of intensity here – like to the center and toward the end of the right side of the intensity bar.
- Still though, you have to fix the intersection (maybe a larger double traffic circle?)

*North Druid Hills: Briar Hills Innovation District*

- North Druid Hills should be widened.
- The pedestrian bridge is going in here.
- Far right of the intensity bar (with right infrastructure)
- Flip empty office buildings into mixed use maybe?
- That makes sense. The one shopping center has good commercial. How can we add more housing.
- Walking and biking between CHOA.
- Much opportunity here for housing to help with live/work and less traffic.
- Residents of LaVista Park will be interested in what happens here. Importance of avoiding encroachment on residential areas.

## December Pop-Up Events

### Pop-Up Event Details

Members of the Planning Team participated in two pop-up events in December. Dates and locations are provided in Table 6.

Table 6. December Pop-Up Events

| Pop-Up Event                                | Details   |
|---|---|
| Latin American Association Christmas Market | December 2, 1:00 pm – 4:00 pm<br>Latin American Association Building (Buford Highway) |
| Light Up Brookhaven                         | December 6, 6:00 pm – 9:00 pm<br>Blackburn Park                                       |



Members of the Planning Team working the booth at the Light Up Brookhaven event at Blackburn Park

### Pop-Up Activities

The project booth at each pop-up event included the following information and activities:

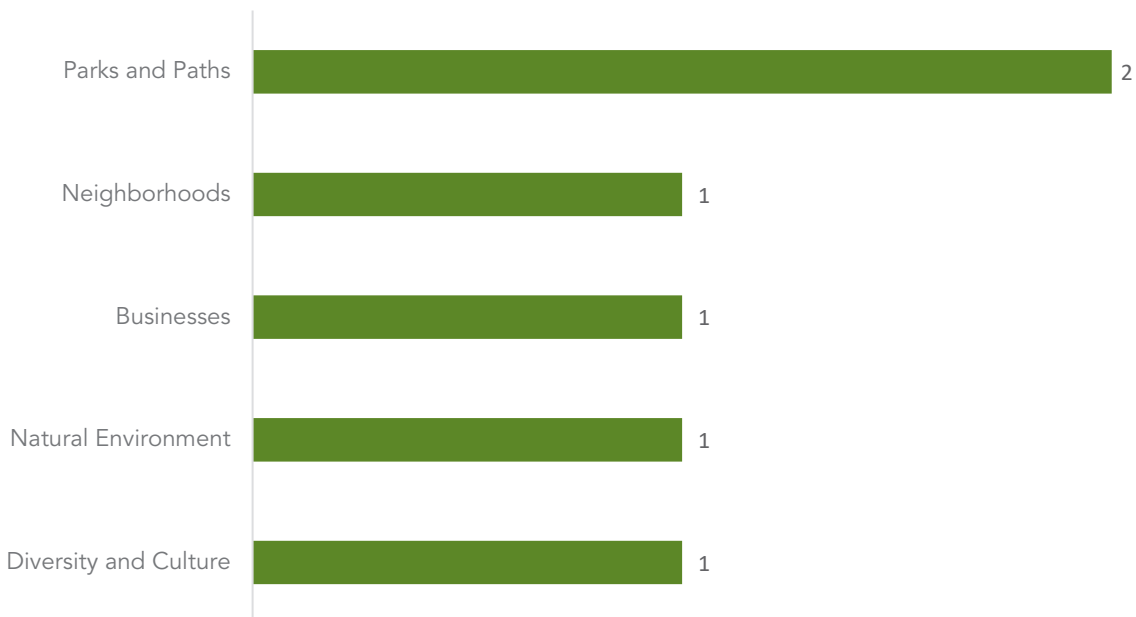
1. Outreach List Sign-Up Sheet
2. Comprehensive Plan Overview Board
3. "About You" Board Input Exercise
4. Postcards Promoting December Workshops
5. Intercept Survey
6. Make your own Ornament

### Intercept Survey

Two people completed the intercept survey. Aggregated results are provided as follows.

1. Do you live or work in Brookhaven? *Responses:*
  - I use the dog park
  - Neighbor from Sandy Springs
2. What do you love about Brookhaven? Check all that apply.

Figure 8. Survey Responses – "What do you love about Brookhaven?"



3. What does Brookhaven lack or need more of?
  - 1 response: Arts, culture, and entertainment facilities
4. When you close your eyes and envision Brookhaven in 20 years, what does it look like?
  - 1 response: BHwy is still diverse but safe. Brookhaven is so central between Sandy Springs, Buckhead, Chamblee, Dunwoody, and Decatur. All should plan and work well together.

## Appendix

### Zoom Transcript: 12/4 Virtual Workshop

| ID # | Comments  |
|------|---|
| 1    | How can someone participate online if they cannot attend?   |
| 2    | Where is that - do you have a link? I have looked at all the documents and have not seen a map we can comment on.   |
| 3    | <a href="https://www.brookhaven2044.com/get-involved">https://www.brookhaven2044.com/get-involved</a>   |
| 4    | Here is the map input tool: <a href="https://brookhaven.mysocialpinpoint.com/brookhaven2044#/">https://brookhaven.mysocialpinpoint.com/brookhaven2044#/</a>   |
| 5    | signage to key locations in the city like city hall (future), parks, etc. like in Athens  |
| 6    | So I am not trying to be negative but a comment on the tree canopy. It is almost impossible to remove a tree on my own property unless it is dead. The tree may be hanging over my home, dropping lots of leaves, etc that clog gutters, etc. And yet a path is being proposed through wooded areas and I have to believe trees will be removed for those just like they were in Murphey Candler Park for many of the projects. |
| 7    | What is the best way to give feed-back on the multimodal plan?  |
| 8    | Many people in my neighborhood did not know about the plan and it runs through many yards, wooded spaces, etc.  |
| 9    | You can send comments on the multimodal plans at <a href="mailto:multimodalstudy@brookhavenga.gov">multimodalstudy@brookhavenga.gov</a>   |

*\*Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*

### Zoom Transcript: 12/14 Virtual Workshop

| ID # | Comments   |
|------|--|
| 1    | Can you define neighborhood placemaking?   |
| 2    | How does preventing gentrification on Buford Highway relate to needing a catalyst for redevelopment?   |
| 3    | Do you have any info on how representative this breakdown of respondents is or is not of the residents of Brookhaven?  |
| 4    | Something about the syntax of the vision statement is off...   |
| 5    | Re: vision statement. On the previous slide, you mentioned that walkability was a key theme. I'd suggest finding a way to bring that specific word in. I think "well-connected" is intended as the proxy, but would prefer walkable instead.       |
| 6    | I think some of the words are not clear enough, and might be confusing, like attainable?   |
| 7    | Feels like buzz word bingo. A challenge of trying to check every box is that it leaves something out. It also doesn't provide specific enough language to provide meaningful guidance.   |
| 8    | I also would appreciate more specific language instead of broad themes :)  |
| 9    | Unique Brookhaven could be either very good (or very bad), kind of an open ended statement.  |
| 10   | The "and Paths" may be more profound and consequential than intended. Paths are also about transportation and traffic, but this framing could make it seem like Brookhaven views non-car mobility the same as other parks and recreational needs.  |
| 11   | Where can we view updates for specific city properties (like the recently-acquired Morrison property on Osborne)   |
| 12   | I've come to the conclusion that size of lot (and number of cars for humans living there) drives everything  |
| 13   | With the zoning rewrite, earlier drafts had policies that implied certain people should/shouldn't live in certain areas. When drafting the character area housing recommendations, please be mindful of what messages can be unintentionally sent. |
| 14   | One sustainably challenge will be understanding the trade-offs among different priorities.   |



Webform Comments

| ID # | Comment   |
|------|---|
| 1    | Constituents in Brookhaven came here cuz they wanted to stay residential. We're not looking to grow. We're not looking to get big. We don't want this 70 million dollar ostracity of money use in our neighborhood. We want you to protect what we have. Protect Buford Highway the way it is. Protect our residential neighborhood. Don't let the pdk airport become huge. Do your job instead of getting narcissistic and grandiose. Listen to your constituents because they are repeatedly telling you the same thing and you repeatedly don't listen. You're not any better than city of Atlanta |

*\*Note: The comments above are listed exactly as submitted. The Planning Team did not make any adjustments for spelling or grammar.*



# CHERRY BLOSSOM FESTIVAL POP-UP EVENT SUMMARY

## OVERVIEW

The Planning Team facilitated a booth at the City of Brookhaven’s Cherry Blossom Festival in Blackburn Park on Saturday, March 23, from 10 a.m. to 2 p.m. The purpose of the booth was to help raise awareness about the Comprehensive Plan, the 10-year update process, and the upcoming Plan Celebration Open House. Approximately 40 people stopped by the booth. Planning Team members Ansley Belton and Anna Baggett also walked around the festival to pass out information about the April 11 Plan Celebration Open House.

## Materials

- Outreach List Sign-Up Sheet
- 4 x 6 postcard promoting April 11 Open House (English/Spanish)
- Educational Boards
  - Comprehensive Plan History
  - Refreshed Vision and Goals
  - Priorities + Connection to Other Key Initiatives
  - Character Areas Board with Subareas Denoted and Defined

*Front and back Images of 4x6 postcards handed out to promote the Open House*



Comprehensive Plan  
**Brookhaven**  
BOUND FOR 2044

## PLAN CELEBRATION OPEN HOUSE

**Drop by City Hall  
April 11, 6 - 8 p.m.**

Review highlights from the draft update to our long-term land use plan and provide feedback.



Learn more:  
[Brookhaven2044.com](http://Brookhaven2044.com)



Comprehensive Plan  
**Brookhaven**  
BOUND FOR 2044

## CELEBRACIÓN DEL PLAN REUNIÓN DE PUERTAS ABIERTAS

**Acérquese al Ayuntamiento  
el 11 de abril, de 6 a 8 p. m.**

Revise los aspectos más destacados de la actualización del borrador de nuestro plan de uso del suelo a largo plazo y aporte sus comentarios.



Más información:  
[Brookhaven2044.com](http://Brookhaven2044.com)

## PUBLIC INPUT

Interested community members visited the booth and shared their perspectives on future development in Brookhaven. The most common topic that community members asked about was the plan's approach for housing diversification. Multiple people shared concerns about increasing residential density, but the Planning Team had good conversations with them about the need to accommodate the growth that is already happening across the region. After these discussions, community members seemed receptive to the plan's approach to protecting established single-family neighborhoods while increasing density at strategic locations.

Some community members also brought up the concurrent Multimodal Study and stated the need for more connectivity through safe biking and walking paths. The Planning Team discussed with them that connectivity and active transportation are a key priority in the 2044 Comprehensive Plan. The City has many initiatives underway that the 2044 Comprehensive Plan helps elevate as critical for achieving the future development vision and quality-of-life that Brookhaven residents prefer.

*Comprehensive Plan Booth at the Cherry Blossom Festival, located between the performance stage and vendors*



## PLAN CELEBRATION OPEN HOUSE SUMMARY

### OVERVIEW

The Planning Team held a Plan Celebration Open House at Brookhaven City Hall on April 11, 2024, from 6:00 p.m. to 8:00 p.m. The purpose of the meeting was to unveil the highlights of the draft plan update and gather community feedback. Twelve members of the public attended the meeting.

Participants received a meeting comment form when they signed in at the welcome table. The comment form had sections that corresponded to the board stations around the room, which included:

1. Welcome and Sign-In Table
2. Plan Overview and Vision & Goals
3. Future Land Use & Character Areas
4. Implementation

Each station provided plan highlights presented via boards. Copies of the full draft 2044 Comprehensive Plan document were also available for community members that wanted to review more details of the plan. The Planning Team noted to attendees that the full document would also be posted on the project website the following week.

*Community Members interact with the planning team at the Open House.*



## **PUBLIC INPUT**

All the comments in this section are transcribed exactly as provided. The Planning Team did not make any spelling or grammar adjustments.

### **General Comments**

The comment form included a space for general comments on the plan/planning process. One comment was shared in this space.

1. I don't think I see anything objectionable. It looks like you have represented what people were asking for.

### **Vision and Goals Comments**

After visiting Station 2, participants reviewed and provided feedback on the newly refined vision statement and long-term land use goals for the 2044 Comprehensive Plan. One comment was collected about this topic.

1. Like the focus on affordable housing options that blend with the community and do not create burdens with cars, etc. that big apartment and townhome communities can create. Like the focus on equity and sustainability and addressing EJ issues with heat/tree canopies, youth play.

### **Land Use/Character Area Comments**

Community members had the opportunity to review and provide feedback on any of the character area policies, which were available as handouts with signage denoting where to locate information about each character area. Only the three character areas, listed below, received comments.

#### *Ashford Park-Drew Valley*

1. Traffic calming – reduced speed limits, daylighting and improving crosswalks desperately needed along Dresden at the Shops. Crosswalks aren't even perpendicular to the road/Dresden – hard to see pedestrians. Better lighting needed. Less on street parking needed to improve crosswalk visibility. Need to preserve Camille's housing as chiefly SF or duplexes could be ok. Not a townhome community at Dresden. WE cannot have more cars parking on Camille – impossible to turn onto the road now. \*What is East Dresden – need to be better defined/illustrated.

#### *Lakes District*

1. The plan suggests that duplexes be allowed. The Bubbling Creek neighborhood wouldn't be open to that. We just fought to have a path not put by our creek. We would definitely be opposed to duplexes.

#### *Peachtree Corridor Overlay District*

1. Updates to the overlay district should not encroach/include Camille Dr. High density housing such as townhomes should not be allowed on Camille at Dresden. The (Camille) road cannot support more cars.

## Implementation Comments

Needs and opportunities, listed under the five priority implementation areas, were presented on boards. The Planning Team was available to discuss recommended actions that address each need and opportunity and are incorporated in the corresponding 2019-2024 Community Work Program. Community members could also flip through the draft Community Work Program, included in the draft document available in a central location in the meeting room.

Comments received under each Priority Implementation Area are summarized as follows.

### *Strategic Growth*

No comments received.

### *Equitable Development & Investment*

No comments received.

### *Culture & Place*

1. Like the effort to preserve, promote/support our diverse community.

### *Sustainability*

1. Like the EJ focus, tree canopy improvement in disadvantaged communities, heat addressed focus on underserved youth is great – safe play.

### *Connectivity & Active Transportation*

1. I was pleased to see this. We need to get cars off the road. Small public transit would be great.
2. Active transportation bridge idea is great see Dresden Dr. comments on other page – need to improve pedestrian safety – daylight crosswalks by removing some of street parking, crosswalks should not be angled, crosswalk signs hard to see with tree limbs covering them, speeds should drop to 25 mph on Dresden at shops

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# B2

## Public Survey & Input Map

1. Community Survey Summary
2. Digital Input Map Summary



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# COMMUNITY SURVEY SUMMARY

*Input Period: October 5 – November 10, 2023*

## COMMUNITY SURVEY

### Overview

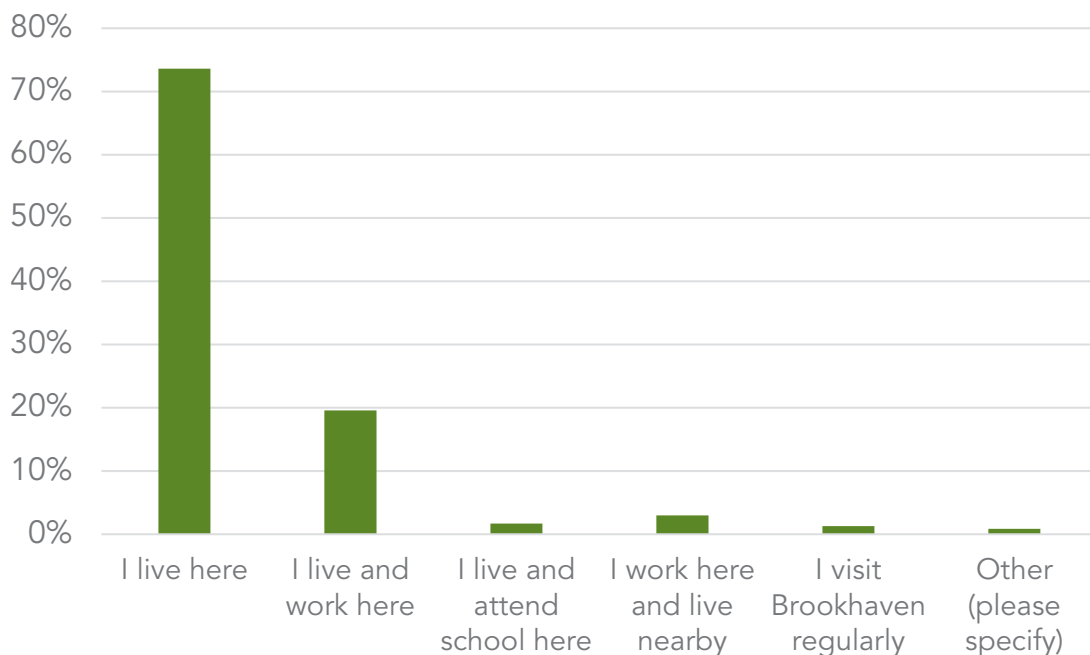
The Community Survey was available online from October 5 through November 10, 2023. The survey was offered in English and Spanish; 232 people responded to the English survey, and 3 people responded to the Spanish survey. A summary of participant characteristics and survey responses is presented in the sections that follow.

### Participant Characteristics

#### 1. What best describes your relationship to Brookhaven?

As shown in Figure 1, over 70 percent of respondents were residents of Brookhaven, while only about 20 percent both live and work in Brookhaven. Those who answered “Other” provided the following specifications: 1) worships in Brookhaven, and 2) owns property in Brookhaven.

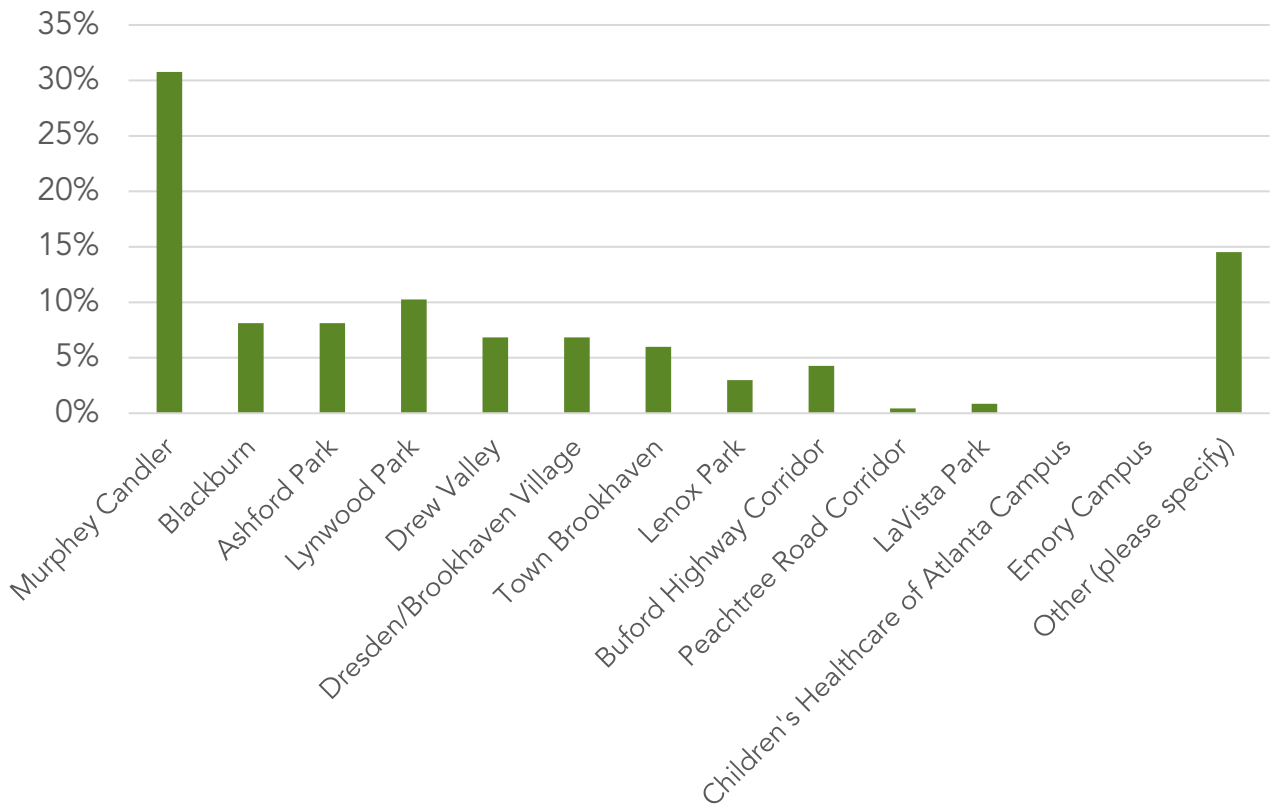
*Figure 1. Relation to Brookhaven*



2. *What neighborhood or area of Brookhaven do you most associate with?*

Shown in Figure 2, the Murphey Candler area had the highest participation rate among neighborhoods listed. Of the open-ended responses submitted for “Other,” the most frequently listed areas were Osborne Road (10), Oglethorpe University Neighborhood (4), and Brookhaven Fields (3).

Figure 2. *Neighborhood that Participants Associate With*



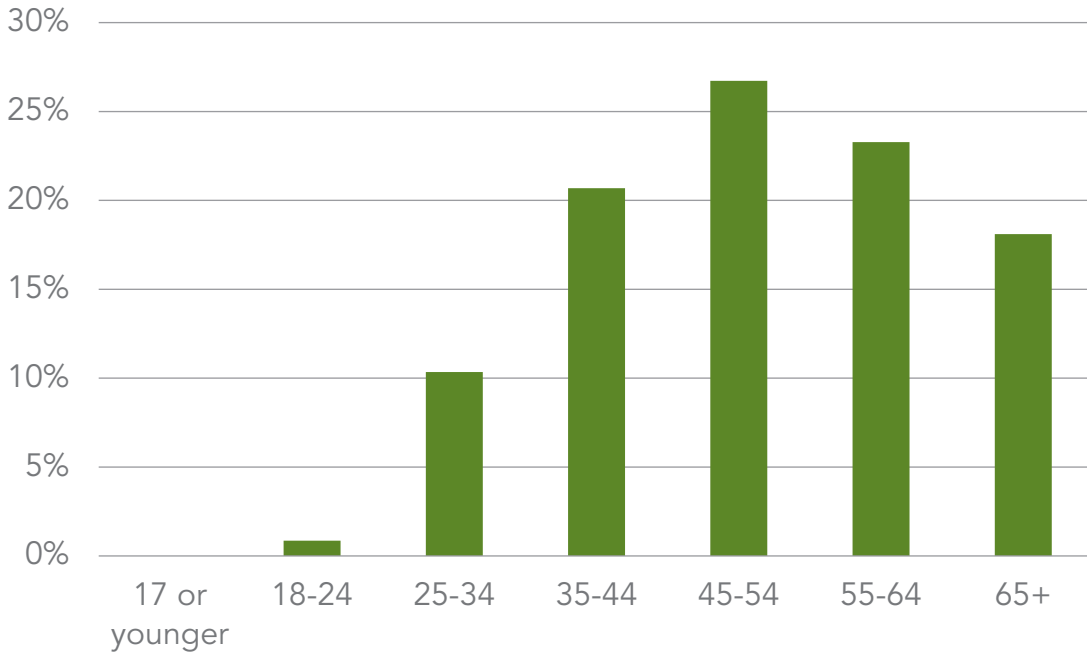
3. *What is your ZIP code?*

The 30319 ZIP code had the highest participation rate among neighborhoods listed. Aside from the options presented, only two “Other” ZIP codes appeared once each: 30307 and 30349.

4. *What is your age?*

As shown in Figure 3, the respondent pool was quite balanced, with the largest share (27 percent) of participants falling in the 45-54 age range, and similar representation for all groups of people 35 and over. No one under 18 took the survey, while 1 percent of respondents were under 25.

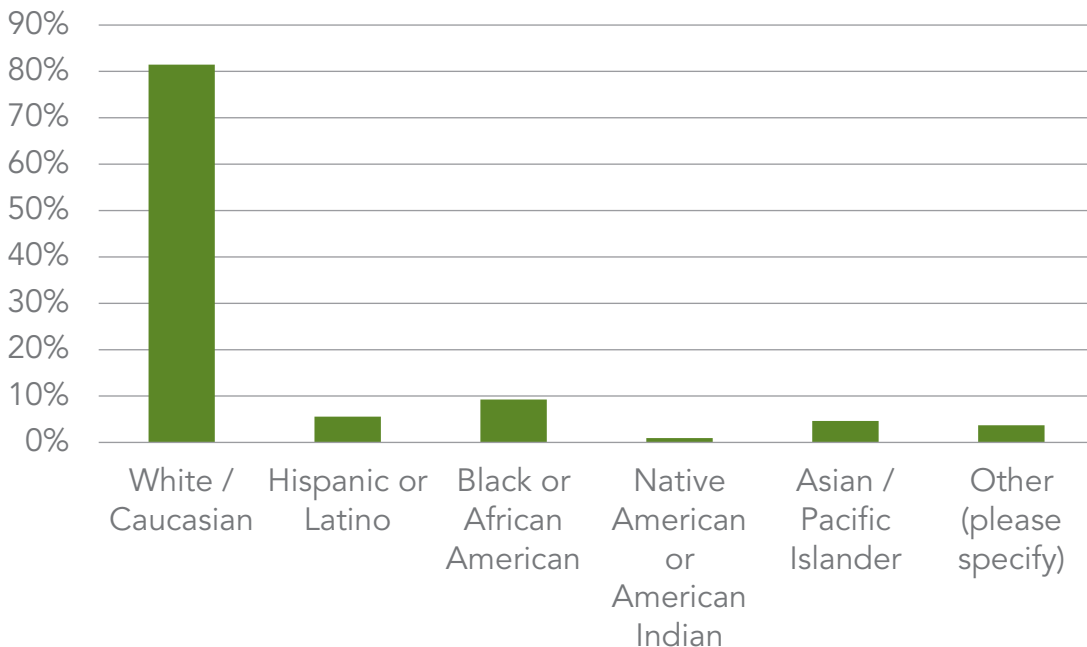
Figure 3. Age



5. What is your race/ethnicity?

As Figure 4 shows, 81 percent of respondents identified as White / Caucasian. Black or African American respondents comprised 9 percent of total survey participation. Relative to the population of Brookhaven, White individuals were overrepresented, while Hispanic or Latino individuals were underrepresented.

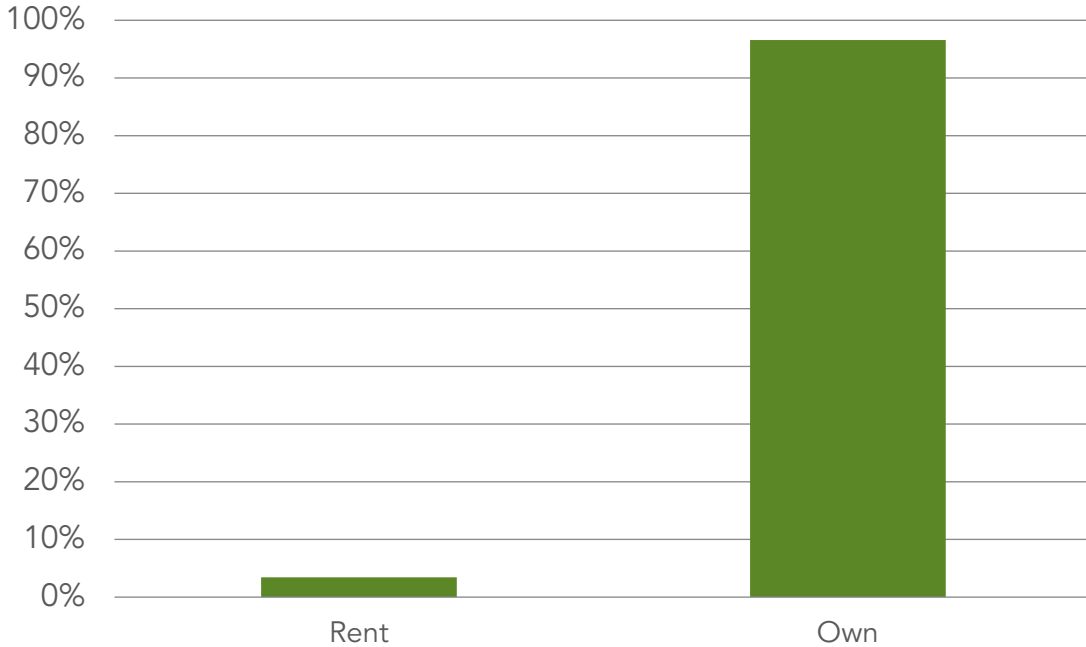
Figure 4. Race/Ethnicity



6. Do you or the head of household rent or own your place of residence?

As Figure 5 shows, 97 percent of respondents own their home.

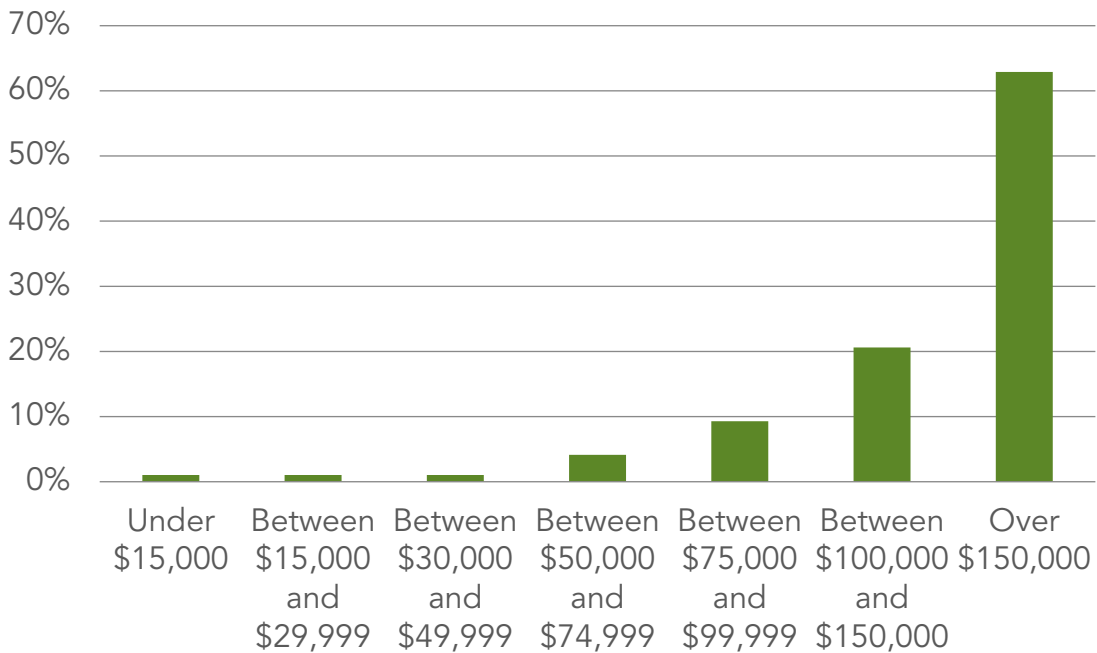
Figure 5. Housing Tenure



7. What is your annual household income?

As Figure 6 shows, 97 percent of respondents own their home.

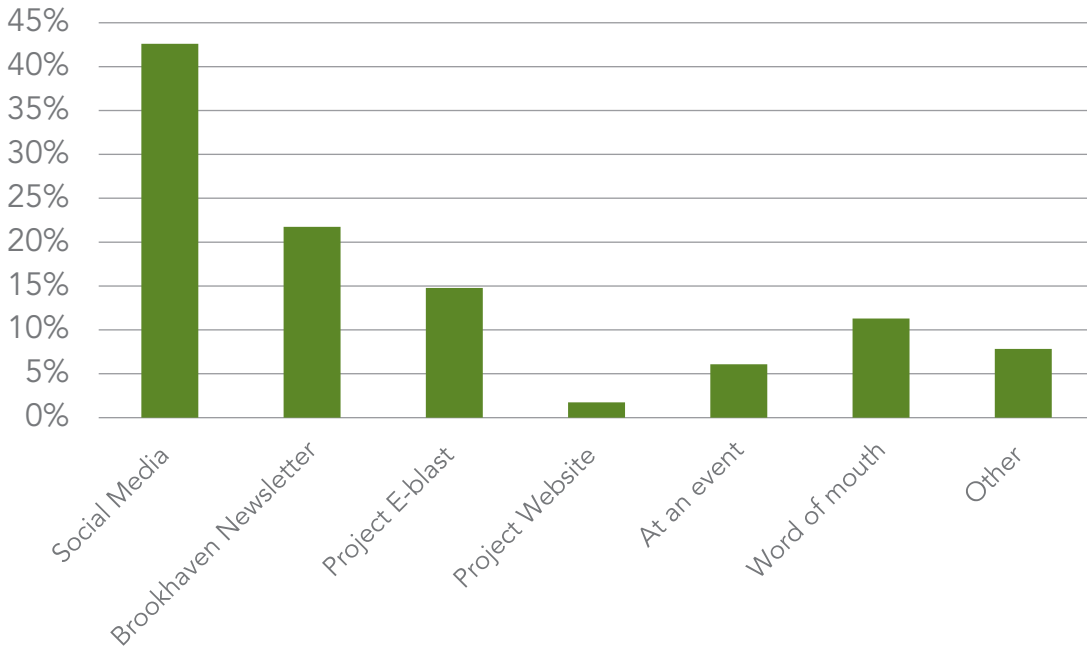
Figure 6. Annual Household Income



8. How did you hear about this survey?

As Figure 7 shows, 43 respondents heard about the survey, while another 22 found out through the Brookhaven Blast newsletter. Project e-blasts and word of mouth also led a significant share of respondents to take the survey.

Figure 7. How did you hear about this survey?

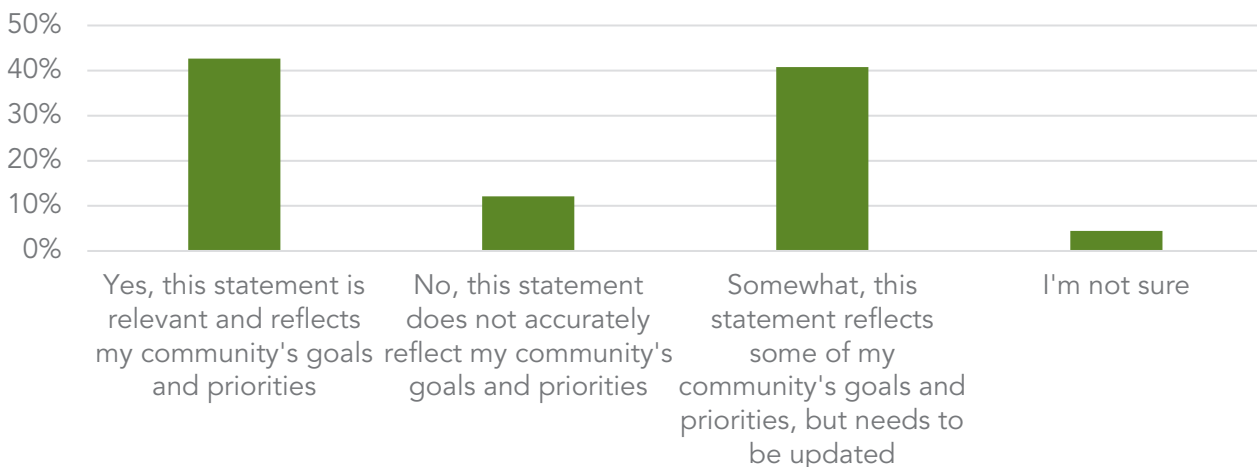


Citywide Visioning

**Citywide Vision Statement:** Brookhaven will be nationally recognized as a beautiful community where multiple generations can live in safety, flourish in business, and succeed in a historic, sustainable environment with exceptional education and transportation options.

9. Do you feel that this vision statement is still accurate and relevant?

Figure 8. Opinions Regarding Current Citywide Vision Statement



10. What are (up to) three words you would like to see added to the Vision Statement?

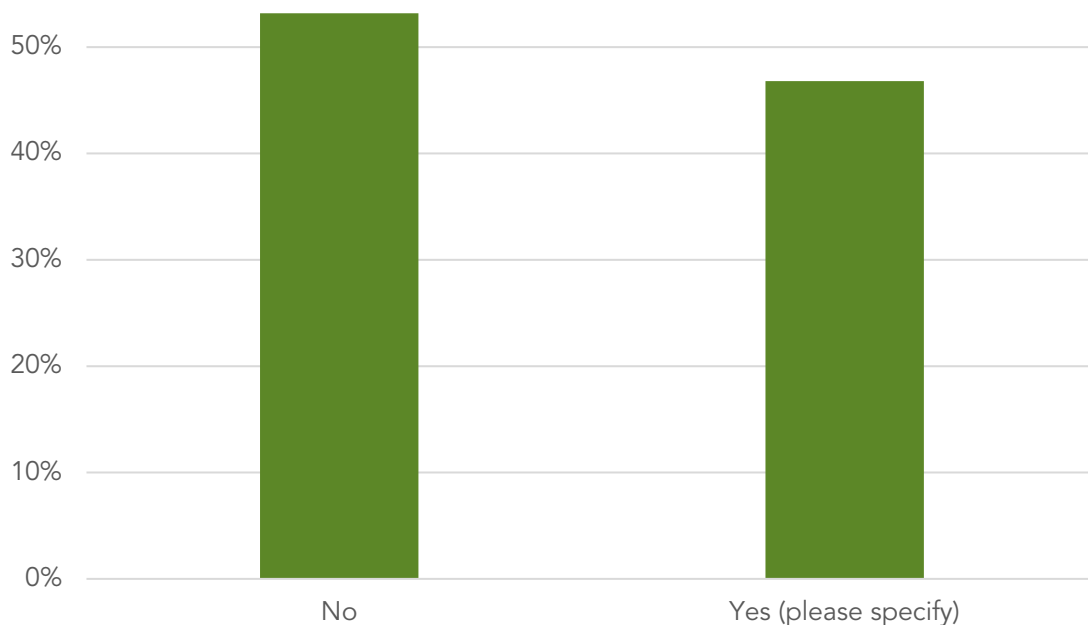
The top five words (or similar terms) that were suggested to be added to the vision statement are:

1. **Diverse** – 30 suggestions for this term or similar terms—diversity, multi-cultural, inclusive, welcoming, and equity.
2. **Green** – 17 suggestions for this term or similar terms – parks, natural spaces, trees, flora and fauna protection, conservation, greenway access, and environmental preservation.
3. **Walkable** – 14 suggestions for this term or similar terms – pedestrian-friendly and walkability.
4. **Fiscally responsible and transparent** – 13 suggestions for this term or similar terms—government accountability, well-managed, cost-effective, fiscally sound, and measured.
5. **Affordable** – 12 suggestions for this term or similar terms—affordability and affordable housing.

11. Is there any part of the Vision Statement you would suggest removing?

The respondent pool was almost split in half for whether they had any suggested words to remove from the Vision Statement.

Figure 9. Is there any part of the Vision Statement you would suggest removing?



Common answers to this question included: “nationally recognized,” “historic,” and “education.”

### Citywide Mission Statement

**Current Mission Statement:** In support of the Brookhaven vision the City government shall: encourage and maintain a beautiful community, meet public safety needs, develop an environment for business success, promote sustainable projects and activities, identify and

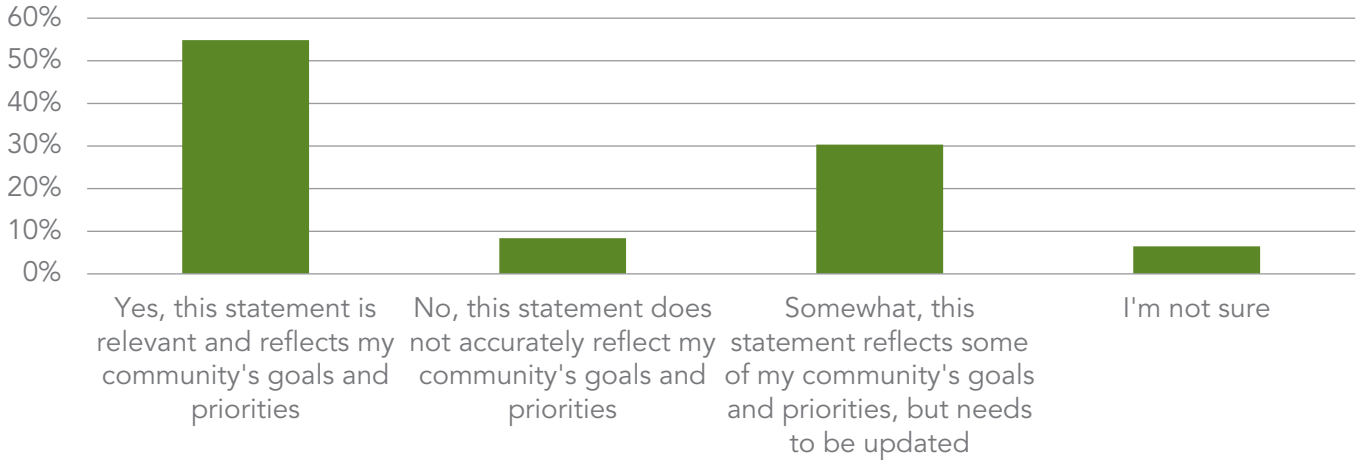


preserve historic and neighborhood resources, facilitate educational opportunities, and improve transportation conditions, connectivity, and options while listening to and communicating with the public.

**12. Do you feel that this mission statement is still on point?**

Responses to this question are shown in Figure 10. More than half of the participants felt the Mission Statement is still relevant and reflects their goals and priorities.

Figure 10. Opinions Regarding Current Mission Statement



**13. What are (up to) three words you would like to see added to the Mission Statement?**

Recurring terms in the open-ended responses were: "transparent," "affordable," and "fiscally responsible." A full transcript of these responses is available in the Appendix.

**14. Is there any part of the Mission Statement you would suggest removing?**

As shown in Figure 11, a vast majority of participants do not feel that changes to the Mission Statement are needed.

Figure 11. Is there any part of the Mission Statement you would suggest removing?



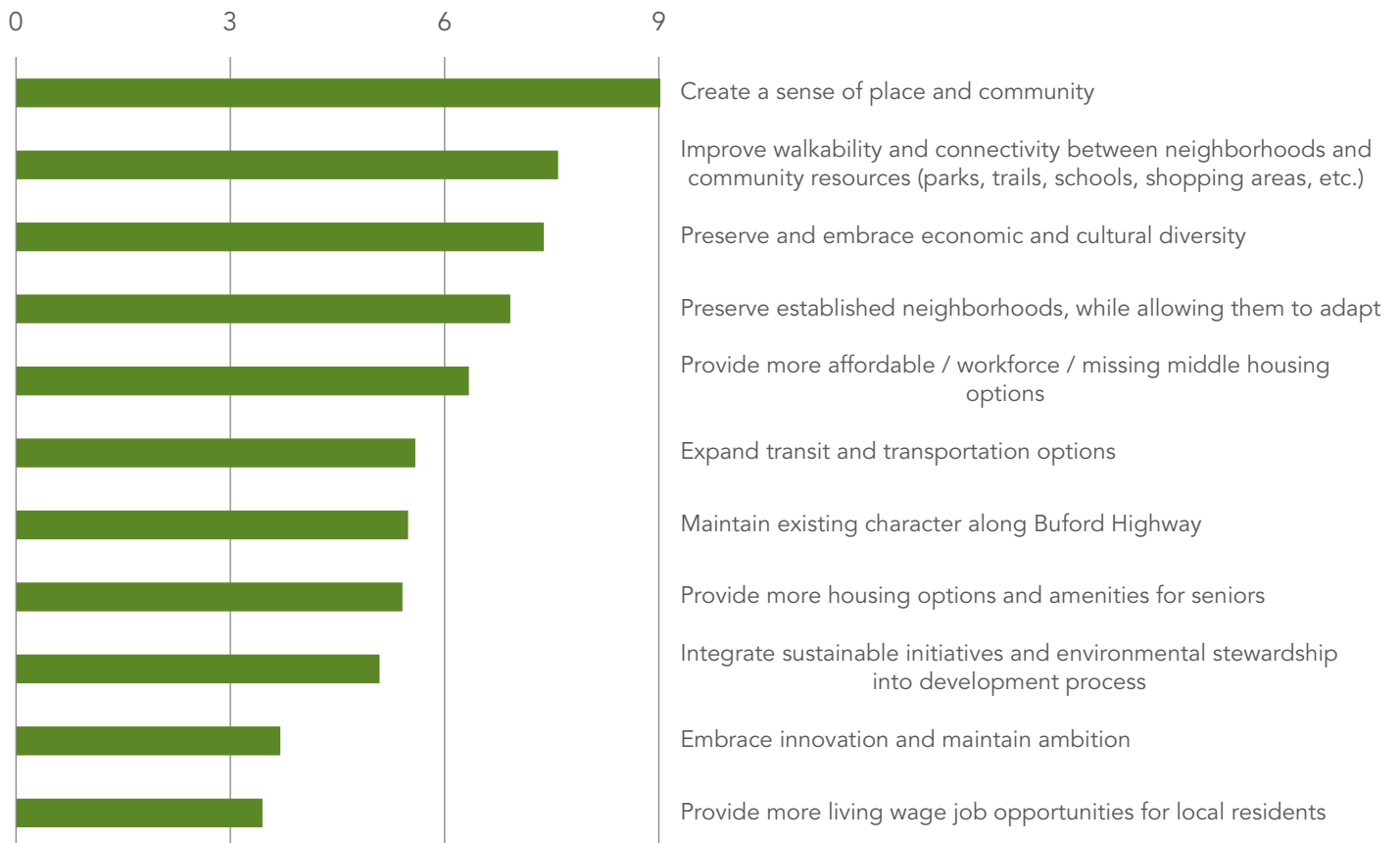
Of those who did suggest changes, common words mentioned were: "sustainable," "education," and "beautiful."

### Priorities for the Future

15. Which of the following initiatives or priorities are most important to the future growth and development of Brookhaven? Please rank in order from most important to least important.

As shown in Figure 12, respondents ranked creating a sense of place and community the highest, followed by improving walkability and connectivity between neighborhoods and community resources. Preserving and embracing economic and cultural diversity and preserving established neighborhoods while allowing them to adapt also scored highly.

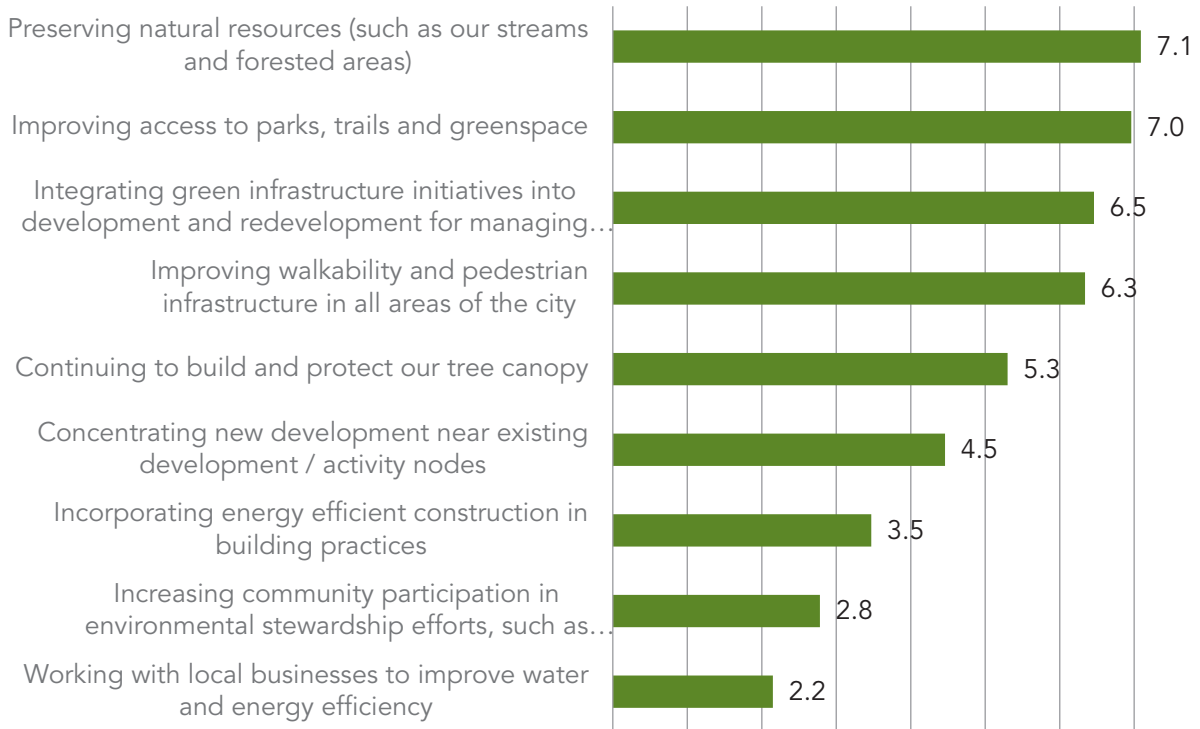
Figure 12. Ranked Priorities



16. When thinking about the changing environment over the next 20 years, which of the following initiatives for sustainability are most important? Please rank.

As shown in Figure 13, respondents ranked preserving natural resources the highest, followed closely by improving access to parks, trails, and greenspace. Improving walkability and pedestrian infrastructure citywide and integrating green infrastructure initiatives into development to manage flooding and stormwater runoff also scored highly.

Figure 13. Ranked Sustainability Initiatives

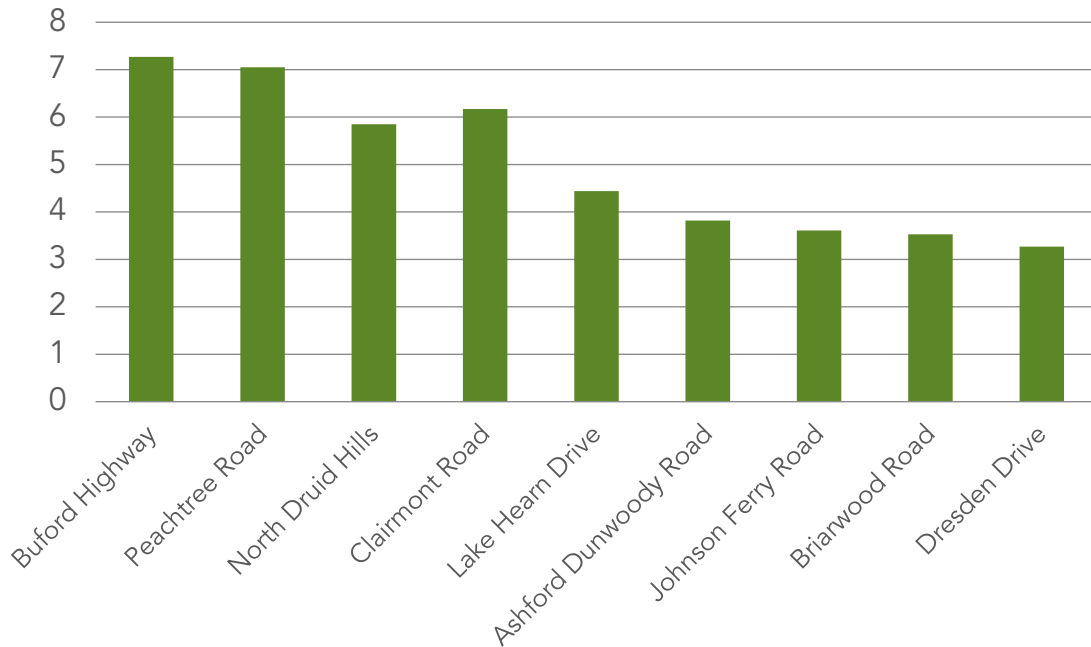


### Balancing Future Land Uses and Development

17. Which corridors should be the priority for additional development of retail, restaurants, and/or housing (like apartments and townhomes)?

As shown in Figure 14, Buford Highway and Peachtree Road were the highest ranked corridors for priority redevelopment. Clairmont Road and North Druid Hills Road also scored highly.

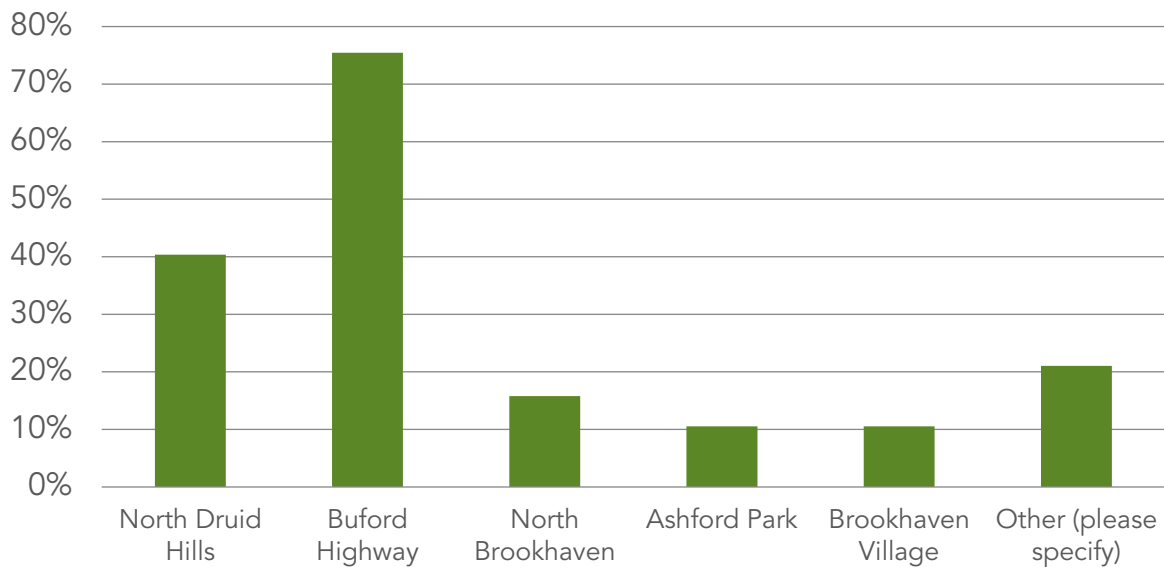
Figure 14. Ranked Priority Corridors for Development



18. Which neighborhoods or areas in Brookhaven do you think are most in need of redevelopment?

Again, as shown in Figure 15, 76 percent of participants felt Buford Highway was the area most in need of redevelopment. 40 percent of respondents also felt North Druid Hills Road had a significant need. Open-ended responses to this question can be found in the Appendix.

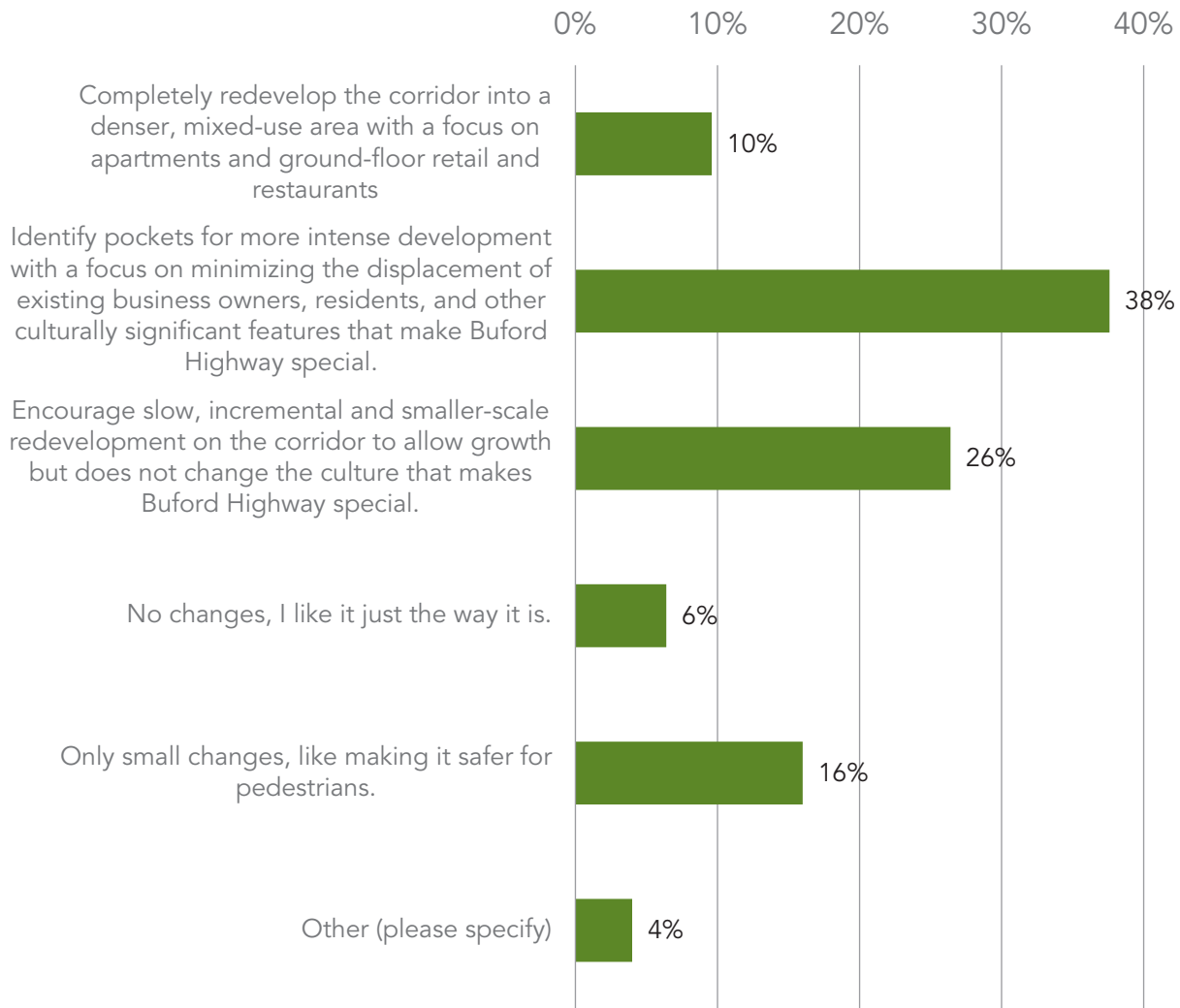
Figure 15. Opinions Regarding Neighborhoods Most in Need of Redevelopment



19. Which of the below statements best matches what you would like to see along Buford Highway?  
Highway?

As shown in Figure 16, respondents were split on what type of change they would like to see along Buford Highway—38 percent wanted to focus development in certain pockets and focus on minimizing displacement of existing residents and businesses, while 26 percent wanted to encourage incremental growth along the corridor toward the same end of preservation. Open-ended responses to this question can be found in the Appendix.

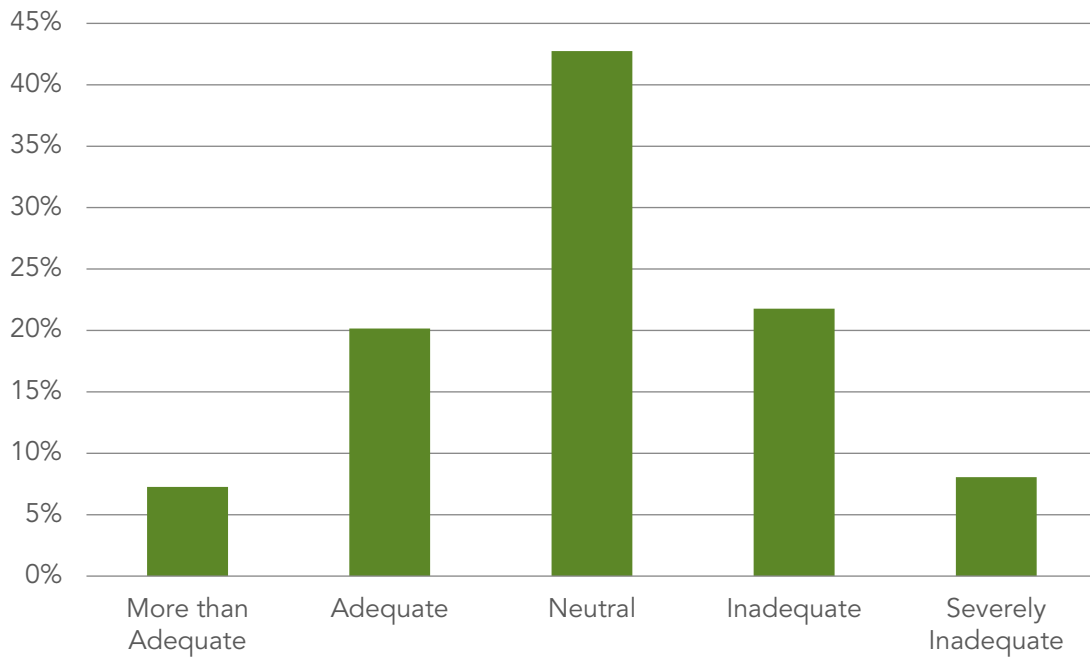
Figure 16. Opinions Regarding Change Along Buford Highway



20. Do you feel there is an adequate supply of schools and childcare facilities in proximity to residential areas in Brookhaven?

As shown in Figure 17, responses on this question were balanced, with 43 percent feeling neutral, and the distributions on either side being relatively equal. Open-ended responses to this question can be found in the Appendix.

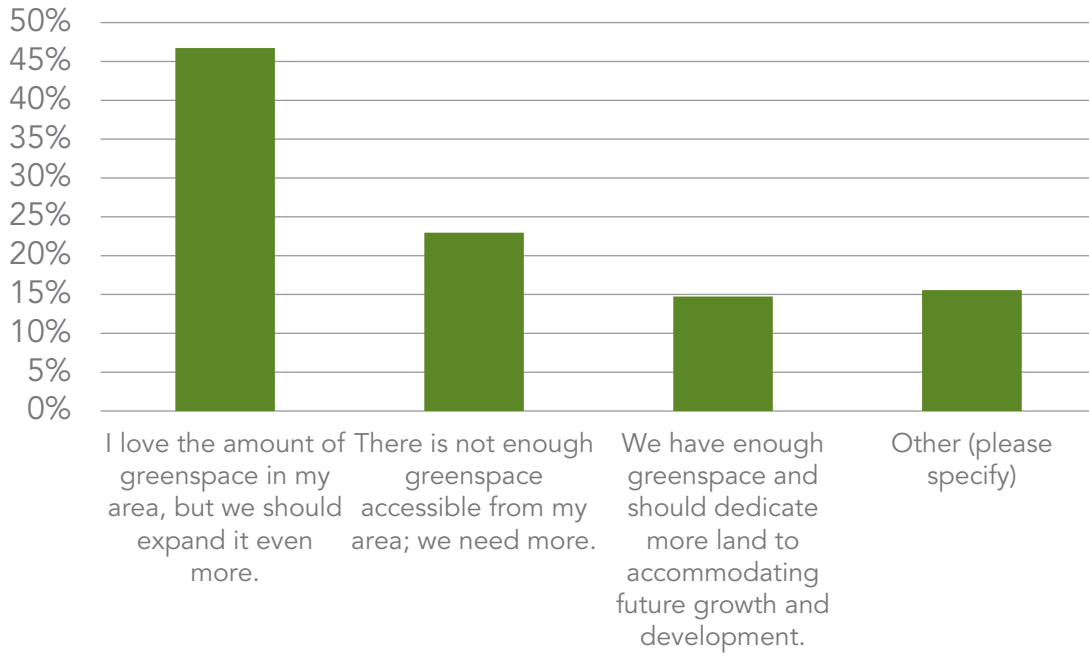
Figure 17. Opinions Regarding Supply of Schools and Childcare Facilities Near Residential Areas



*21. Which statement best describes your attitude toward the amount of parks and other greenspace in the City?*

As shown in Figure 18, 47 percent of respondents love the amount of greenspace but would expand it even more; another 23 percent want to add more and feel the current amount is inadequate. Approximately 15 percent feel there is enough greenspace and that more land should be dedicated to future growth and development. Among the 16 percent who selected "Other," recurring themes include maintenance of existing greenspace and improving accessibility. A full transcript of "Other" open-ended responses can be found in the Appendix.

Figure 18. Opinions Regarding Amount of Parks and Other Greenspace

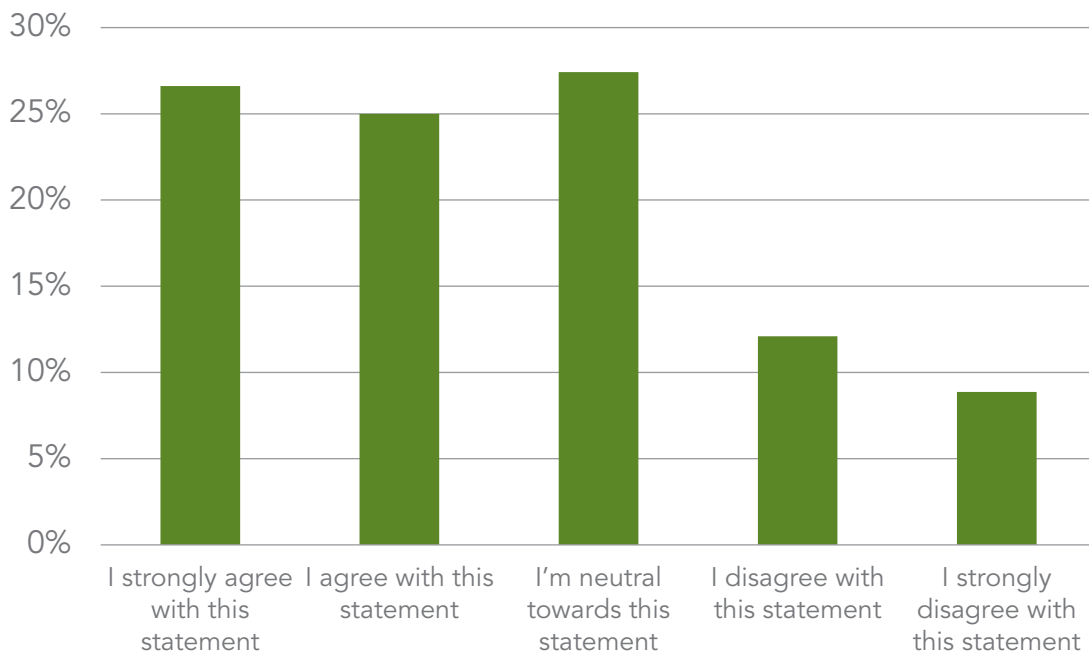


## Housing

22. Please indicate how much you agree or disagree with the statement: "There should be a broader range of housing types in Brookhaven."

As shown in Figure 19, most residents agree or are neutral toward this statement, with 27 percent strongly agreeing. 21 percent disagree or strongly disagree.

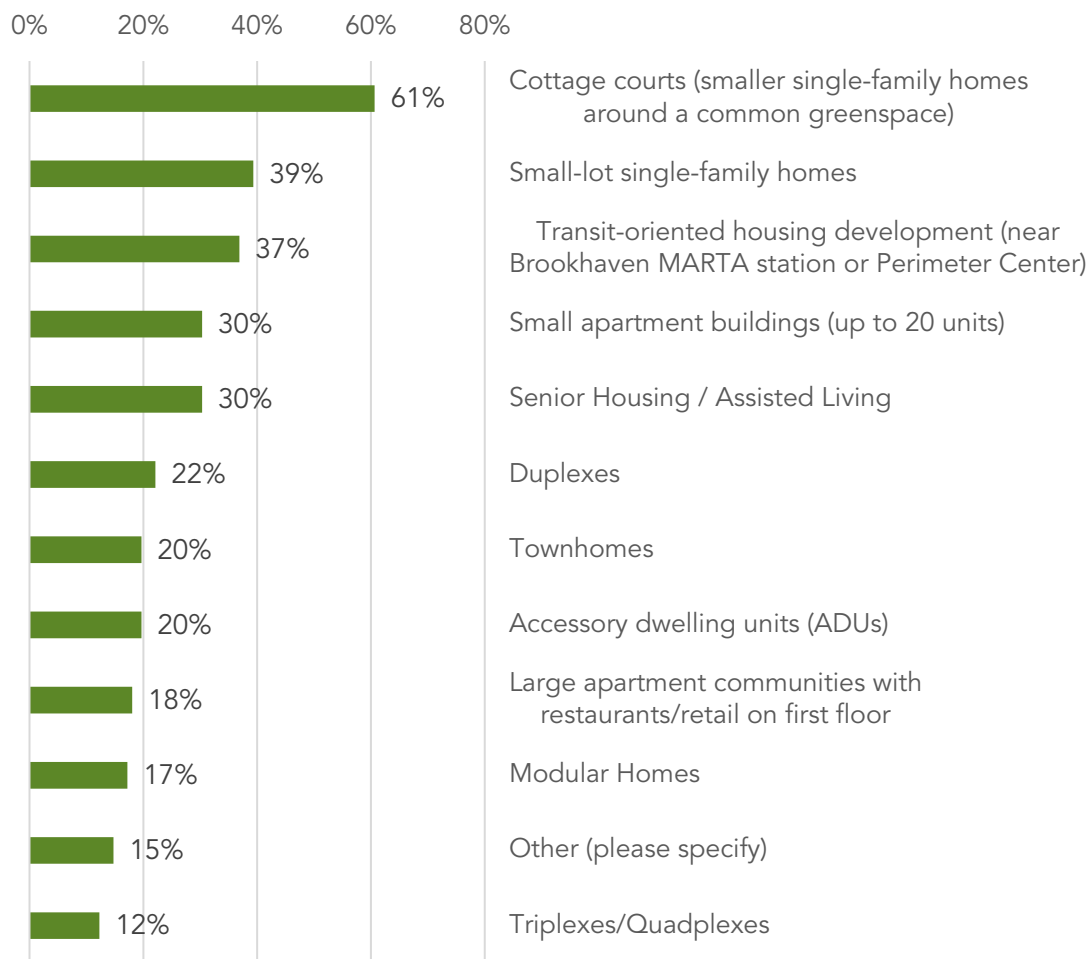
Figure 19. Opinions Regarding Housing Statement



**23. What housing types do you think there should be more of in Brookhaven to better accommodate the diverse needs of the community?**

As shown in Figure 20, respondents were largely (61 percent) in favor of cottage courts. Other popular options included small-lot single family homes (39 percent) and transit-oriented housing development near MARTA or Perimeter Center (37 percent).

*Figure 20. Opinions Regarding Desired Housing Types to Accommodate Community Needs*

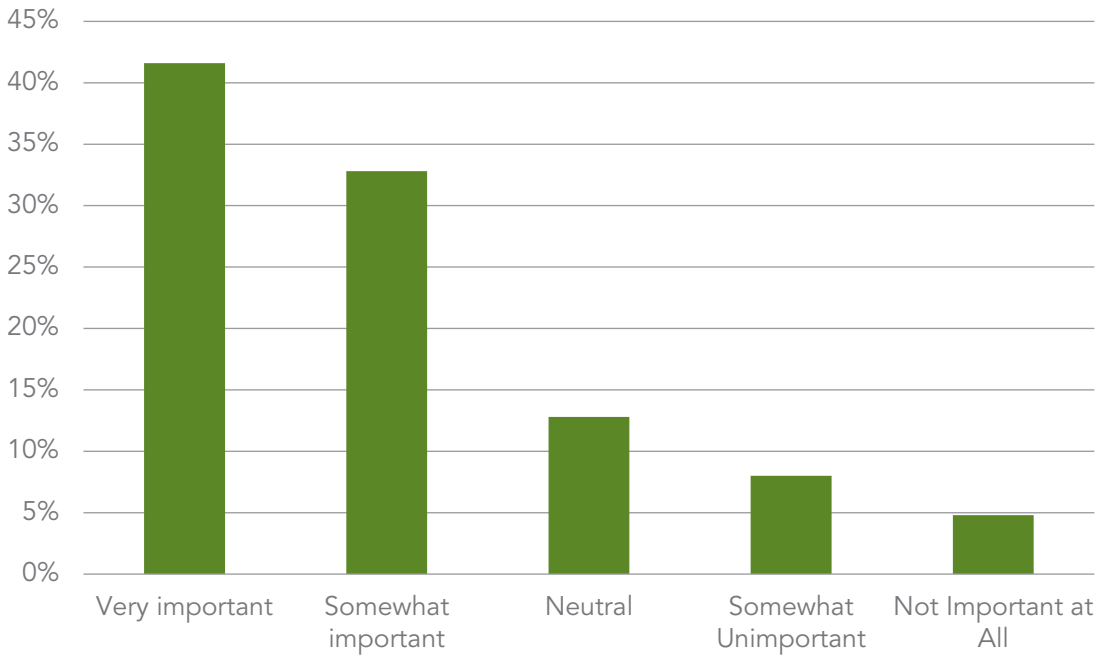


**24. How important is the preservation of historic sites and buildings when considering new housing developments?**

As shown in Figure 21, the majority of the respondent pool rated the preservation of historic sites and buildings as either very important or somewhat important.



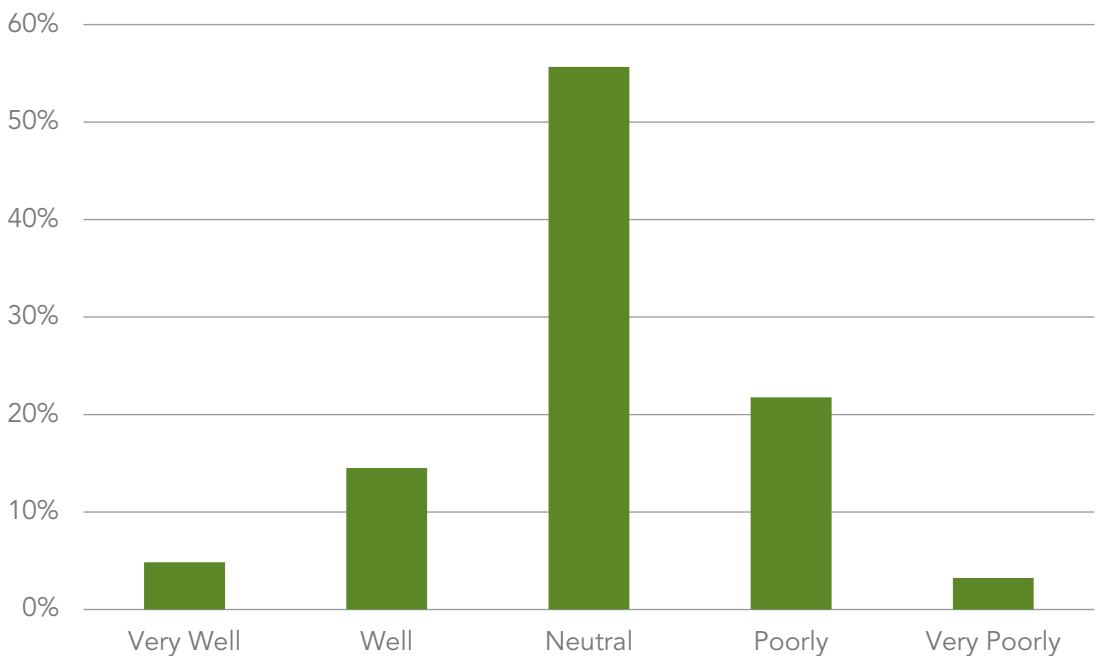
Figure 21. Opinions Regarding Importance of Preserving Historic Sites When Considering New Housing



25. How well do you feel that Brookhaven accommodates housing needs for seniors?

As shown in Figure 22, over half the respondents felt neutral regarding how well Brookhaven accommodates housing needs for seniors, while approximately 21 percent indicated the City had room for improvement in this area.

Figure 22. Opinions Regarding How Well Brookhaven Accommodates Housing Needs for Seniors



## Economic Development

26. *What amenities does Brookhaven need more of to better accommodate residents, workers, employers, and visitors in the city? Please rank in order from most important to least important.*

As shown in Figure 23, breakfast and lunchtime shops and restaurants received the highest weighted average rating for needed amenities, while health and wellness facilities and experiences received the lowest weighted average rating.

Figure 23. *Ranked Amenities Needed to Accommodate Residents, Workers, Employers, and Visitors*



## Planning for the Future

The final questions on the survey were open-ended format. A transcript of all responses is available in the Appendix.

27. *List the top three actions or initiatives you would like to see move forward in Brookhaven over the next five years.*

Preservation and maintenance of the tree canopy, improvements to the sidewalk network, and more types of housing were some of the recurring answers to this question.

28. *Close your eyes and imagine Brookhaven 20 years from now. In 10 words or less, what do you see?*

Recurring themes among these answers were walkability, family-oriented, beautiful, and sustainable. Many people emphasized that Brookhaven feels like a small town despite its location within the metro Atlanta region. Many participants imagined more parks, sidewalks, transit options, restaurants, and arts and culture.

## Appendix: Open-Ended Comments

All comments in this section are an exact transcript. The Planning Team has not made any adjustments for spelling or grammar.

Table 1. What are (up to) three words you would like to see added to the Vision Statement?

| ID | Word 1 to add                                      | Word 2 to add                             | Word 3 to add             |
|----|--|---|---------------------------|
| 1  | Beautiful and well maintained                      | Exceptional recreation activities etc     |                           |
| 2  | Walkability  | Greenway access                           |                           |
| 3  | green  | diverse                                   | walkable                  |
| 4  | diversity  | connectivity                              | opportunity               |
| 5  | Diverse (economically, racially)                   | Protect the natural environment           |                           |
| 6  | Conservation                                       | Collaboration                             | Transparency              |
| 7  | The word practical before transportation           | The word affordable before transportation |                           |
| 8  | Preserve   | Improve                                   | Maintain                  |
| 9  | crime prevention                                   | infrastructure improvements               | government accountability |
| 10 | low density  | great parks                               |                           |
| 11 | Locally recognized                                 |   |                           |
| 12 | Low-cost   | Service                                   | Excellence                |
| 13 | Affordable housing                                 | Brookhaven bus system                     |                           |
| 14 | diverse  |   |                           |
| 15 | Locally recognized                                 |   |                           |
| 16 | Inclusion  | Consensus                                 |                           |
| 17 | Local  | Input                                     | Feedback                  |
| 18 | Respectful of existing neighborhoods and residents | Natural parks and spaces                  | Foster public engagement  |
| 19 | Maintain small town feel                           |   |                           |
| 20 | NO   | MORE                                      | APARTMENTS                |
| 21 | quiet  | peaceful                                  |                           |
| 22 | Stop   | Elected                                   | Officials                 |
| 23 | Affordability                                      | Infrastructure security                   | Single use Plastic        |
| 24 | Diverse  | Destination                               | Parks                     |
| 25 | Inclusive  | Liberal                                   | Green                     |
| 26 | affordability                                      |   |                           |
| 27 | Affordable   | Diverse                                   |                           |
| 28 | Natural  | Preservation                              | Unpaved                   |
| 29 | Affordable   |   |                           |
| 30 | Cost efficient                                     | Trees                                     |                           |
| 31 | Removal of subjective terms like "beautiful"       | Measurable                                | Testable                  |
| 32 | Homeowner  | Parks                                     | Police                    |
| 33 | Culture  | Diversity                                 |                           |

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| ID | Word 1 to add               | Word 2 to add              | Word 3 to add                          |
|----|-----------------------------|----------------------------|--|
| 34 | Diversity                   |                            |  |
| 35 | reduce                      | eliminate                  | minimize                               |
| 36 | Affordable                  | Walkable                   | Transparent                            |
| 37 | reduce                      | eliminate                  | minimize                               |
| 38 | Great parks                 | Outdoor activities         |  |
| 39 | green space                 | arts & culture             | inclusive                              |
| 40 | walkable                    | affordable                 | diversity                              |
| 41 | Respectable                 | Affordable                 | Faithful                               |
| 42 | Railway                     | Metro                      | Marta                                  |
| 43 | Affordable                  | Family friendly            | Community oriented                     |
| 44 | Greenspace                  |                            |  |
| 45 | preservation                | quiet                      | trees                                  |
| 46 | succeed in business         | preserve historic          | innovative education                   |
| 47 | fiscally responsible        |                            |  |
| 48 | art                         | Culture                    |  |
| 49 | Affordable                  | Low Taxes                  | Financial transparency                 |
| 50 | Walkable                    |                            |  |
| 51 | Fiscally                    | Responsible                |  |
| 52 | Affordability               | Responsive                 |  |
| 53 | transparent decision making | amble parks                |  |
| 54 | Trees                       | accountability             | frugality                              |
| 55 | Walkability                 | Focus on community         | Shop small                             |
| 56 | Culture                     | Diverse                    |  |
| 57 | Stop developing             | Stop spending              | Maintain our community                 |
| 58 | Walkable                    | Environmental preservation |  |
| 59 | Safe environment            | Community comes first      |  |
| 60 | Diverse                     |                            |  |
| 61 | Diverse                     | Peaceful                   | Environmental protection and awareness |
| 62 | Technology                  | Parks                      | Economic                               |
| 63 | happily                     | outdoor                    | vibrant                                |
| 64 | Responsible                 | Fiscally sound             | Well managed                           |
| 65 | art                         |                            |  |
| 66 | arts/vibrant                | cultural                   | inclusive                              |
| 67 | LANDSCAPING                 | COMMUNITY                  | EVENTS                                 |
| 68 | Effective                   | Efficient                  | Government                             |
| 69 | inclusive                   | modern                     |  |
| 70 | fix                         | the                        | traffic                                |
| 71 | Diverse                     |                            |  |
| 72 | measured                    | expense                    |  |

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| ID  | Word 1 to add  | Word 2 to add                      | Word 3 to add                           |
|-----|--|------------------------------------|---|
| 73  | Recreational   | Walkable                           | Protect Fauna and flora                 |
| 74  | guide/lead   | diverse                            |   |
| 75  | , and where development occurs at a strategic, measured and reasonable manner. |                                    |   |
| 76  | Walkable   |                                    |   |
| 77  | Maintain   | Integrity                          |   |
| 78  | Thrive   | Inclusion                          |   |
| 79  | Inclusive  | Responsive                         |   |
| 80  | Affordable housing   | Diverse                            | Walkable                                |
| 81  | accessibility  | transparency                       | comprehensive (before "transportation") |
| 82  | technology   | jobs                               | low taxes                               |
| 83  | thoughtful development   | pedestrian friendly                | family friendly                         |
| 84  | More affordable housing  |                                    |   |
| 85  | Equity   |                                    |   |
| 86  | Diversity  | Justice                            | Accountability                          |
| 87  | Diversity  | Connect                            | Cognizant                               |
| 88  | walkable   | inclusive                          | vibrant                                 |
| 89  | Welcoming  |                                    |   |
| 90  | Bikeable   | Walkable                           |   |
| 91  | tree protection  | neighborhood preservation          | infill building                         |
| 92  | Fiscal   | Responsibility                     |   |
| 93  | inclusive  |                                    |   |
| 94  | protecting   | communities from                   | over-development                        |
| 95  | neighborhoods  | community                          |   |
| 96  | Welcoming  |                                    |   |
| 97  | Inclusion  | Welcoming                          | Equity                                  |
| 98  | Walkable   |                                    |   |
| 99  | EV charging  | Remaining single family residences | Golf cart lanes                         |
| 100 | Multi  | Cultural                           |   |

Table 2. Is there any part of the Vision Statement you would suggest removing?

| ID | Yes (please specify)                    |
|----|---|
| 1  | Don't need to be nationally recognized. |
| 2  | Historic                                |
| 3  | historic                                |
| 4  | Nationally recognized                   |
| 5  | Exceptional education                   |
| 6  | Omit the word nationally in first line  |

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| ID | Yes (please specify)   |
|----|--|
| 7  | nationally recognized  |
| 8  | Nationally recognized  |
| 9  | nationally recognized  |
| 10 | Nationally recognized; historic  |
| 11 | Nationally recognized  |
| 12 | Historic   |
| 13 | I don't think it is important to be nationally recognized  |
| 14 | nationally recognized as   |
| 15 | "Beautiful" needs to be defined or described. My version of beauty is nature and community engagement  |
| 16 | Nationally recognized  |
| 17 | multiple generations--DEFINE THIS, exceptional education--GIVE ME THE DATA   |
| 18 | nationally recognized  |
| 19 | Historic   |
| 20 | Nationally recognized  |
| 21 | Education...there are no plans for our own independent school district and DCSD is a failure.  |
| 22 | Not sure what is meant or relevant to historic since it is a fairly new city   |
| 23 | It is vague and so someone's interpretation of "beautiful" might mean paving and building while another's (mine) is for more natural areas.  |
| 24 | Internationally recognized   |
| 25 | Nationally   |
| 26 | Don't see the need to be "nationally known."   |
| 27 | This statement is too subjective and could mean anything to anyone. A statement needs to be objectively stated and measurable so officials can be held accountable if the statement is not realized.   |
| 28 | Nationally historic  |
| 29 | Sustainable Environment  |
| 30 | It's a lie to say we flourish in business when all stores are closing down due to increased taxes  |
| 31 | sustainable  |
| 32 | We don't need to be nationally recognized for anything. We need affordability, walkability, and the expectation of transparency from our city leaders. There's no mention of the need to be financially responsible in our spending so future generations can come and thrive without being saddled by generational debt created by an overzealous and short-sighted local government. |
| 33 | sustainable environment  |
| 34 | historic   |
| 35 | nationally recognized, historic  |
| 36 | nationally   |
| 37 | Education - we don't control that  |
| 38 | Is historical relevant?  |
| 39 | succeed in a historic, sustainable environment (it means nothing)  |
| 40 | exceptional?   |
| 41 | National Recognition   |
| 42 | Unless housing is more affordable for our aging population, then multiple generations needs to be changed to only the younger and middle aged.   |
| 43 | Eliminate the words "nationally" and "historic".   |

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| ID | Yes (please specify)  |
|----|---|
| 44 | "Nationally recognized"   |
| 45 | City Center   |
| 46 | All of it   |
| 47 | Don't need a vision statement just action   |
| 48 | Beautiful community - not a beauty contest  |
| 49 | Nationally  |
| 50 | succeed seems a strange word to include   |
| 51 | Education - not managed by City of Brookhaven so a bit out of reach.  |
| 52 | "nationally recognized" who cares? - I feel like we need to address real issues and not be so worried about sitting at the cool table   |
| 53 | Flourish in business  |
| 54 | transportation options  |
| 55 | Nationally recognized   |
| 56 | The placement of 'historic' creates confusion based on its placement in the mission. What are you referring to with this word? Is it historical buildings? Recommend making more clear. |
| 57 | Nationally recognized   |
| 58 | Nationally recognized.  |
| 59 | historic, sustainable   |
| 60 | Historic?   |
| 61 | nationally recognized. We don't need to stive for that. If we do well we'll be recognized.  |
| 62 | nationally recognized   |
| 63 | flourish in business  |
| 64 | The nationally recognized part  |
| 65 | Historic...it is such a small area of the City and their residents seem aloof   |
| 66 | Education   |

Table 3. What are (up to) three words you would like to see added to the Mission Statement?

| ID | Word 1 to add   | Word 2 to add   | Word 3 to add             |
|----|---|---|---------------------------|
| 1  | City government shall LISTEN to and respect input of citizens | City was born partly to enhance and add to park system. Nothing in mission statement about parks. |                           |
| 2  | alternative   | transportation  |                           |
| 3  | transparency  | diversity   | connectivity              |
| 4  | Environmentally responsible                                   |   |                           |
| 5  | Nature  | Conservancy   | Transparency              |
| 6  | Affordable to transportation                                  |   |                           |
| 7  | Slow development  | enhance infrastructure  | Transparent communication |
| 8  | Efficient   | Municipal   | Services                  |
| 9  | Achieved through CURRENT Community Support                    | Reflects neighborhood priorities of grounded in community values, not fancy or extravagant        | Well-maintained           |
| 10 | NO  | MORE  | APARTMENTS                |
| 11 | Stop  | Elected   | Officials                 |

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| ID | Word 1 to add  | Word 2 to add                              | Word 3 to add                   |
|----|--|--|---------------------------------|
| 12 | Subsidized housing   | Frequent Shuttle service to bus/trans hubs | Regulate plastic                |
| 13 | Destination  | Environmental                              | Regional leader                 |
| 14 | communicate  | listen                                     | neighborhood                    |
| 15 | Natural  | Preservation                               | Outdoor                         |
| 16 | Green space  | Trees                                      | Entertainment                   |
| 17 | Removal of subjective terms like "beautiful"                       | Measurable                                 | Testable                        |
| 18 | Transparently  |  |                                 |
| 19 | truely listens to residents  |  |                                 |
| 20 | Fiscally responsible   |  |                                 |
| 21 | reducing taxes   | reduce city government                     | reduce workforce                |
| 22 | Financialresponsibility  | Generationalplanning                       |                                 |
| 23 | lowering taxes   | eliminate                                  | downsize government involvement |
| 24 | green space  | traffic management                         |                                 |
| 25 | Affordable   | Family                                     | Economical                      |
| 26 | Greenspace   |  |                                 |
| 27 | noise  | pollution                                  | prevention                      |
| 28 | zoning   |  |                                 |
| 29 | fiscal responsibility  |  |                                 |
| 30 | Transparency   | Accountable Elected Officials              |                                 |
| 31 | Fiscally   | Responsible                                |                                 |
| 32 | affordable   |  |                                 |
| 33 | Provide and maintain parks, transportation and drainage facilities |  |                                 |
| 34 | local  | community                                  | stable                          |
| 35 | Culture  | Diverse                                    | Arts                            |
| 36 | Stop developing  | Stop spending                              | Maintain our community          |
| 37 | Lower taxes  |  |                                 |
| 38 | Allow inflatables for holidays                                     | Encourage neighborhood activities          |                                 |
| 39 | Respect diversity  | Affordable housing                         |                                 |
| 40 | Diverse  | Environmental protection and awareness     |                                 |
| 41 | Affordable   | Housing                                    | Green space                     |
| 42 | efficient  | cost conscious                             | financially responsible         |
| 43 | Honest   | Fiscally sound                             | Transparent                     |
| 44 | accessible   | inclusive                                  | cultural                        |
| 45 | REGULAR  | TREE                                       | PRUNING                         |
| 46 | Effective  | Efficient                                  | Service Driven                  |
| 47 | infrastructure   |  |                                 |
| 48 | fix  | the  | traffic                         |
| 49 | Diverse  | Health conscious                           | Active                          |



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| ID | Word 1 to add                                   | Word 2 to add                  | Word 3 to add  |
|----|---|--------------------------------|--|
| 50 | realistic                                       | measured                       | , and will do so in a transparent manner that does not waste money |
| 51 | expeditiously [before "improve transportation"] | transparently [after "public"] |  |
| 52 | technology                                      | startups                       | low taxes  |
| 53 | Diversity                                       | Connect                        | Diligence  |
| 54 | mixed-income                                    | livable                        |  |
| 55 | implement public input                          |                                |  |
| 56 | Minimize  | Clearcutting                   |  |
| 57 | effectively                                     | manage                         | growth   |
| 58 | protect   | neighborhoods                  |  |
| 59 | cultural  | diverse                        |  |
| 60 | welcoming                                       | equity                         | diversity  |
| 61 | Ev charging                                     | Single family residence        | Golf cart lanes  |

Table 4. Is there any part of the Mission Statement you would suggest removing?

| ID | Yes (please specify)   |
|----|--|
| 1  | Historic   |
| 2  | transportation conditions  |
| 3  | Sustainable and diverse should come way before beautiful and business  |
| 4  | Omit phrase about historic resources   |
| 5  | sustainable projects; connectivity   |
| 6  | Promote sustainable projects   |
| 7  | Listening  |
| 8  | need to put listening to residents at the BEGINNING OF THE STATEMENT   |
| 9  | "Communicating with the public" needs to express that community input is the grounding of the Brookhaven vision.   |
| 10 | Sustain  |
| 11 | Be specific on what impact the city would have on "educational opportunities." Sounds contrived and nothing the city could possibly have any impact on. Schools are either private or county-driven. |
| 12 | Take the education component out   |
| 13 | Expand what we mean by "beautiful." That is vague and had lead to disagreements.   |
| 14 | This statement is too subjective and could mean anything to anyone. A statement needs to be objectively stated and measurable so officials can be held accountable if the statement is not realized. |
| 15 | improve transportration conditions   |
| 16 | promote sustainable projects and activities  |
| 17 | sustainable  |
| 18 | sustainable  |
| 19 | be more focused  |
| 20 | beautiful community  |

| ID | Yes (please specify)  |
|----|---|
| 21 | Sustainable   |
| 22 | encourage - it should just be committed to maintaining a beautiful community, which they are currently not.   |
| 23 | The City doesn't live up to all of this today.  |
| 24 | You don't mention anything about accessibility.   |
| 25 | Slow and steady   |
| 26 | All of it   |
| 27 | Beautiful community - not. Beauty pagent  |
| 28 | "preserve" - we need to accommodate the future, not the status quo; we can identify and recognize history, but 'preserve' (self-preservation) is code for keeping things exclusive, unwelcoming, and inaccessible |
| 29 | Develop an environment for business success   |
| 30 | promote sustainable projects and activities - this is a given   |
| 31 | facilitate educational opportunities  |
| 32 | beautiful community needs more definition   |
| 33 | develop an environment for business success   |
| 34 | Prioritize 3 points. After that no one pays attention.  |
| 35 | Facilite educational opportunitites...not a City function   |

Table 5. Which neighborhoods or areas in Brookhaven do you think are most in need of redevelopment?

| ID | Other (please specify)   |
|----|--|
| 1  | Osborne  |
| 2  | infastructure all over, no more new construction!  |
| 3  | Peachtree Road   |
| 4  | Not sure   |
| 5  | This should be left to private entities  |
| 6  | None do not gentrify Buford Highway  |
| 7  | Buford Hwy   |
| 8  | The area surrounding CHOA, Peachtree Creek Greenway  |
| 9  | Cambridge park Johnson ferry   |
| 10 | Peachtree corridor and Lynwood Park  |
| 11 | Buford Highway, South Brookhaven   |
| 12 | JFR/ADR crossing area Cambridge SQ   |
| 13 | Lynwood park - it's incredibly residential and not safely walkable to much   |
| 14 | NONE - leave it alone!   |
| 15 | NONE - enough already, totally out of sync with traffic issues.  |
| 16 | (1) Clairmont Road (north & south of BuHi); (2) Peachtree Road desperately needs SAFE pedestrian access & crossings; (3) The City needs to stop obstructing connectivity in Brookhaven Heights-Fields, between Briarwood & Cliff Valley, and in other places |
| 17 | Briarwood Rd   |
| 18 | None, clean up existing  |
| 19 | The city needs to stay of it   |
| 20 | Lynwood Park   |
| 21 | Lynwood Park playground  |
| 22 | Clairmont  |
| 23 | Osborn road/Lynwood park   |
| 24 | Windsor / Osborne  |

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Table 6. Which of the below statements best matches what you would like to see along Buford Highway?

| ID | Other (please specify)   |
|----|--|
| 1  | Redevelopment with less apartments   |
| 2  | Rapid changes into all commercial zones and phasing out apartments and high crime residential areas.   |
| 3  | Get rid of the open until 6am party spots such as Da Spot, Buka3, pl   |
| 4  | Commercial redevelopment only, but maintaining establishments which have existed for decades and are currently doing well. Encouraging local businesses! |
| 5  | STOP   |

Table 7. Do you feel there is an adequate supply of schools and childcare facilities in proximity to residential areas in Brookhaven?

| ID | Please use the comment box to explain your answer if you said inadequate or severely inadequate. Be sure to include the names of specific neighborhoods or areas, if applicable.  |
|----|---|
| 1  | Fortunately found a great spot and haven't had to use any but have heard horrendous things like bribes are being taken for childcare wait lists at popular Brookhaven spots. The price of childcare and the need is ridiculous to hear this, much less the stress working parents are under to try to get decent and affordable childcare. This is disgusting |
| 2  | There are no day care facilities in the area and there are young families living and working in Brookhaven  |
| 3  | Very few options for families in LaVista Park area  |
| 4  | All of the public schools have more kids than they should   |
| 5  | All of the public schools are severely over crowded   |
| 6  | The Lenox Park area is terribly served by the local elementary and high school. We need to find a way to work with DeKalb to upgrade Woodward and Cross Keys in proportion to the local property taxes being paid.  |
| 7  | With all of the apartments and mixed use developments going up, the Chamblee cluster of schools won't be able to handle the growth.   |
| 8  | Old Kittredge location should be for MCP residents  |
| 9  | I believe Brookhaven would benefit from exploration into creating an innovative charter school.   |
| 10 | I see trailers at Montgomery and kids not in neighborhood utilizing old Nancy Creek School makes no sense   |
| 11 | Murphey candler has 2 schools but only one is actually used for murphey candler residents   |
| 12 | We couldn't find space at a suitable facility on north Brookhaven   |
| 13 | Brookhaven is not in charge of schools, the county is. Daycare should be left to private enterprises  |
| 14 | The elementary schools are getting pretty packed.   |
| 15 | There are not enough daycare options within the city of Brookhaven  |
| 16 | Child care isn't the roll of the government one parent should stay home with the child.   |
| 17 | allow/streamline for people to operate larger scale daycare operations from their homes   |
| 18 | Quality childcare and updated facilities are always needed  |
| 19 | I no longer feel confident that I will be comfortable sending my children to dekalb county schools. Mainly because of class size and quality of facilities.   |
| 20 | The elementary schools are incredibly crowded and not easy to get to. They're also very old and dekalb is slow to make changes.   |
| 21 | Severe shortage of daycares - I was not able to place my child in daycare and waited on multiple waitlists for over 1 year  |

| ID | Please use the comment box to explain your answer if you said inadequate or severely inadequate. Be sure to include the names of specific neighborhoods or areas, if applicable. |
|----|--|
| 22 | Affordable childcare/preschool is lacking. Probably no worse than other parts of the metro area, but still an area for improvement.  |
| 23 | Childcare facilities are inadequate. The same households who need childcare services don't want such facilities near their homes   |
| 24 | Nothing near briarwood rd  |
| 25 | Existing school need to be updated. Add additional school for growth   |
| 26 | Having a dyslexic charter school offering for the 1 in 5 children diagnosed. Currently public school Dekalb IEP service plans are not adequate                                   |
| 27 | I'm not sure. I don't have kids yet so I haven't researched this.  |
| 28 | dekalb schools are embarrassing, need charter/voucher options  |
| 29 | Schools are in horrible conditions and overcrowded. See Cross Keys Highschool.   |
| 30 | Ashford Park Elementary is not big enough to house all staff and students.   |
| 31 | Long wait times for access to daycare, increasing costs for childcare, less than adequate space and overcrowding of Ashford Park Elementary                                      |
| 32 | I have no school age children or need for childcare  |
| 33 | The public schools are terrible and need to be addressed with high quality facilities and better teacher support   |
| 34 | Improve quality of old school buildings  |
| 35 | There is a lack of pedestrian access to our school systems. Sidewalks are inadequate and often missing.  |

Table 8. Which statement best describes your attitude toward the amount of parks and other greenspace in the City?

| ID | Other (please specify)  |
|----|---|
| 1  | Better maintain greenspace we already have.   |
| 2  | need safer bike, walk paths away from cars  |
| 3  | Enough greenspace but do not need more development  |
| 4  | There is plenty of good greenspace near me - and I think we should allow for more dense development if PUBLIC greenspace is incorporated into the design (not gated-off nonsense).  |
| 5  | maintain and beautify natural current green   |
| 6  | The parks do not need any more development but need more maintenance  |
| 7  | We have enough greenspace, but future growth should be accomplished by the private sector with accommodative zoning   |
| 8  | turn DeKalb Airport into a park; invest in Ashford Preserve   |
| 9  | We have enough and should focus on improving what we have   |
| 10 | STOP CUTTING DOWN ALL THE TREES FOR DEVELOPER MONEY   |
| 11 | You have ruined the parks   |
| 12 | Making neighborhoods more pedestrian friendly   |
| 13 | Leave as is and stop the focus on development   |
| 14 | There is an adequate amount of large greenspaces in Brookhaven, but there needs to be much more small/tiny spaces distributed throughout the City. Unfortunately, the code for "open space" is very restrictive/demanding and needs to be amended to allow greater flexibility (by right), including smaller dimensioned spaces, multiple tiny pocket spaces, etc. Requiring too much or too large open space artificially reduced the usability of land, inflates per-unit development costs, reduces utility/efficiency of a scarce resource (land), and adds substantial barriers to the pipe dream of affordable/attainable housing |

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| ID | Other (please specify)  |
|----|---|
| 15 | Impossible to say without knowing the tradeoffs that come from each of the above  |
| 16 | We have enough green space and development. Clean, repair, maintain.  |
| 17 | You have combined green space and parks - we have plenty of parks and do not need to spend more money on overdeveloping the parks |
| 18 | more active fields for kids sports are needed near buford hwy and north druid   |
| 19 | We have plenty of green space. Just take care of it   |

*Table 9. What housing types do you think there should be more of in Brookhaven to better accommodate the diverse needs of the community? Check all that apply.*

| ID | Other (please specify)   |
|----|--|
| 1  | I love the feel of my neighborhood. Yards for kids and houses moderate sizes. Nothing outrageous although more are being developed. Also love that colors and designs vary vs the "trendy" white mansions that keep being built sometimes taking away the yard   |
| 2  | Don't know enough to offer an opinion  |
| 3  | We don't need more housing.  |
| 4  | Large single-family, stand-alone homes   |
| 5  | Unincorporated DeKalb and Atlanta can supply our workforce housing   |
| 6  | Not sure, I think it depends on how much land is available for building.   |
| 7  | Stop developing!   |
| 8  | Single family homes  |
| 9  | The code should allow (by right) 2-4 unit homes that architecturally resemble single-family detached dwellings with one front door in all R-zoned zoning districts. Additionally, existing single-family detached dwellings should be allowed (by right) to be split into 2-4 unit buildings with specified architectural requirements to maintain their existing exterior form. |
| 10 | None, current is sufficient.   |
| 11 | Dense packing people into Brookhaven is counter to the mission statement of Brookhaven city  |
| 12 | Condos   |
| 13 | None of these  |
| 14 | None of these  |
| 15 | Tiny homes   |
| 16 | bungalow style cluster homes   |
| 17 | None. We are good  |
| 18 | More affordable housing options  |

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*Table 10. List the top three actions or initiatives you would like to see move forward in Brookhaven over the next five years.*

| ID | Action 1  | Action 2  | Action 3   |
|----|---|---|--|
| 1  | Cluster homes for active seniors wishing to downsize      |   |  |
| 2  | Cleanliness around our parks, sustainability/preservation | A local coffee shop would be nice. Dunwoody and Chamblee are doing a great job of these little local spots.     | Traffic along Ashford Dunwoody from 285 to Peachtree   |
| 3  | Better transportation for density                         | Reduce density - no more apartment buildings  | Increase festival community events   |
| 4  | More sidewalks  | More playgrounds  |  |
| 5  | make all govt buildings look organic                      | provide safe, wide, removed from traffic bike/walk lanes  | remove broken, slanted junk at strip mall housing bat n ball   |
| 6  | Connectivity to regional trails/parks/beltline            | Urban amenities - dense clusters with restaurants and shopping  | Support for aging in place   |
| 7  | Sustainability  | Affordable housing  | DEI initiatives  |
| 8  | Remove neglected property                                 | Add community centers   | Find recreational spaces   |
| 9  | Mass Transportation                                       | Senior housing  |  |
| 10 | transportation  | reduce level of new apartment/condo developments  | fix the roads  |
| 11 | Housing that encourages walking instead of driving        | More parks and green spaces   |  |
| 12 | More entrepreneurial and small business support           | Transportation, small busses  | Arts and culture amenities/activities.   |
| 13 | Updating what we have                                     | Preserve old buildings instead of new   |  |
| 14 | Greenspaces of all sizes                                  | Increase access to the arts (museums, studios, art walks, art classes, performing arts--not cinemas--and so on) | Bike-friendly communities  |
| 15 | Enhance sidewalks on Peachtree Rd                         | Pedestrian Bridge over Peachtree/NDH  | Increased development on Lake Hearn  |
| 16 | Fix the roads.  | Beautify the parks  | More sidewalks. There should be a sidewalk all the way down Chamblee Dunwoody Rd as well as Harts Mill Rd. |
| 17 | Parks/recreation  | Arts and culture  |  |
| 18 | PATH  | Sidewalks   | More sidewalks   |
| 19 | STOP development of structures in Murphey Candler Park    | Concentrate development of park structures in Blackburn Park  | DOWNSIZE the city hall structure   |
| 20 | Safety measures police                                    | Small business support gift shops non chain restaurants   | Maintain current development roads less tree destruction by developers                                     |
| 21 | Eliminate   | Elected   | Officials  |
| 22 | balance budget  | continue sidewalk work all over   | maintain tree canopy   |
| 23 | Arts and culture  | Environmental preservation  | Cultural diversity   |
| 24 | Green space   | Walkability   | International flavors of Buford Hwy  |
| 25 | Public transit  | Job creation  | Energy efficiency  |

Brookhaven Comprehensive Plan 10-Year Update  
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| ID | Action 1   | Action 2   | Action 3  |
|----|--|--|---|
| 26 | Stop the Taj Mahal building spending way too much money  | Preservation of parks not deconstructing them just maintain what we have   | Be sensible when running the city with money, LISTEN to neighbors         |
| 27 | Fiscal transparency, accountability, and restraint   | Expand tree canopy and natural areas   |   |
| 28 | Preservation of green spaces   | Walkability without overpaving green areas   | traffic mitigation along busy corridors                                   |
| 29 | Bury power lines   | Sign ordinance requiring more aesthetic signs  | Replace traffic signals on wires with poles                               |
| 30 | Brewery/live music that's kid friendly   | Leaves sucker truck like Chamblee  | Sidewalks by schools  |
| 31 | Reduce spending  | Cultivate small businesses   | Maintain existing parks and infrastructure                                |
| 32 | More sidewalks   | Public transport   |   |
| 33 | Replace tree canopy  | More neighborhood parks  | More retail around Windsor  |
| 34 | Do not spend so much money on government buildings   | Use schools for senior services and rooms available for meetings   | Before making a final decision all costs and impacts need to be disclosed |
| 35 | Preserve the existing integrity of single family neighborhoods                                       | Limited government action but rather enable the private sector and capitalism to determine best course forward   | Paths that connect to other various regional paths being planned          |
| 36 | More sidewalks/walkable areas on main roads  | Bike lanes   | More social venues like concert venue or brewery                          |
| 37 | Control the city's spending so my taxes do not increase.   | Maintain a top-notch police force to ensure public safety.   | Provide beautiful natural parks and fun playgrounds for children.         |
| 38 | more entrepreneurial and small business support  | none of the rest of the suggestions  |   |
| 39 | bike lanes   | sidewalks  | hotel   |
| 40 | Safe walkability along Buford Highway, small developments  | Better walkability / safety along Peachtree  | Redevelopment approach for aging shopping centers with too much asphalt   |
| 41 | Completion and connection of the Peachtree Creek Greenway to the Atlanta Beltline, GA 400 Path, etc. | Infrastructure improvements, beautification and development along Buford Hwy that keeps living spaces and businesses with ample space for people, walking, parking and traffic with greenspace and art interspersed between businesses and living spaces. Think mod tech area. Don't make it a dense nightmare. Rezone to get rid of the late night bars, crime and gunshots heard nightly. Make this area shine! A destination spot! A safe place for us to be proud of and that attracts like-minded people! | More entrepreneurial and small business support                           |
| 42 | turn DeKalb airport into a park for children or redevelop it,  | sidewalks everywhere   | legalize missing middle housing everywhere, especially Ashford Park       |

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| ID | Action 1   | Action 2  | Action 3  |
|----|--|---|---|
|    | funded by tax increases on golf courses  |   |   |
| 43 | Windsor Parkway and Ashford Dunwoody Roundabout                                      | completion of more multi use paths interconnecting parks  | more housing for working class, and active seniors  |
| 44 | Improved Walkability   | Copy Alpharetta Square  | Keep our neighborhoods safe   |
| 45 | Arts & culture   | Affordable housing  | NO MORE CLUBS ( like Penthouse)   |
| 46 | Expansion of Marta rail lines  | Pro-Marta railway ad campaigns  | Commuter reward system for usage of Marta   |
| 47 | Sensible road management efforts   | Finished parks  | Housing in the \$200-400,000 range  |
| 48 | Turn land behind the Marta station into a park like Greenville did very successfully | More greenspace   |   |
| 49 | Outlawing gas-powered leafblowers, crack down on unmuffled leafblowers               | Stop clear-cutting new building lots & destroying tree canopy                                   | Build sidewalks!!!  |
| 50 | A art museum people would visit  | More unique restaurants - not chains  | Hotels for people from out of town  |
| 51 | Arts and culture   | Senior housing  | Connectivity a  |
| 52 | Financial transparency   | Budget restraint  | Leadership that communicates truthfully   |
| 53 | Pedestrian safety  | Walkable streets  | Reduce speed limits on busy roads   |
| 54 | City government being more fiscally responsible                                      | Make conducting business in Brookhaven more affordable for business owners                      | Focus on police, parks and paving and stop trying to grow the city with annexation and apartments |
| 55 | Improve walkability, more sidewalks and bike paths                                   | More recycling centers  |   |
| 56 | Replace all street lighting with LED fixtures  | Replace all traffic signals with totally actuated signals No pre timedre                        | better senior housing-single cluster homes  |
| 57 | Walkability  | Expand small businesses   | Focus on a central spot for community gathering and events (downtown Alpharetta)                  |
| 58 | Environmental sustainability   | Arts and culture  | Diversity and inclusion   |
| 59 | Walkability  | Tree preservation   | Green space expansion   |
| 60 | Stop developing  | Stop spending   | Leave it alone  |
| 61 | Decrease the city's carbon footprint   | Increase affordable housing with walkable access to key amenities (education, food, and retail) |   |
| 62 | Dog park improvements  | Less exhorbitant city hall  | Common sense government   |
| 63 | Alternative Energy use like solar energy   | Traffic analysis  |   |
| 64 | Fiber optic broadband for offices  | Office development  | Education   |
| 65 | More entrepreneurial and small business support                                      | Continue work on making the outdoors wonderful  | Attract great businesses for entertainment, dining, etc   |
| 66 | Debt management  | Fiscal intelligence   | Leave some things alone   |
| 67 | Preserving the canopy  | Greenspace  | Less high density housing   |



Brookhaven Comprehensive Plan 10-Year Update  
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| ID | Action 1  | Action 2   | Action 3   |
|----|---|--|--|
| 68 | Fix the roads! They are awful-- especially Dresden Dr.  | Do not bring more high-density housing. Roads are too crowded.   | Do not add entertainment venues which will also make traffic terrible.   |
| 69 | We need \$100,000 - \$300,000 HOUSING UNITS!!! No more McMansions!!! We need \$800 - 1300 Rental Housing!!! No more property value-freezing for the rich!!! | Keep expanding the Multi-Use Path network throughout the city; Build the Multi-Use Path on Peachtree between Osborne and Town Brookhaven                               | Public Art everywhere. Placemaking builds communities & makes people smile. Smiling reduces stress and improves health outcomes! |
| 70 | Safety Measures   | Transportation   | Signage  |
| 71 | Regular trees pruning   | Arts and culture activities  | Shopping options other than grocery  |
| 72 | More parkland   | Job creation   | Effective and efficient government that treats citizens as their customers   |
| 73 | road repaving, repair, etc.   | sidewalks and pedestrian-friendly improvements   | burying of power, electrical, and cable lines  |
| 74 | fix the traffic   | fix the traffic  | fix the traffic  |
| 75 | Maintain what is here.  | Improve safety.  | Transportation enhancements  |
| 76 | Slow walk high density apartment and condo projects.  | Work with Dekalb on school overpopulation and "trailer" classrooms. Get active here.   | Decrease the cost of overall services including school and trash collection taxes.   |
| 77 | Walkability   | Bike paths   | Update parks and build new ones with sports facilities and adults gyms   |
| 78 | bike lanes  | more green spaces  | less "luxury" apartments above shops   |
| 79 | connect Ashford Manor Subdivision to existing sidewalks on Harts Mill   |  |  |
| 80 | Better manage spending - overspending is rampant  | Quit taxing businesses out of the city   | Better relationship with county resources  |
| 81 | No more development of dresden  | Fix traffic issues in dresden  |  |
| 82 | Solve the Sidewalks to nowhere  | Additional Greenspace  | Preserving existing neighborhood character   |
| 83 | Transportation  | Diversity, Equity, and Inclusion initiatives   | Sustainability   |
| 84 | Renovate school buildings   |  |  |
| 85 | Affordable housing  | Small business support   |  |
| 86 | Create access between cul-de-sacs for bikes and people  | Start using 21st century transportation planning standards   | Hire an inhouse Public Works person/transportation expert  |
| 87 | Maintain the historical integrity of existing neighborhoods and making development zoning decisions that maintain the character of the neighborhood         | A strategic plan that demonstrates the identity and character of Brookhaven. Developmental doesn't seem intentional and in conjunction with an overall strategic plan. | Focus on the future development of green spaces and control high density development that encroaches into neighborhoods          |
| 88 | encourage tech startups, innovation hubs  | open data, so tech startups can help city innovate   | low speed electric vehicle transport options (golf-cart/scooter paths)   |

Brookhaven Comprehensive Plan 10-Year Update  
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| ID  | Action 1  | Action 2   | Action 3  |
|-----|---|--|---|
| 89  | Equitable housing   | Economic development   | Entrepreneurial & small business support  |
| 90  | Affordable housing  | Inclusion  | Grants  |
| 91  | add bike lines  | open up lynwood to murphy chandler area                                      | create a walkable and bikeable corridor across Peachtree Road to connect both sides of city |
| 92  | Golf cart regulations   | Pedestrian safety in more areas  |   |
| 93  | Increase in size of sidewalk and access on Dresden Rd for walking   | Development of Buford Highway  | Development of Clairmont Road   |
| 94  | sustainable building initiatives  | promote sustainable lifestyle  | attainable housing  |
| 95  | Improved connectivity (Bicycle; Pedestrian) linking both sides of Peachtree and Buford Hwy as well as access to Marta and parks | More art and culture amenities   |   |
| 96  | Dedicated bike paths throughout   | duplex and cottage homes for sale  | neighborhood retail and restaurants   |
| 97  | No pocket developments inside established neighborhoods   | Eliminate sidewalks to no where that are required of builders                | Limit the endless SLUPS to make more fit on an existing lot                                 |
| 98  | Stormwater Management   | Fiscal Responsibility  | Proper Bidding Process  |
| 99  | Better control/manage growth  | Actually follow the development plans we create                              | Better oversight of city government functions   |
| 100 | Transportation  | Connectivity   | Housing   |
| 101 | Connect and build sidewalks in every neighborhood - stop building sidewalks to nowhere  |  |   |
| 102 | Small business support  | Job creation   | Roads   |
| 103 | Make Brookhaven more walkable   | Improve access and functionality of public transportation                    | State of the art public safety  |
| 104 | Improved walkability  | More small pockets in neighborhoods of small businesses                      | More of a core downtown that is a hub   |
| 105 | Arts & Cultural Amenities   | Housing and activities for seniors so we can downsize and stay in Brookhaven | Expand the tree canopy  |
| 106 | Build out City Centre   | Activate greenspace purchased in the past 10 years                           | Explore micro-transit   |
| 107 | More sidewalks everywhere.  | Better transit (bus shelters, more bus lines, etc)                           |   |
| 108 | Development near existing development/ nodes  | Coving infrastructure with green landscaping                                 | EV charging   |

*Table 11. Close your eyes and imagine Brookhaven 20 years from now. In 10 words or less, what do you see?*

| ID | Responses   |
|----|---|
| 1  | Don't want to see "development" that changes longstanding neighborhoods and add density and traffic   |
| 2  | I don't mind change but honestly would love it to feel homey as my current neighborhood does with more places to go within brookhaven appropriate for families (more local eateries, easier flow of traffic, maintain and preserving green spaces, using the roots or bones we have in buildings and seeing them updated without a lot of tear down and townhome/apartment complexes. |
| 3  | Insane traffic - grid lock at North Druid Hills and Peachtree Apple Valley Dresden and a crime infested area. No charm living in Brookhaven any more  |
| 4  | More cars, more accidents, fewer families walking along Ash-Dun Rd  |
| 5  | More diverse community with parks, trails, urban areas.   |
| 6  | McMansion wasteland   |
| 7  | Brookhaven is the finest community in metro Atlanta for singles, young couples, families and seniors alike.   |
| 8  | Frequent buses linking neighborhoods to subway stations and main corridors  |
| 9  | Too much traffic, unneeded businesses, apt./condos everywhere.  |
| 10 | A safe friendly small community. Puts it's money into it's people. Doesn't try to be another Atlanta. Free Youth Sports.  |
| 11 | A treeless city   |
| 12 | A treeless city   |
| 13 | More sidewalks. More roundabouts. More culture. More public greenspaces. Less apartments.   |
| 14 | More cohesive communities and citizens way more engaged in all aspects of government.   |
| 15 | Tons of apartments and townhouses   |
| 16 | A small city with substantial parkland  |
| 17 | I pray not like chamblee with ugly grey apartment buildings   |
| 18 | A beautiful city destroyed by our self serving elected officials  |
| 19 | quiet city for families, lots of trees and parks, small city hall.  |
| 20 | Dunwoody  |
| 21 | Collection of pedestrian-friendly hubs with destination parks, food, entertainment.   |
| 22 | Diverse, safe, sustainable,<br><br>Livable town   |
| 23 | A model sustainability le city  |
| 24 | An established, diverse city with necessary amenities, affordable housing, preserved parks, preserved cultural areas(BUHI), sidewalks to connect communities, incentives for businesses   |
| 25 | Historic in-town neighborhood dedicated to controlled commercial growth.  |
| 26 | A diverse place where one can find many types of parks that are a mix of developed and natural areas where children and adults can enjoy. Buford Highway would still be the unique place where one can discover and experience unique food and cultural scene   |
| 27 | An arrogant, very expensive suburb with a continued awful reputation when it comes to permitting. A city overly obsessed with trees. Property taxes that have gotten more ridiculous.   |
| 28 | Small bedroom community. We don't need to grow.   |
| 29 | A verdant respite from all the concrete and hubbub surrounding the city.  |
| 30 | I'd like to see neighborhood wit development that keeps the charm of BuHi, more walkable entertainment retail surrounding our large park (Blackburn) more village retail on Windsor   |

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| ID | Responses   |
|----|---|
| 31 | Dense development limited to areas walkable to a MARTA rail station or on Peachtree St South of North Druid Hills road.   |
| 32 | Neighborhoods are same with dense growth in more urban corridors.   |
| 33 | A bigger, more developed city that still holds historic charm   |
| 34 | Beautiful, safe, and convenient home for active families.   |
| 35 | Brookhaven is know as the most expenses city in America to live in with the lowest taxes. They can do this by having a zero milage rate and off setting the property taxes DeKalb charges in the way of a refund. Apartment complexes and AirBnBs must be charged as commercial businesses and leveled a tax for every child who goes to public school who lives in them. |
| 36 | a safe clean family oriented place to work and call home  |
| 37 | A vibrant and inclusive city for all ages.  |
| 38 | The Buford Hwy corridor (and other areas of need), have turned into beautiful, green, modern, innovative areas yet with a small-town communal feel/appeal to them.  |
| 39 | I can push a stroller on a sidewalk for more than 10 yards before it ends   |
| 40 | connections between neighborhoods and parks where people move without cars  |
| 41 | A vibrant, safe place to raise a family and do business.  |
| 42 | The club spots all gone or at the very least closed by 2am. These areas are a black spot on the community & need to be dealt with as they bring crime to the area.  |
| 43 | A community of people who live and recreate in harmony together. The area provides a lot of green space options and activities to do in the area.   |
| 44 | Transit-oriented center of Atlanta  |
| 45 | Diverse walkable community that is of all incomes.  |
| 46 | A community that remains a suburb but has developed a broad and successful hybrid of housing and businesses that sustain themselves and can brag on their parks and family programs.  |
| 47 | A hellhole of traffic, noise and pollution  |
| 48 | A destination spot due to unique areas to visit and a beautiful green and safe place to raise a family.   |
| 49 | a self-sustaining community where people live in harmony and care for each other  |
| 50 | Mayor and Council who understand that they serve us, not their vision for government. Hopefully, all of them will be voted out and a more humble and empathetic group will assume "serving" us.   |
| 51 | Safe community where my family can walk/bike to anything they need  |
| 52 | Thriving, upscale, secure, in-town city with a small town feel.   |
| 53 | The current parent population becoming empty nesters. Current middle aged becoming new seniors. Middle and high school students becoming our newest homeowners! More public transit users. Maybe transit will be more affordable. Because of BPD, our city will be safe.  |
| 54 | Attractive, family-oriented town with a sense of community.   |
| 55 | Without improvements to traffic operations, a parking lot with more neighborhood cut thru traffic.  |
| 56 | Less cars, less residential, more community oriented  |
| 57 | A community with an arts scene and lots of old growth trees, many fewer gigantic houses/golf carts.   |
| 58 | Beautiful green, walkable, vibrant, diverse, stellar childcare and school, safe but not filled with police  |
| 59 | Please stop ruining our community. It was perfect before cityhood.  |
| 60 | Probably a little denser and otherwise mostly the same.   |
| 61 | Happy community with multi levels of people and good community involvement  |
| 62 | No cars   |
| 63 | A city where everyone wants to live   |



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| ID  | Responses   |
|-----|---|
| 85  | connected trails with autonomous LSEV (golf-carts) driving to transit hubs (marta/bus). City is full of innovative tech startups, bringing jobs and technology that make the city vibrant and improve lives   |
| 86  | No diversity  |
| 87  | White people. Less diversity. Rich.   |
| 88  | a less car centric, more sustainable city where residents pedal on their ebikes to school, restaurants, store and work. Closer to their community, spend more local dollars at commercial places in a healthier and happier more sustainable environment. |
| 89  | More affordable housing   |
| 90  | Closer to morningside, oakhurst, and Kirkland neighborhoods with neighborhood family feel but more walkability and developments with multiple things at one location.   |
| 91  | I hope Brookhaven keeps its current character that is more walkable and has more housing options.   |
| 92  | traffic, less trees, more cement  |
| 93  | A community to live with nature and recharge, not get bigger for money.   |
| 94  | Many will flee from the consequences of fiscally irresponsibility.  |
| 95  | Growth in a controlled manner not to sacrifice livability   |
| 96  | Thriving neighborhoods with gathering spaces for people of all ages and backgrounds.  |
| 97  | Too much traffic  |
| 98  | If we don't stop it, a bankrupt city.   |
| 99  | A model of healthy, sustainable, and desirable lifestyle for everyone.  |
| 100 | Diverse city with opportunities for all   |
| 101 | Welcoming community with greenspace and cultural activities with activities for all generations.  |
| 102 | Vibrant City Centre, less cars, small-scale transit, large condo options  |
| 103 | We have tripled the number of sidewalks and have built a walkable, safer community.   |
| 104 | Variety of upscale living and dining, ample green space. Single family residence, multiplex, large/apartment complexes. A pretty MARTA station.   |

## DIGITAL INPUT MAP SUMMARY

*Input Period: October 5 – December 31, 2023*

### OVERVIEW

Thirty-seven participants shared a total of 118 comments on the Digital Input Map. The comment tables reflect the exact comments that were submitted; the planning team has not made any adjustments for spelling or grammar.

#### “I Love This” Comments

Table 1 lists all comments associated with the “I Love This” markers. Figure 1 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

*Table 1. “I Love This” Comments*

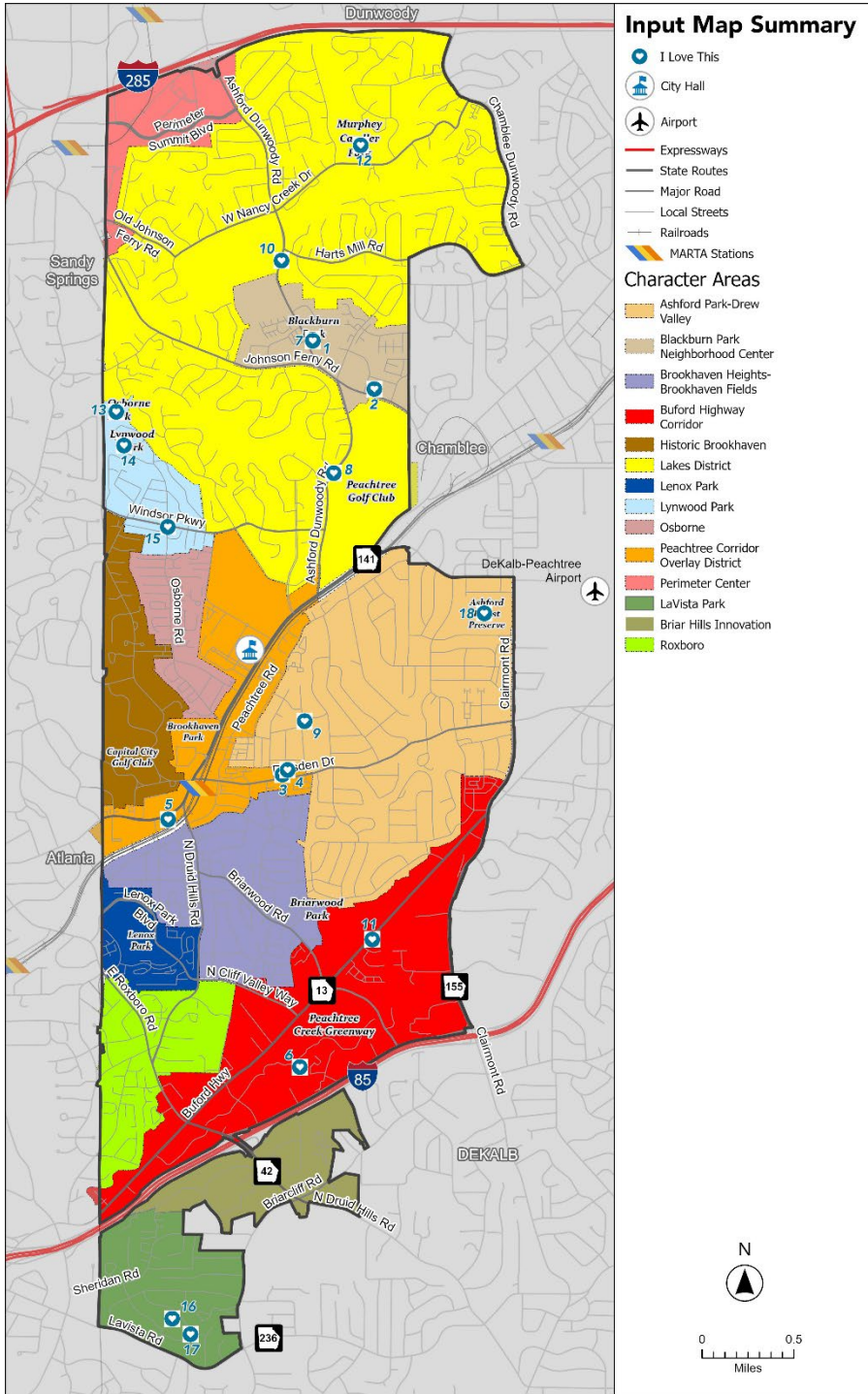
| Comment # | Comment   | Character Area                      |
|-----------|---|-------------------------------------|
| 1         | I love the Food Trucks and other events held here.  | Blackburn Park Neighborhood Center  |
| 2         | Mixed Use! and has wide sidewalks with an integrated park and variety of housing!   | Blackburn Park Neighborhood Center  |
| 3         | Mixed use. Wide Sidewalks.  | Peachtree Corridor Overlay District |
| 4         | Restaurants, retail!  | Peachtree Corridor Overlay District |
| 5         | Retail and restaurants.   | Peachtree Corridor Overlay District |
| 6         | I love that we have an investment in the Peachtree Creek Greenway -- thank you!   | Buford Highway Corridor             |
| 7         | Would love to have more bicycle locking locations for use by those at the fields towards the southern side of Rebecca Williams Way, or by the large tree/swing for kids who ride the Kittredge buses.               | Blackburn Park Neighborhood Center  |
| 8         | While I desperately desire a MUP along Ashford Dunwoody, the three Cherokee Guide Trees must be preserved. There are staggeringly few still left and I would hate to see them disappear for want of a cheaper path. | Lakes District                      |

| Comment # | Comment  | Character Area           |
|-----------|--|--------------------------|
| 9         | This little bridge is an awesome example of a connection between neighborhoods. Many people use this every day or week to walk, run or bike to see friends, to school, to work, to shop, to dine. Brookhaven needs more of these.  | Ashford Park-Drew Valley |
| 10        | I appreciate the bike lane here! Because this is a 40MPH road, can this bike lane be protected, or made more visual with green markings? Drivers often block the bike lane, usually in an attempt to "squeeze" by to take a right onto Harts Mill Rd (they can't fit, but they try). | Lakes District           |
| 11        | I love the many dining options along Buford Highway. One could visit a different restaurant every day of the year it seems! Buford Highway is Brookhaven's best-kept culinary secret.  | Buford Highway Corridor  |
| 12        | Murphey Candler Park is amazing!   | Lakes District           |
| 13        | Osborn Park is an old growth forest that needs to be protected. Development should be restricted to natural paths, not hard surface, to enable people to enjoy the biological diversity without damaging the forest.   | Lynwood Park             |
| 14        | Love the improvements to Lynwood Park pool and multi use field   | Lynwood Park             |
| 15        | The new traffic circle is great. We need more in the area.   | Lynwood Park             |
| 16        | Little free library  | LaVista Park             |
| 17        | Park pond patio  | LaVista Park             |
| 18        | Great addition to the City of Brookhaven! Let's preserve the Preserve  | Ashford Park-Drew Valley |





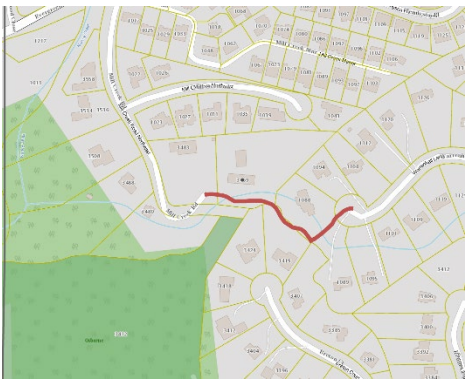
Figure 1. "I Love This" Markers



### “Change This” Comments

Table 2 lists all comments associated with the “Change This” markers. Figure 2 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 2. “Change This” Comments

| Comment # | Comment   | Character Area                      |
|-----------|---|-------------------------------------|
| 1         | Extensive Density... Higher than 3 story buildings.   | Peachtree Corridor Overlay District |
| 2         | <p>DeKalb is currently constructing a sewer between 1089 Warrenhill LN to 34469 Mill Creek. You have the ROI. Please put a "twitten" through there to allow people and bikes access.</p> <p><i>Photo submitted with comment:</i></p>    | Lakes District                      |
| 3         | <p>Years ago we outlined a plan to connect Osborne Park on three directions of the compass to other communities. This was rejected until all facets of the Park Bond had been completed. Those of us who live east of this have to bike a mile up to Windsor, brave that high speed highway, then a mile down to that park and Lynwood.</p> <p><i>Photo submitted with comment:</i></p> | Lakes District                      |

| Comment # | Comment  | Character Area                      |
|-----------|--|-------------------------------------|
|           |  |                                     |
| 4         | <p>An effort was made in 2016 to form an east-west connector between Chamblee and Brookhaven. Chamblee now has a multi-million dollar Rail-Trail, and there is no safe way to get to it. There are three ways to connect that I know, but there's never been made an effort by Brookhaven-and the sidewalk is illegal in this city to bike. JF is far too dangerous.</p>   | Blackburn Park Neighborhood Center  |
| 5         | <p>Traffic Calming efforts and traffic-stopping lights for crossings. More crossings for pedestrians along Osborne and Windsor Parkway. Perhaps some additional stop signs down Osborne.</p>   | Osborne                             |
| 6         | <p>"Braving Ashford Dunwoody is the only means for a pedestrian or bicyclist to connect North and Middle Brookhaven. Currently, this road is posted at 40 MPH, which is a speed no parent or child would want to be near; many stretches include resident driveways, which must enter/exit their residents while avoiding cars that will require at least 160 feet for another drive to perceive, and then stop. While there are 3 school speed zones, these operate infrequently, and the lights sporadically."</p> | Lakes District                      |
| 7         | <p>Windsor Parkway is a high foot and bike traffic zone. While the 30 MPH speed limit is conducive to their safety, there is room to maintain the lane width and make room for bike lanes. At the very least, sharrow should be added to remind drivers that the bicyclists who frequent this road have equal rights to the road.</p>  | Peachtree Corridor Overlay District |
| 8         | <p>"The poor drainage at the crosswalk is deplorable with dirt/debris piling up and creating a safety hazard for</p>   | Blackburn Park Neighborhood Center  |

| Comment # | Comment  | Character Area                      |
|-----------|--|-------------------------------------|
|           | <p>entering/leaving the MUP. My family has already experienced injuries due to the debris. Unfortunately a long-term solution would likely require regrading the intersection.</p>   |                                     |
| 9         | <p>With Publix now confirmed to be moving, this is the perfect opportunity to require the next development to have a Ashford Dunwoody pass-through to Blair Circle to resolve traffic concerns at the Johnson Ferry intersection.</p>  | Blackburn Park Neighborhood Center  |
| 10        | <p>It would be great for another curb cut to exist here for trail access rather than having to go to the Donaldson intersection.</p>   | Blackburn Park Neighborhood Center  |
| 11        | <p>It would be great to see some "No Parking this side" signs on the southern side of Brenton Drive, and then to follow-up with enforcement. It is unfortunate that Montgomery parents treat both sides as their personal parking lots creating a danger zone of children darting between cars and across the street.</p>  | Lakes District                      |
| 12        | <p>Ashford Dunwoody is rated for 40MPH, even during this part of the road that passes an elementary school and both sides have residential driveways. While a sidewalk exists on both, it lacks consideration for a multi-use path so that kids can bike to school from the nearby neighborhoods. There is a "25 mph school zone while flashing" but the flashing rarely if ever occurs on schedule, 7-830am M-F. The schedule is not posted, either, which means drivers never think the 25 mph is in effect.</p> | Lakes District                      |
| 13        | <p>This area is heavily trafficked by pedestrians and bicyclists. While there is a sidewalk on both sides, there is room for protected bike lanes to keep cyclists off the narrow sidewalk. Adding a bike lane here would allow Brookhaven to connect Murphy Candler to Blackburn Park.</p>  | Lakes District                      |
| 14        | <p>This area is heavily trafficked by pedestrians and bicyclists. While there is a sidewalk on both sides, there is room for protected bike lanes to keep adult cyclists off the narrow sidewalk, as well as a buffer for child pedestrians walking to school. Adding a bike lane here would allow Brookhaven to connect Murphy Candler to Blackburn Park.</p>   | Blackburn Park Neighborhood Center  |
| 15        | <p>The bike lane terminates early on Dresden, or is sporadic in markings. There is room, however, to continue it all the way through Dresden Village; a bike-only lane is preferred over a multi-use path, which then pits pedestrians and bicyclists against each other. Even better -- protected bike lanes or green bike path markings.</p>   | Peachtree Corridor Overlay District |

| Comment # | Comment  | Character Area                      |
|-----------|--|-------------------------------------|
| 16        | Lanier was marked to have a bicycle track per the 2016 Bike Ped Plan. The project was marked as "complete", however, there isn't a bike track nor are there even bike lanes. There is a sidewalk on one side with street parking, however.   | Lakes District                      |
| 17        | A round-about would be the perfect way to reduce speeding AND the back-up caused on Windsor Parkway at select hours; maybe also consider a   | Lakes District                      |
| 18        | Looking at the Brookhaven tree canopy survey, this area appears as a tree canopy desert. It's unclear how this commercial development exists if the tree ordinance requires 45% coverage. This area needs tree canopy.   | Peachtree Corridor Overlay District |
| 19        | There is no way to take this road on a bike. Cars go too fast, sidewalks are not properly maintained. But this road is a great connector between parks, schools and neighborhoods and it would be great to extend that pathway between Saint Martins and Publix.   | Lakes District                      |
| 20        | Buford Highway is an eye-sore and embarrassment for Brookhaven. Not only do we have an opportunity to make it a walkable, bike-friendly boulevard, but the residents readily use it as such as they traverse missing sidewalk segments. Instead of 6 lanes, why add a protected bike lane? Instead of concrete medians, why not add plantings -- shrubs and trees? Instead of entirely sun-exposed sidewalks, why not add trees and plantings? | Buford Highway Corridor             |
| 21        | Reduce the turning lane to be narrower and use the space to add bike lanes. The road diet will reduce the speeds travelled on this 40 MPH road, while offering transportation options other than filling the streets with cars.  | Blackburn Park Neighborhood Center  |
| 22        | With Publix moving into the old Kroger space on Johnson Ferry, please consider a Trader Joe's in the current small Publix space at Oglethorpe Crossing.  | Blackburn Park Neighborhood Center  |
| 23        | Access for Bicyclists from Tobey to Georgian Park is currently via steep stairs. There's room for an easy sloped trail.  | Ashford Park-Drew Valley            |
| 24        | Align Caldwell and Reading intersection! This is not a Safe Route To School. Yet dozens traverse this busy, crazy corner every school day.   | Ashford Park-Drew Valley            |
| 25        | A small curb cut would allow pedestrians and cyclists to go behind the shopping center, from Ashford Dwdy to/from Johnson Ferry, avoiding the dangerous intersection.  | Lakes District                      |
| 26        | Sidewalk needed from Mill Creek Road to Hampton Hall Way to the Cambridge Square lighted crossing. With the new Publix shopping center coming, residents from the NW part of Brookhaven don't have a protected way   | Lakes District                      |

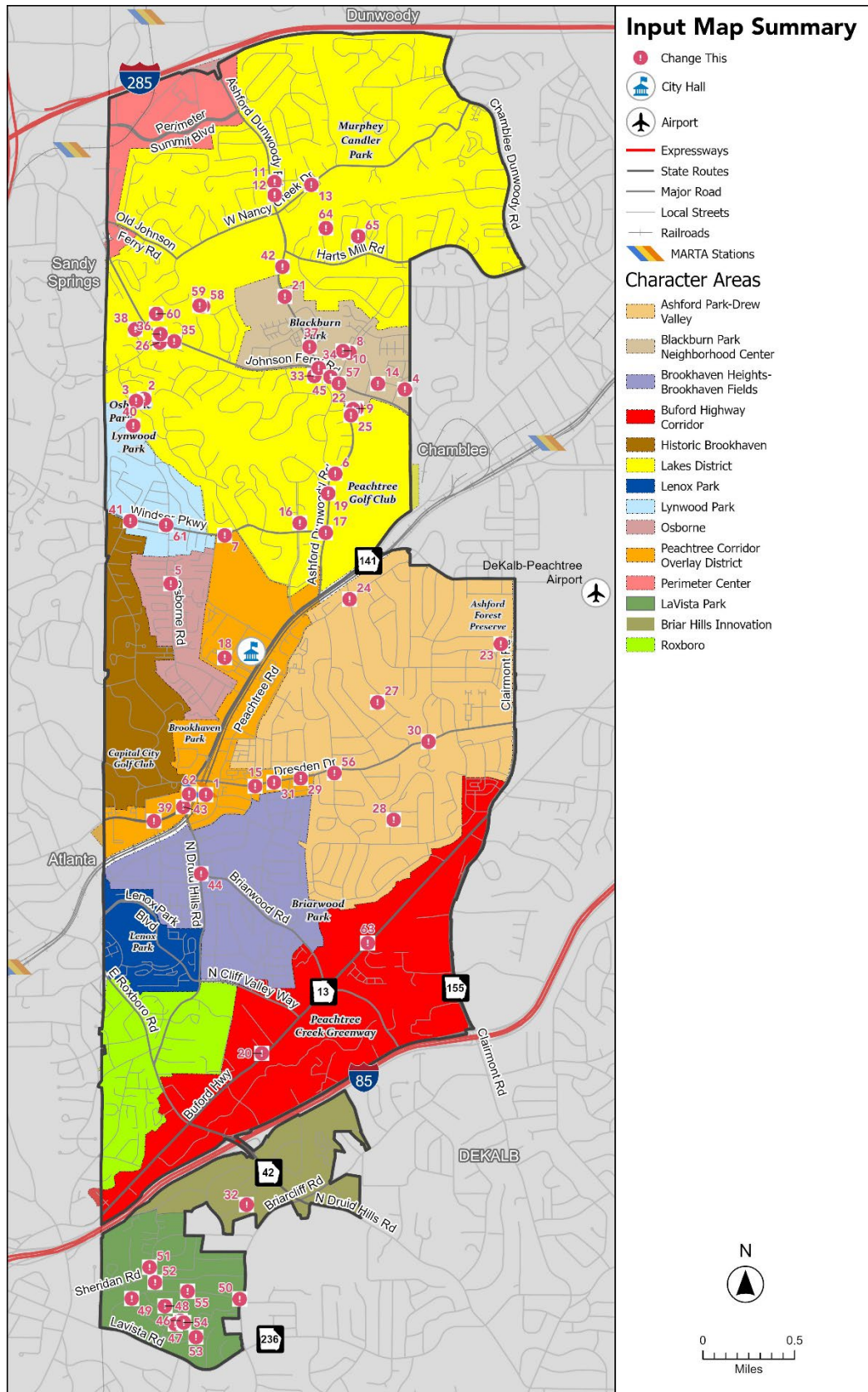
| Comment # | Comment  | Character Area                      |
|-----------|--|-------------------------------------|
|           | to cross busy Johnson Ferry Road from Mill Creek to the Cambridge Park crossing. With the deceleration/ acceleration lanes at Telfair Way and getting approval for the remaining wide and flat land, this would be a 100% safe way for residents to cross busy Johnson Ferry. Bike+walk path=epic  |                                     |
| 27        | Rush hour traffic is an issue for children and bicyclists  | Ashford Park-Drew Valley            |
| 28        | We need continuous sidewalks all along Drew Valley Road and the side streets that connect to it, instead of one-house sidewalks installed by builders that go nowhere. There are many walkers in this neighborhood and we need this for safety.  | Ashford Park-Drew Valley            |
| 29        | Please remove the parking spaces closest to these driveways and intersections (throughout the village). A SUV parked in these spaces completely eliminates lines of sight and causes frequent accidents and near misses.   | Peachtree Corridor Overlay District |
| 30        | Road markings and lines are close to completely worn away.   | Ashford Park-Drew Valley            |
| 31        | Road markings and lines are close to completely worn away.   | Peachtree Corridor Overlay District |
| 32        | Connections for bikes and pedestrians are needed here.   | Briar Hills Innovation              |
| 33        | Fix this intersection. Roundabout? Reroute roads?  | Lakes District                      |
| 34        | Please improve this intersection. Roundabout?  | Blackburn Park Neighborhood Center  |
| 35        | Need improved lightning to improve pedestrian safety at this school bus stop. Telfair Way NE is invisible when driving westbound in the dark and cars often run the school bus stop sign.  | Lakes District                      |
| 36        | Need blinking crosswalk at this busy intersection for pedestrian safety  | Lakes District                      |
| 37        | Left turn from Rebecca Williams Wy (Blackburn park) onto Ashford Dunwoody is challenging and dangerous. Cars accelerating to take the left puts pedestrians at the crosswalk slightly south of that intersection in jeopardy. Please consider a traffic light here.  | Blackburn Park Neighborhood Center  |
| 38        | The sidewalk in the valley area on Johnson Ferry Rd, by Nancy Creek is extremely dangerous for pedestrians. It is super close to the road, unlevel in areas, and with cars often going over speed limit, you have to watch your back/always be on the look out. This is long overdo! I imagine we all walk that way because of the lack of options along that corridor, but it's very dangerous and should be fixed. | Lakes District                      |
| 39        | Very congested area, especially in the afternoon. The right turn lane is always backed up. It's hard to pull in and out of the Kroger parking lot, to make a right turn  | Peachtree Corridor Overlay District |

| Comment # | Comment   | Character Area                       |
|-----------|---|--------------------------------------|
|           | into the neighborhood, to get to the next light to make a right turn, etc.  |                                      |
| 40        | Improve creek bed and add a path to connect Lynwood Park to Mill Creek  | Lakes District                       |
| 41        | Traffic study needed here. One was on the forecast but got dropped when roundabout as put in. Improved traffic flow and increased development on Mabry has changed load at this four way stop intersection.         | Lynwood Park                         |
| 42        | extend Marist turn lane to eliminate jammed up north bound traffic  | Lakes District                       |
| 43        | The intersection at N Druid and Peachtree needs major improvement. Rush hour traffic is horrendous and causes backups throughout Brookhaven. It's making it very difficult for residents to pass through this area! | Peachtree Corridor Overlay District  |
| 44        | This intersection is the cause of many accidents! Need to connect Oglethorpe Ave to the traffic signals so there is a clear way to access this road.  | Brookhaven Heights-Brookhaven Fields |
| 45        | Roadway improvements for Johnson Ferry Road and Ashford Dunwoody Road to improve operations, safety, and aesthetics. Maybe a dogbone roundabout or a double T intersection.   | Blackburn Park Neighborhood Center   |
| 46        | Lower park area severely degraded from sedimentation and flooding. Stormwater issues should be addressed.   | LaVista Park                         |
| 47        | Upgrade playground and picnic area  | LaVista Park                         |
| 48        | Stormwater issues along creek   | LaVista Park                         |
| 49        | Pedestrian safety improvements needed at this intersection. Dangerous 4-way stop  | LaVista Park                         |
| 50        | Pedestrian safety issues at this intersection - blind curve.  | LaVista Park                         |
| 51        | Bike lanes needed on Sheridan/Chantilly/Executive Park corridor to establish connectivity between area of Brookhaven south of I-85 and Peachtree Creek Greenway/Beltline  | LaVista Park                         |
| 52        | A path along this powerline corridor would allow connectivity to regional trails networks.  | LaVista Park                         |
| 53        | Collapsed and compromised culverts at this intersection result in local flooding  | LaVista Park                         |
| 54        | Expansion of handicap-accessible viewing platform at this location would create an accessible public gathering space.   | LaVista Park                         |
| 55        | This one-mile stretch of Citadel Drive is heavily used by pedestrians. Further steps to mitigate automobile through-traffic would improve safety and access for non-motorized uses.                                 | LaVista Park                         |
| 56        | Please reinforce the no parking on the street code. This is a very difficult street to navigate now that it has been made so narrow. In order to keep it livable, constant reinforcement of NO PARKING is needed.   | Ashford Park-Drew Valley             |

| Comment # | Comment  | Character Area                      |
|-----------|--|-------------------------------------|
| 57        | roundabouts here???!!!! It would make the MOST sense now that Publix is moving out.  | Blackburn Park Neighborhood Center  |
| 58        | NO Multi-Use Path along Nancy Creek due to already constant flooding.  | Lakes District                      |
| 59        | No multiuse development as it removes existing green space, encroaches on private properties, threatens local wildlife, and involves flood area. There is no need for the community to be in these natural spaces!   | Lakes District                      |
| 60        | NO PATH ALONG THE CREEK!   | Lakes District                      |
| 61        | Get rid of longtime eyesore old building by Avellino's and give this intersection either upscale housing (like high end townhomes) or minimal commercial development consistent with the surrounding neighborhood or true green space. The new roundabout is beautiful.  | Lynwood Park                        |
| 62        | Regarding the traffic issues here, could we make this circle around Marta into one big traffic circle? Maybe even a reversible traffic circle where Peachtree goes south in the morning into Buckhead and north in the evening? Apple Valley would become the other section of the circle filtering people into the neighborhoods. It would eliminate the traffic lights while still giving access to all roads.   | Peachtree Corridor Overlay District |
| 63        | Too much traffic and activity is funneled to this median-break, making it dangerous. There is the traffic to/from a busy apartment complex, mixing with cars making a U-turn there, plus a bus stop (and you can't make the Uturn when the bus is there). There is the other side turning into Orchard or making a U-turn in the other direction, blocking visibility for a safe turn. Median needs another break after Briarwood to cut down on the number of cars forced to turn here and allow easier access. | Buford Highway Corridor             |
| 64        | Please do not open the stub road from Fox Glen Court to Murphy Candler Park. This will completely change the character of our current cul-de-sac, increasing both car and foot traffic.  | Lakes District                      |
| 65        | Fox Glen Ct has has been a cul-de-sac with no traffic for over 50 years. You are now proposing to add a trail head off of Fox Glen Ct. This is total unnecessary if this is suppose to be a walking trail. People can easily walk from Blackburn or Murphy Chandler. Don't use residential streets for parking!!! Please do not waste taxpayer dollars on projects that provide no benefit to the community and will only destroy our community.   | Lakes District                      |



Figure 2. "Change This" Markers



**“Community Development Opportunity Here” Comments**

Table 3 lists all comments associated with the “Community Development Opportunity Here” markers. Figure 3 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

Table 3. “Community Development Opportunity Here” Comments

| Comment # | Comment  | Survey Response: What type(s) of community development do you think this area could support?   | Character Area                      |
|-----------|--|--|-------------------------------------|
| 1         | I can’t go here without a homeless man asking me for money. This is not safe/comfortable for families and kids   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Lakes District                      |
| 2         | Brookhaven is a trifurcated city. Here, there's North of CSX/Marta/Peachtree and there's South. The only connectors are on the extreme east and west of the city - and they are not designed for bikes. The Marta area has a high rate of car on ped and car on bike crashes. We need a bridge over this area to tie the city together, pronto.  | <ul style="list-style-type: none"> <li>Office and coworking spaces</li> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> <li>Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries)</li> </ul> | Peachtree Corridor Overlay District |
| 3         | There is an opportunity to focus on finishing the connection of the Peachtree Creek Greenway with the North Fork Creek trail, and ultimately the Atlanta Beltline spur.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Buford Highway Corridor             |
| 4         | Currently, Peachtree Creek Greenway is entirely cut-off from Brookhaven as there is no safe way to travel to and across Buford Highway to access the PCG entrance. Briarwood Park and the surrounding neighborhoods should be connected via Briarwood RD NE with both a sidewalk AND protected bike lanes, which keeps pedestrians safe from collisions with bicyclists, and bicyclists from animals on leashes. Ultimately, residents can even connect to the new City Hall at Dresden Village! | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Buford Highway Corridor             |

| Comment # | Comment   | Survey Response: What type(s) of community development do you think this area could support?  | Character Area                      |
|-----------|---|---|-------------------------------------|
| 5         | Osborne Park is useless, as-is. Instead, a bicycle pump track could be added here alongside the tree nursery, creating an amenity currently nonexistent inside the Perimeter.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Lynwood Park                        |
| 6         | Peachtree is a 6-lane MPH highway that cuts through the heart of Brookhaven, connecting Buckhead to Doraville, but by cutting the wealth, green-space rich north from the more commercial, surface-covered south. We need to both connect North and South Brookhaven amenities, as well as ensure Peachtree becomes a green, tree-canopy boulevard with safe alternative transportation options, including a protected 2-way bike track safe from the 45MPH traffic, and away from pedestrians walking. | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Peachtree Corridor Overlay District |
| 7         | The \$78+ million investment in the City Hall needs to serve as an entertainment and musical venue, which is non-existent. Dresden Village needs to emerge as a place to go and be via walking, bicycling, and MARTA. A paid parking deck can exist in the remaining space at MARTA   | <ul style="list-style-type: none"> <li>Bars and breweries</li> <li>Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries)</li> </ul>   | Peachtree Corridor Overlay District |
| 8         | This shopping complex would benefit from greenspace gathering spot. It's an eyesore of a parking lot, rarely full.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> <li>Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries)</li> </ul> | Buford Highway Corridor             |
| 9         | Connection trail from Dorby to back of Town Brookhaven, please. County already owns the land and stream rights of way.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Osborne                             |
| 10        | Bridge over Peachtree, Marta and railroad. There is an easement to Caldwell at this   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Peachtree Corridor                  |

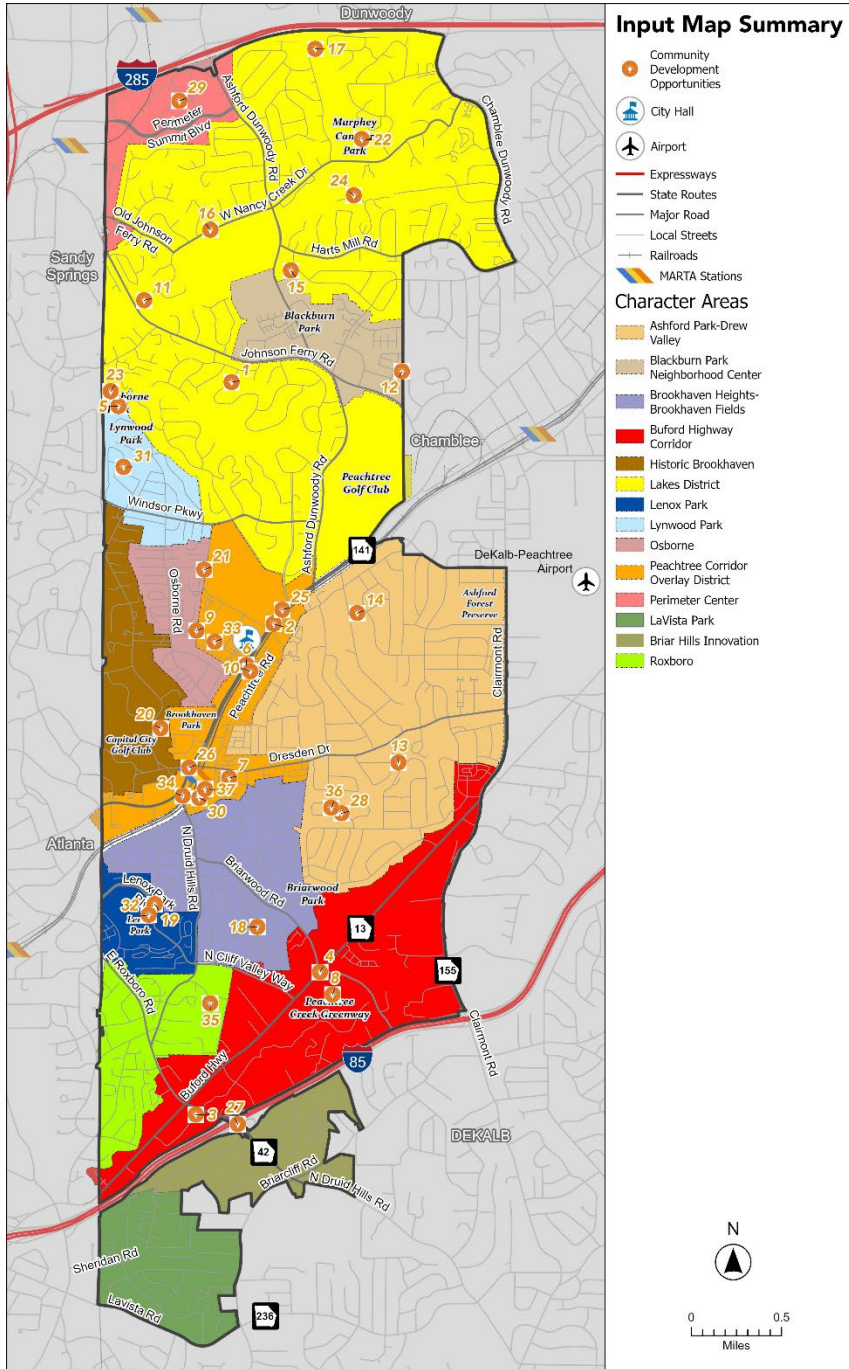
| Comment # | Comment   | Survey Response: What type(s) of community development do you think this area could support?                     | Character Area                       |
|-----------|---|--|--------------------------------------|
|           | point. Walkers, bicycles and golf carts could go to/from Town Brookhaven and Ashford Park.  |  | Overlay District                     |
| 11        | Connection trail between Johnson Ferry and West Nancy Creek please.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Lakes District                       |
| 12        | "So close, yet so far". Wow, it will require neighbors working together to simply add 300 ft of trail, through the woods and up/down a hill to connect an existing trail in Keswick Park to Ashton Woods Dr.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Blackburn Park Neighborhood Center   |
| 13        | Connection trail please between Cove Circle and Dresden or Wayland. This would provide a safe, less steep hill access for many walkers and bicyclists to/from Skyland Park.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Ashford Park-Drew Valley             |
| 14        | East of Ashford Park school there is a fine cut-through trail which enables dozens of kids a safe route to walk to school. Be brave and create one on the west side! Generations of future school kids will be grateful. There is probably an old easement between 4 of the lots. | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Ashford Park-Drew Valley             |
| 15        | Connection trail from Bubbling Creek to PATH in Blackburn Park please.<br>Going down Ashford Dwdy and back up Hart's Mill is very steep.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Lakes District                       |
| 16        | A connection trail along the creek from W Nancy Creek to Perimeter Center flyover bridge would make walking and bicycling to/from the mall area so much more pleasant. If you build it, they will come!   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Lakes District                       |
| 17        | Tunnel under 285 for pedestrians and cyclists.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Lakes District                       |
| 18        | Connection trail from Jonathan to Briarwood please.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul> | Brookhaven Heights-Brookhaven Fields |

| Comment # | Comment  | Survey Response: What type(s) of community development do you think this area could support?  | Character Area                      |
|-----------|--|---|-------------------------------------|
| 19        | Connection trail between Colonial and Lenox Park please.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Lenox Park                          |
| 20        | Connection trail between E Brookhaven Dr and Brookhaven Park please.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Historic Brookhaven                 |
| 21        | Connection trail between Hermitage and Osborne please.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Osborne                             |
| 22        | Better playgrounds and play areas for children and families. The pool is rarely open due to understaffing of lifeguards. The new amphitheater is rarely used as community events such as concerts and such aren't hosted there. MCP is an amazing area with potential, but needs improvement.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> <li>Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries)</li> </ul> | Lakes District                      |
| 23        | Help North Brookhaven residents bike and walk to the fabulous and historic Lynwood Park. A direct path and bridge would alleviate driving, parking and traffic through the Lynwood Park neighborhood to get to the park. A PATH project from Murphey Candler to Marist to Evergreen/Mill Creek Road to Lynwood and connecting to PATH 400/Beltline would be outstanding! | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Lakes District                      |
| 24        | Connect the park with the resident roads via a footbridge. This will help children avoid bicycling W. Nancy Creek, as well as reduce car congestion by providing families a safer option to visit the park by foot.  | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Lakes District                      |
| 25        | We need a safe way to cross Peachtree to connect with the rest of Brookhaven. A foot bridge at this intersection could provide safe pedestrian crossing.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Peachtree Corridor Overlay District |
| 26        | Pedestrians need a safe way to cross Peachtree to connect to the retail options in Dresden -- a footbridge would do just that!   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Peachtree Corridor Overlay District |

| Comment # | Comment  | Survey Response: What type(s) of community development do you think this area could support?   | Character Area                      |
|-----------|--|--|-------------------------------------|
|           | Drivers would also benefit because they wouldn't have to wait as long for pedestrians to cross.  |  |                                     |
| 27        | How does a pedestrian safely connect with south Brookhaven? There are zero options currently other than to drive -- which leads to congestion - or risk your life by walking or biking across N. Druid Hills. If this road can't allow for a protected multi-use path, can a footbridge be considered like that which exists in Buckhead near Lenox Mall over 400? | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Buford Highway Corridor             |
| 28        | There's a need to extend the sidewalk along the entire length of Thompson in Drew Valley to enhance pedestrian safety.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Ashford Park-Drew Valley            |
| 29        | This area, while mostly commercial, is also a bit of a food desert. Residents and workers in these buildings have little choice but to drive to other areas for groceries and dining.  | <ul style="list-style-type: none"> <li>Breakfast and lunchtime shops or restaurants</li> <li>Convenience and grocery stores</li> </ul>   | Perimeter Center                    |
| 30        | This could be the hub for Brookhaven residence if we developed this space into a mini Avalon. An area with shopping, restaurants, green space for entertainment. A parking lot that is 1/4 used is pointless. Marta redevelopment needs to happen  | <ul style="list-style-type: none"> <li>Breakfast and lunchtime shops or restaurants</li> <li>Fine dining establishments</li> <li>Bars and breweries</li> <li>Office and coworking spaces</li> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> <li>Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries)</li> </ul> | Peachtree Corridor Overlay District |
| 31        | Supportt development of "Theodore Estates"   |  | Lynwood Park                        |
| 32        | Playground for kids 2-5 and 5-12yo in Lenox Park please.   | <ul style="list-style-type: none"> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Lenox Park                          |
| 33        | Just like in Ashord Lane, Dunwoody, it wpuld be great to have a closed off section with turf and restaurants for the community to enjoy.   | <ul style="list-style-type: none"> <li>Breakfast and lunchtime shops or restaurants</li> <li>Bars and breweries</li> <li>Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>   | Peachtree Corridor Overlay District |

| Comment # | Comment   | Survey Response: What type(s) of community development do you think this area could support?  | Character Area                      |
|-----------|---|---|-------------------------------------|
| 34        | The intersection at N Druid and Peachtree needs major improvement. Rush hour traffic is horrendous and causes backups throughout Brookhaven. It's making it very difficult for residents to pass through this area!   |   | Peachtree Corridor Overlay District |
| 35        | There is a set of stairs down from Curtis Drive near Woodward Elementary that currently is completely overgrown. Historic residents of the area say it used to lead to a trail that came out on Gail and/or Clearview. We should restore that path for improved mobility in the area and another forested walkway residents could use for recreation.   | <ul style="list-style-type: none"> <li>• Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Roxboro                             |
| 36        | This is a perfect area to create a park or small walking trails in our community. It is a well preserved stand of forest. Any development would seriously damage our canopy of trees that has already been decimated by allowing old growth nearby to be eliminated.  | <ul style="list-style-type: none"> <li>• Recreational facilities (i.e., parks, trails, and playgrounds)</li> </ul>  | Ashford Park-Drew Valley            |
| 37        | When this area is inevitably redeveloped, I think we need to give the development a unique feel compared to the dozens of these going up throughout the city. I would like to see the exterior of the buildings look like the gothic architecture at Oglethorpe. Similar to what the Gables next door to Oglethorpe did and staying true to the design of the most famous landmark in our city. | <ul style="list-style-type: none"> <li>• Hotels and other forms of temporary Lodging</li> <li>• Breakfast and lunchtime shops or restaurants</li> <li>• Fine dining establishments</li> <li>• Bars and breweries</li> <li>• Convenience and grocery stores</li> <li>• Local and chain retail shops</li> <li>• Office and coworking spaces</li> <li>• Recreational facilities (i.e., parks, trails, and playgrounds)</li> <li>• Arts, culture, and entertainment facilities and venues (i.e., movie theaters, live music venues, and art galleries)</li> </ul> | Peachtree Corridor Overlay District |

Figure 3. "Community Development Opportunity Here" Markers



### "I Support More Density Here" Comments

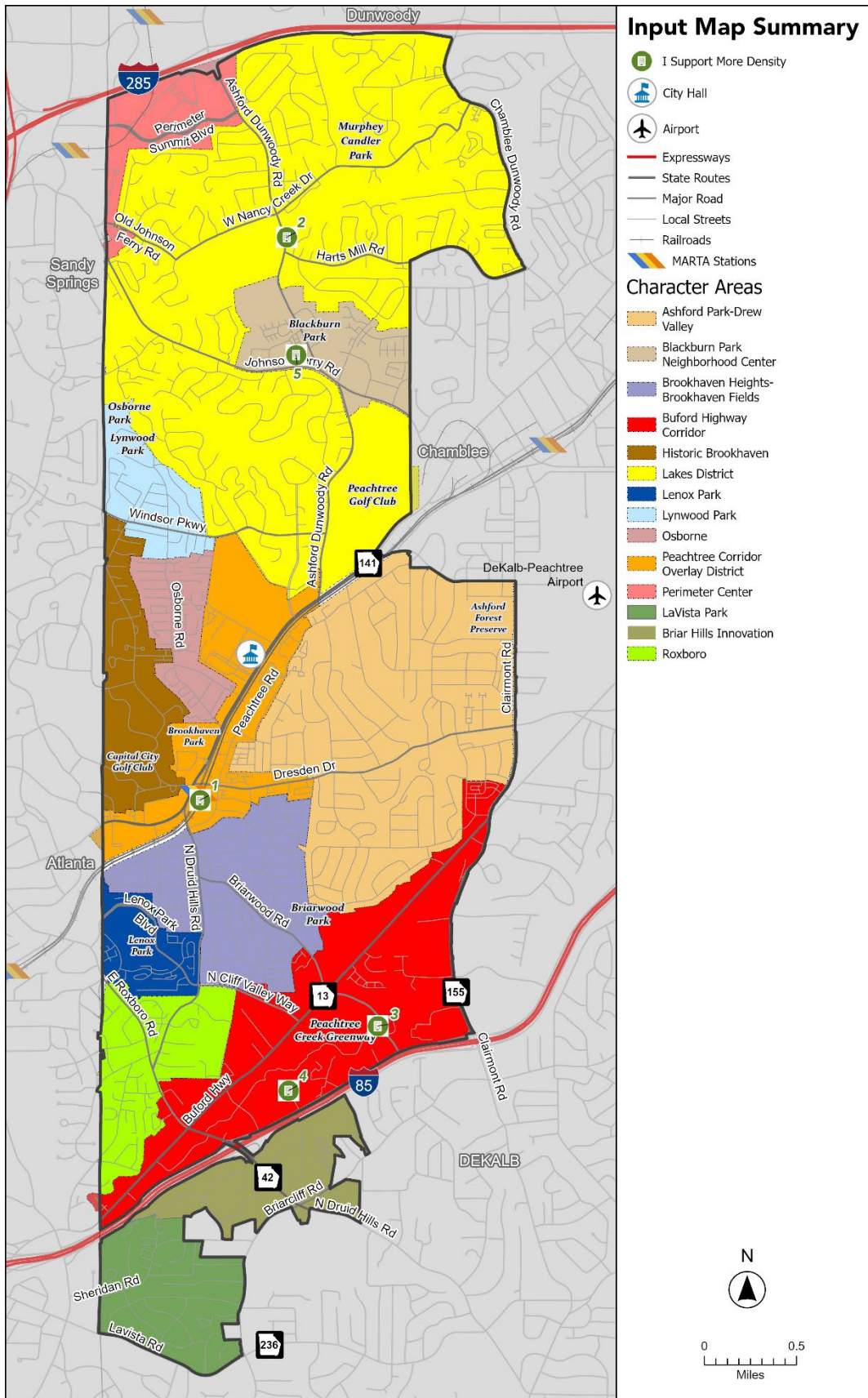
Table 4 lists all comments associated with the "I Support More Density Here" markers. Figure 4 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.



Table 4. "I Support More Density Here" Comments

| Comment # | Comment   | Survey Response: Which types of development do you think are most appropriate in this area?   | Character Area                      |
|-----------|---|---|-------------------------------------|
| 1         | Need more density near the Marta station. A lot of tall apartments. Easier access to the trains. More security to stop fare evasion.  | <ul style="list-style-type: none"> <li>Large apartment communities with restaurants/retail on the first floor</li> </ul>  | Peachtree Corridor Overlay District |
| 2         | While some proposals have been made, the small homes on this stretch of Ashford-Dunwoody could be replaced with denser development, ideally affordable housing.   | <ul style="list-style-type: none"> <li>Small apartment buildings (up to 20 units)</li> <li>Three-story mix of retail, restaurants, and housing (i.e., Village Place Brookhaven)</li> </ul>  | Lakes District                      |
| 3         | We have dense populations along Buford Highway that can remain dense, but should be brought into compliance with city, county and state codes, and decent living conditions supported. If we wait for developers to come in and tug these apt. complexes down in favor of high priced townhomes we will forever deny homes to workers that we need in our community. This area needs to be part of our sustainable housing initiative - and right now, it is not. | <ul style="list-style-type: none"> <li>Small multifamily housing (duplexes, triplexes, quadplexes, or townhomes)</li> <li>Small apartment buildings (up to 20 units)</li> <li>Large apartment communities with restaurants/retail on the first floor</li> </ul> | Buford Highway Corridor             |
| 4         | Opportunity to add much needed workforce housing to support those working in the new CHOA facilities  | <ul style="list-style-type: none"> <li>Three-story mix of retail, restaurants, and housing (i.e., Village Place Brookhaven)</li> </ul>  | Buford Highway Corridor             |
| 5         | Opportunity to add housing here.  | <ul style="list-style-type: none"> <li>Small multifamily housing (duplexes, triplexes, quadplexes, or townhomes)</li> <li>Small apartment buildings (up to 20 units)</li> </ul>   | Blackburn Park Neighborhood Center  |

Figure 4. "I Support More Density Here" Markers



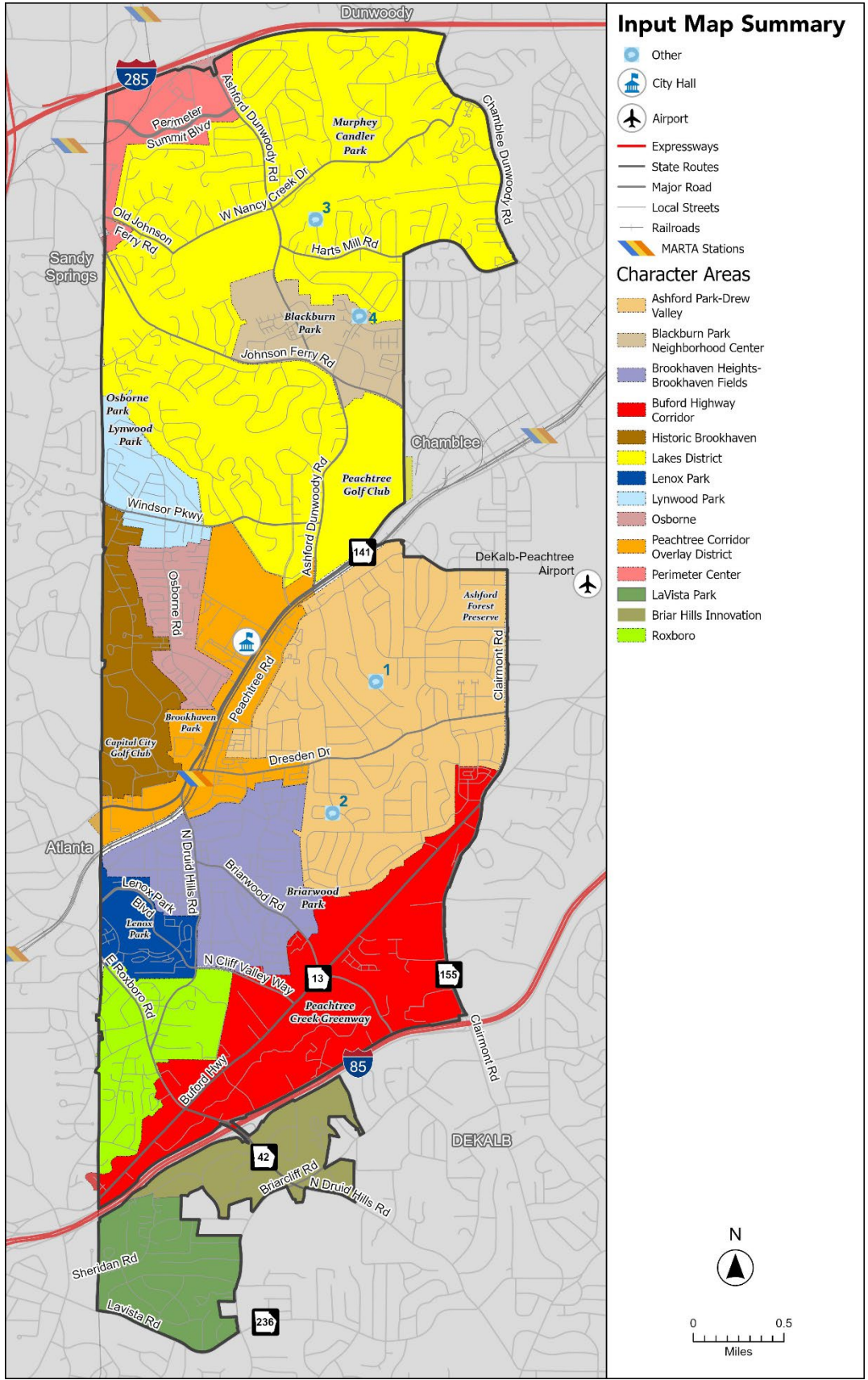
**“Other” Comments**

Table 5 lists all comments associated with the “Other” markers. Figure 5 shows the locations of the markers; the number labels correspond to the comment identification numbers in the table.

*Table 5. “Other” Comments*

| Comment # | Comment   | Character Area                     |
|-----------|---|------------------------------------|
| 1         | Vaccination journeys for the community. Also for pets   | Ashford Park – Drew Valley         |
| 2         | Please confirm that this property will not be zoned for townhomes if it becomes available for sale. It has the potential to be transformed into a valuable greenspace.  | Ashford Park – Drew Valley         |
| 3         | Fox Glen Ct has has been a quite Cul-de-sac for over 50 years. You are now proposing to add access to Add A Trail head on Fox Glen. This will change the nature of the street, and is unnecessary. If this is suppose to be a walking trail, their is plenty of parking at Blackburn and Murphy Candler. Please do not waste our tax dollars only to ruin a street and provide no real benefit to the community . | Lakes District                     |
| 4         | Against trail going from Fox Glen ct to Murphey Candler Park , who puts a trail head on a quiet residential street . Brookhaven find another plan for this trail . No input from Fox Glen Ct residents before planning.   | Blackburn Park Neighborhood Center |

Figure 5. "Other" Markers



# B4

## Listening Sessions

1. Affordable Housing Developers Session #1
2. Affordable Housing Developers Session #2
3. Families
4. Cross Keys High School Students



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## AFFORDABLE HOUSING DEVELOPERS

### LISTENING SESSION #1

Monday, January 8, 2024

12:00PM– 1:00PM

### MEETING MINUTES

#### Attendees

##### Affordable Housing Developers

- Columbia Residential
  - Diana Stoian
  - Dillon Baynes
- National Church Residences
  - Maureen Freehill
- Enterprise Community Partners
  - Meaghan Shannon-Vlkovic
- The Benoit Group
  - Torian Priestly
- Integral
  - Valerie Edwards
  - Tayani Odeleye
- Vecino Group
  - Wesley Brown

##### City Representatives & Project Team

- Linda Abaray, City of Brookhaven  
Community Development
- Aronda Smith, City of Brookhaven  
Community Development
- Sherean Malekzadeh Allen,  
Brookhaven Planning Commission
- Ansley Belton, Blue Cypress
- Anna Baggett, TSW
- Allison Stewart-Harris, TSW
- Nicole Muise Kielkucki, Fourth  
Economy
- Ross Berlin, Fourth Econom

#### Welcome & Introductions

Linda Abaray thanked the group for participating in today's listening session. She introduced the Brookhaven staff and project team. Then, each affordable housing developer shared their background with development in Brookhaven.

- Meaghan Vlkovic has not been involved with development in Brookhaven.
- Diana Stoian does not have recent development experience in Brookhaven.
- Maureen has previous experience in Brookhaven with North South, but National Church Residences does not have a presence in Brookhaven.



- Kirsten Benson does not have development experience in Brookhaven.
- Wesley Brown has no development history in Brookhaven.
- Jen Nyquist has no development history in Brookhaven.
- Torian Priestly has no development history in Brookhaven.

### **Comprehensive Plan Overview**

Ansley Belton provided a brief overview of the Comprehensive Plan's purpose and key components. She discussed that a Steering Committee is guiding the plan update, and several additional community input activities are being conducted to hear about the diverse needs of the Brookhaven community.

### **Discussion Questions**

**What areas of Brookhaven could potentially accommodate denser, mixed use, mixed income, and affordable units?**

- Diana: Mid-rise office buildings with surface parking present an opportunity for conversions to residential. Century business center is already heading that way.
- Sherean: Preserving the character and international feel of Buford Highway is critical.
- Sherean: It would be helpful to allow by-right development for missing middle (multiplexes) around MARTA.

**What housing products do you see working in Brookhaven? What products would have the most impact on affordability?**

- Meaghan: Preservation of existing multifamily housing that is naturally affordable, as well as preservation of subsidized properties to ensure there is no further loss of affordable housing. Enterprise recently released a research paper on this topic and can share that.
- Diana: Low rise/low density Class C and Class D properties are an opportunity for redevelopment. City could set affordability requirements as a rezoning condition.
- Maureen and Diana: The Atlanta market is underserved in terms of senior housing.
- Diana: Allow ADUs

**What are the barriers to developing affordable housing specific to just Brookhaven?**

- Linda: No developers have taken advantage of existing incentives for affordable housing around MARTA.

**What are the opportunities?**

- Diana: Columbia Residential has developed two TODs in City of Atlanta, with a ground lease of the land with MARTA. Ground leases are a helpful tool that the City of Brookhaven may consider. Tax abatements can also be critical for making the financing work.



### Are there incentives/tools that similarly sized cities have used to create affordable housing?

- Diana: In order to serve deeper levels of affordability, the LIHTC program cannot be the only funding source. In Colorado, the state offers low-interest loans to assist with gap financing.
- Jen: Diversifying the stock of affordable housing. Mixed-use projects can help overcome NIMBYism.
- Diana: Opportunity zones
- Sherean: What about a community development bank?
- Diana/Meaghan: The Urban Land Conservancy in Colorado was created to leverage CDFI capital to acquire sites for community land trust properties. Enterprise could share some research about how this entity became a regional funder for affordable housing.

### How might we preserve existing naturally occurring affordable housing, especially along Buford Highway?

- Meaghan: Without knowing if it exists or not, the City will need a substantial subsidy to support production and preservation – a bond or dedicated revenue source. There’s an opportunity to leverage current equity available in the market for the acquisition and preservation of NOAH multifamily.
- Diana: Whenever a large public investment is made, it is important to consider the displacement risk. I would encourage the City to work with the Atlanta Land Trust to take early action to maintain affordability on properties near areas of significant investment.
- Maureen discussed Neighbor to Neighbor program that provides resources to people at risk of displacement. *See link Meaghan shared below.*
- Meaghan shared two links in the chat:
  - <https://www.rocketcommunityfund.org/2023/02/15/rocket-community-fund-partners-launch-neighbor-to-neighbor-atlanta/>
  - <https://www.enterprisecommunity.org/capabilities/preservation-equity>
- Meaghan discussed HomeFirst program in City of Atlanta. Cathryn Vassell at Partners for Home is a great resource for the HomeFirst program.
- Maureen discussed the importance of supportive services for the unhoused population.
- Diana reiterated the importance of mental health resources.

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## AFFORDABLE HOUSING DEVELOPERS

### LISTENING SESSION #2

Monday, January 19, 2024

10:00AM– 10:30AM

#### MEETING MINUTES

#### Attendees

##### Affordable Housing Developers

- Decatur Housing Authority
  - Sara Patenaude
- Regent Partners
  - Josh Marx

##### City Representatives & Project Team

- Anna Baggett, TSW
- Allison Stewart-Harris, TSW
- Nicole Muise Kielkucki, Fourth Economy
- Ross Berlin, Fourth Economy

#### Welcome & Introductions

Anna Baggett kicked off the meeting by providing a brief overview of the Comprehensive Plan's purpose and key components. She also shared the purpose of the listening sessions. The affordable housing developers shared their background with development in Brookhaven:

- Josh Rowan, Regent Partners has no affordable housing development history in Brookhaven, but has worked in Metro Atlanta in his previous role at Prestwick, including Marietta, Cobb, and Dekalb. He is currently kickstarting an affordable housing development department at Regent Partners.
- Sara Patenaude does not experience in Brookhaven but has a lot of experience coordinating with Dekalb County.

#### Discussion Questions

What areas of Brookhaven could potentially accommodate denser, mixed use, mixed income, and affordable units?

- Apple Valley is a big opportunity, but neighborhood pushback on zoning changes creates a real challenge.



**What housing products do you see working in Brookhaven? What products would have the most impact on affordability?**

- Cottage courts are great, but never going to be as impactful as a 20-unit multi-family development.

**What are the barriers to developing affordable housing specific to just Brookhaven?**

- No current resources dedicated at city level.
- Neighborhood pushback
- Land prices
- Inclusionary zoning is not a great solution.
- High rises are difficult anywhere.
- Above a 5-story stick build becomes cost prohibitive (Buford Highway)

**What are the opportunities?**

- Brookhaven is currently in a “difficult to develop area,” meaning it would have an advantage applying for a 4% tax credit.
- Dekalb County Housing Authority is an asset.
- Inclusionary zoning
- Are there incentives/tools that similarly sized cities have used to create affordable housing?
- Senior housing dedicated zoning district
- Tax abatement with a ground lease
- LIHTC or other tax credit program is the number one program to create affordable housing. No other programs work. Developments cost as much as market-rate, and rent is about 40% less. The gap is massive, and tax credit equity is the only way to make that work.
- Need education up front on LIHTC rents – not super low-income.

**What do you think should be the City’s path forward?**

- Dedicate funds (excess budget or issue a bond)
- Acquire property or use existing city-owned property and give to Dekalb County Housing Authority
- RFQ (not RFP-big shiny picture you won’t be able to build)
- Josh Marx can give recommendations on good development partners.

**Other notes:**

- There’s an existing 9% tax credit senior housing project behind Pure Taqueria.



## FAMILY LISTENING SESSION

January 25, 2024

12:00 PM – 1:00 PM

### MEETING MINUTES

#### Attendees

In total, 17 people participated in the Families Listening Session, including 12 community members and 5 members of the PMT. Participants live across the city, representing several different neighborhoods.

#### Welcome & Introductions

Anna opened the meeting and invited Linda to provide a welcome and overview. Linda thanked attendees for their time and emphasized the importance of the Comprehensive Plan.

Participants were invited to introduce themselves in the chat. A transcript of the Zoom chat is provided at the end of this summary.

#### Polling Questions: Who is Participating?

The following questions were administered through polls to get to know the audience.

1. Which of the following apply to you?
  - a. Live in the City of Brookhaven
  - b. Work in the City of Brookhaven
  - c. Live and Work in the City of Brookhaven
  - d. Other

The majority of community members indicated they live in the City of Brookhaven, while 4 attendees noted they live and work in the City.

2. What neighborhood do you live in? (open-ended)

Participants represented a variety of neighborhoods including Ashford Park/Drew Valley, Blackburn Park, Brookhaven Heights/Brookhaven Fields, Buford Highway, Lakes District, and Lynwood Park.

#### Comprehensive Plan Overview

Anna provided a high level overview of the Comprehensive Plan update process, covering comprehensive planning basics, key components and topics, and the project timeline.

Next, Ansley reviewed community priorities and described how they were organized. She also noted we would be aligning with other city plans and ensure alignment with the City's Comp Plan. We want to introduce you to what we are hearing and confirm if we missed anything



## Perspectives on Brookhaven

After providing an overview of the planning process, another poll was administered to gauge perspectives on community priorities. These more detailed questions were meant to provide insight into how land use considerations impacts our daily lives. They also helped frame the conversation and provide an understanding for the type of feedback the project team is seeking.

Attendees were asked to answer the following questions in a poll.

1. Which of the following are most important to your family's quality of life in Brookhaven? Check all that apply.
  - a. Schools
  - b. Parks and trails
  - c. Restaurants and shopping options
  - d. Walkability/bikeability
  - e. Access to transit
  - f. Access to jobs
  - g. Family-friendly events
  - h. Other (please specify)

Top responses for this question included *parks and trails* and *walkability/bikeability*.

2. What does Brookhaven lack or need more of? Check all that apply.
  - a. Convenience and grocery stores
  - b. Childcare facilities
  - c. Senior housing
  - d. Family housing
  - e. Community centers with activities for all ages
  - f. Recreation facilities (e.g., parks, trails, and playgrounds)
  - g. Arts, culture, and entertainment facilities
  - h. Sidewalks and trails
  - i. Other (please specify)

Responses to this question were more varied, but primarily focused on *sidewalks and trails*, *community centers with activities for all ages*. The discussion that followed provided more detail and context for these responses. Generally, families want to ensure safe access from their neighborhoods to parks, trails, community centers and other resources. In addition, they felt like programs and resources for families with differently abled family members were lacking, including access to housing or group homes for similarly-abled residents.

## Discussion questions

1. **What would you change about your neighborhood? What about in Brookhaven?**
  - Loves that Brookhaven is so green. Lots of parks, but no way to get there. We need to shift from a car-centric city to be more people-centric.
  - Separated bike lanes are a major need. The City does not have an adopted safe, complete streets policy.
  - I want my kids to be able to get places safely.

- Improve sidewalk conditions to create safe environment for people to walk, bike, or roll from place to place.
- Instead of efficiently moving people through the city, how do we safely get people through the city – of all abilities and ages
- The Multimodal Plan is proposing a lot of expensive multi-use paths that will take a long time to implement. We need more affordable solutions that can be implemented more quickly.
- Cut-through traffic is horrendous and very unsafe for pedestrians. It is extremely hard to cross North Druid Hills (segment in Brookhaven Heights). If we cross at crosswalk, we get to Apple Valley, where there are no crosswalks. Sylvan Circle is also dark, unlit - difficult to walk home from restaurants on Dresden.
- When the Walgreens was put in, it was built to the street, which allows no room for widening.
- We do not have enough developable land to put in office space. The overlay on Peachtree does not allow for the uses we want to see that would encourage transit use.
- As new developments come in, ensure that development contributes to the pedestrian/cycling facilities around it.
- I think we don't have a personality. Buckhead does, and Chamblee is the cool kid. Brookhaven is kind of vanilla
- Improve connectivity: the City is so green, there are many trees and parks but no connectivity
- Could we be more play and fun and connection focused?

## 2. What would make living in Brookhaven with a family easier?

- Another of a child with special needs discussed needing more inclusive spaces where her kid can play and feel welcome.
- Sidewalks in Lynwood Park are too narrow to accommodate wheelchairs.
- We will get more dense and need more walkable bikeable infrastructure to get to places
- Need create a residential facility
- How are we opening up spaces for disability and inclusion
- Mental and emotional health initiatives
- Rec Center – free for community members
  - Community Programming
  - Making spaces more accessible financially
- Service center on Osborne and Peachtree – what if Brookhaven came to forefront of this issue
- Art in the Park – great to meet with City Council members
  - Great to meet in informal ways
  - Great at that already, keep moving
- Why can't Lynwood Park offer free community space for community members to reserve?
- Art in the Park event at Blackburn was fantastic.
- Marietta and Alpharetta are known for their services, but why can't Brookhaven be a leader for these services as well.

- There is no residency option in Brookhaven for people with special needs.
- The City should hold a Community Outreach Committee that can help be a liaison to the broader community. There seems to be disconnect between the great things City is doing and what the community has knowledge or access to.
- The Livability index will improve. Our attractiveness from an economic development will improve.
- City Communications Department could use QR codes on yard signs where active construction projects are occurring (or upcoming) to help spread awareness. Develop messaging for City initiatives that's more accessible to the community. Continue community involvement/awareness efforts, just improve and make accessible to all.
- A lot of family-friendly activities, like Pickleball, are in Chamblee, not in Brookhaven. We could expand the recreational opportunities in Brookhaven.
- Some developers are looking for indoor spaces for pickleball - like adapting big box stores.
- There is a lot of research that narrow lanes are safer than wide streets.
- Instead of prioritizing moving cars efficiently through the people, we need to shift to prioritizing keeping people in the City. How do we slow the traffic so that people feel safer to walk, bike, scooter, etc.
- We need "rest stops" for areas that are walkable and bikeable. I have limited mobility and would walk more if I had benches/plazas more frequently. This is going to become more important as the population ages, too.
- Need to become more people centric than car-centric
- Educating people about available space for development for jobs (office)
- Manage traffic congestion as the area continues to grow

## Zoom Chat

A transcript (unedited) of the Zoom chat is provided below:

*Participants were asked to introduce themselves on the call or in the chat.*

- Hello all, I'm from Lynwood Park. I am an artist, mother of 3, one of whom has special needs.
- I'm a parent of a child at Ashford Park Elementary. I live in Brookhaven Fields. I'm a small business owner/therapist in Brookhaven.
- I've been a resident of Brookhaven since 1996 (lived in Ashford Park, Brookhaven Fields, and now Silver Lake) – commercial real estate broker by trade.
- I live in Brookhaven Fields and affiliated to the Brookhaven Bike Alliance.
- Resident for 16 years, Briarwood near Buford Hgwy.
- Hello, I'm a Resident of Lynwood Park since 2018.
- Hi, I have lived in Brookhaven for 24 years – independent contractor and have 2 children at Chamblee High.
- Family of 4, 2 kids at Montgomery, resident of Brookhaven since 2006. Highly interested in a bike and pedestrian friendly Brookhaven since I live and work here with kids.



Involved with Silver Lake Civic Association, Brookhaven Bike Alliance, and Montgomery ES.

- I've been a Brookhaven Heights resident for 14 years. I work in commercial real estate doing site research and marketing. One child at Chamblee Middle and one with learning disabilities who is at Woodward Academy.
- Hi –I live in Brookhaven Fields – moved here in 2010, but have lived in Brookhaven since 1996. I have a freshman son at Chamblee High. I run a marketing practice.
- Forgot to mention kids – raised (still raising) 4 kids in Ashford Park and now the BuHi area.

Have any of these been in Spanish or other languages?

- *We have a workshop at the Latin American Association, with a translator present. We also participated in LAA's Christmas Market*

Data point: Population by Race/Ethnicity

White: 58.9%

Hispanic or Latino: 21%

Black: 12.4%

Asian: 7.7%

Observation: is this equally distributed throughout Brookhaven, or is it concentrated in specific areas?

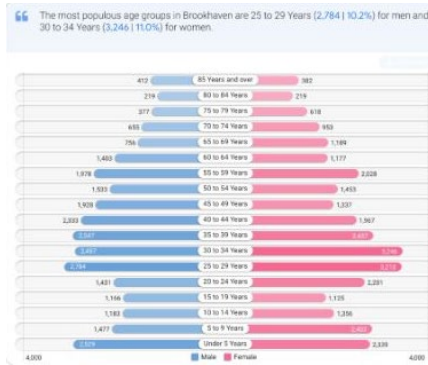
Does traffic – congestion & local pollution – fit into transportation or sustainability?

*Participants were asked the following questions, and discussed ensued:*

1. What would you change about your neighborhood? What about in Brookhaven?
  2. What would make living in Brookhaven with a family easier?
- "Community interaction"
  - Traffic – safety and accessibility along Dresden
  - Concerned with cut through traffic
  - Affordable and workforce housing for teachers and police officers
  - I would like more ways to easily connect to neighbors
    - Yes. I don't like having to rely on cars for my kids to get to school or for us to shop/eat. It kills the sense of community when everyone is in a metal box.
    - Agreed! And we need community places – shared places – a reason for folks to come together.
  - Bike infrastructure (bike lanes on streets)
    - Protected bike lanes for us scared folks! Haha
  - Also, for community centers – program to get people interacting
  - I would add (1) opportunities for civic engagement of children; (2) more free opportunities for people of various economic backgrounds to connect.

- GREAT ideas
- Thanks – def want the kids to have a say
- We do supplement housing for police officers who live in Brookhaven
- Connectivity of the parks and trails and public art.
- I listened to the affordable housing session and there were some very thoughtful, smart people in there.
- Idea: City buying property/land, adding easements, and then selling them back to market with easement in place so we can connect neighborhoods?
- Yes! Please – I would love for my kid to be able to bike to school, but I def wouldn't feel safe without more protection/separation between cars and bikes.
- I'd also like to see broad-scale mental/emotional health initiatives that incorporate elements of civic engagement, volunteerism, celebration of diversity and inclusion, etc.
- I love these ideas
- I think there are plans for the intersection at N. Druid and Peachtree. @Linda A. are there plans for ND and AV?
- I'd like to incorporate "rest stops" for area that are walkable and bikeable. I have limited mobility and would walk more if I had benches/plazas more frequently. This is going to become more important as the population ages too.
- Thinking about creating an information hub for people moving here (or those who aren't social media): could there be a "Brookhaven 101" monthly or quarterly event that introduced people to the various branches of the government (parks and rec, city council, nonprofit orgs, opportunities for play and volunteering, et.) Like a kind of citizenship event that happens regularly that's also got a social component and a means of providing feedback.
- Idea: I would like Brookhaven to prioritize the needs of people that both live AND work here, for all ages. Currently, it feels like Brookhaven prioritizes projects to get people **through** the city efficiently with unnecessarily wide roads and fast speeds. We have 3 key corridors – Peachtree, Brookhaven, and the north border of 85. I'd rather prioritize resources on getting people **safely** to their homes, work, school, or commerce. This means pedestrians feel safe to walk, cyclist of all ages can traverse Brookhaven safely, and neighborhoods are connected rather than cut-off. That houses are affordable for families. That properties are carved out for first responders and families to live here. That locally-owned business are prioritized over franchise/national ones.
- It's amazing the speed in Lynwood is 25 MPH with roads without any sidewalks (or bikeways).

- I feel like a core issue is that Brookhaven’s dimensions and population creates collisions. Meaning – Brookhaven has the 6<sup>th</sup> highest population density, and growing. We are the largest population in Dekalb now. <https://zipatlas.com/us/ga/city-comparison/highest-population-density/htm>.



- We have a lot of people 25-34 years old. That’s a fantastic workforce for businesses to hire.
- I wonder if more cultural engagement and connection could happen in Brookhaven if there were fly-over walkways across Buford Highway and NDH. Our family would cross from Brookhaven Fields to walk over to the other side of BuHi if it weren’t a terrifying prospect to cross BuHi. It’s like a literal geographic barrier to community engagement without less frightening ways to physically get there.
  - 10000% agree
- The vibe I get is Brookhaven is a residential city with good schools and great parks. But yeah, it’s kinda vanilla, you go everywhere else for other stuff – food, fun
  - Exactly. Character areas have no connection though.
  - Sad but true. And such a bummer because the possibility for more connection and cultural diversity is incredible.
  - That’s my own experience, 100%. I have to drive to Chamblee or Dunwoody for food and fun.
  - Potential is great. We have it and it seems meetings like this will help change that. Take heart all!
- Visit our website for more details: [www.Brookhaven2044.com](http://www.Brookhaven2044.com)
- I also think that we don’t have a personality. Buckhead does, Chamblee is the cool kid...and we’re just not.
  - Agreed
  - Yeah, like could we be more play and fun and connection focused

## CROSS KEYS HIGH SCHOOL STUDENTS LISTENING SESSION

Thursday, January 18, 2024  
 2:00PM– 3:30PM

### MEETING MINUTES

#### Attendees

##### Cross Keys High School Participants

- Eight students, representing 10th, 11th, and 12th grades
- Four Cross Keys teachers/staff, listening in and supporting discussion

##### City Representatives & Consultants

- Linda Abaray, City of Brookhaven Community Development
- Amanda Hatton, Blue Cypress (Comprehensive Plan)
- Eric Scott, Alta (Multimodal Study)



*These minutes focus on Comprehensive Plan portion of the meeting. The Multimodal Study discussion briefly summarized at end.*

#### Welcome & Introductions

Eryn Whitfield, Academic Coach at Cross Keys High School, welcomed students as they arrived for the listening session. Upon arrival, students got oriented to thinking about the City of Brookhaven by participating in a map activity that asked them to locate their neighborhood on the map with a blue dot and use a green dot or sticky note to list of places they spend time on the weekend. Linda started the more formal session by welcoming everyone to the meeting, introducing the consultants, and stating the purpose of the meeting to hear from students and

what is important to them as we plan for the future. There were maps and handouts with questions on each table to facilitate the Comprehensive Plan portion of the discussion.

### **Comprehensive Plan Overview**

Amanda Hatton provided a brief overview of the Comprehensive Plan's purpose, topic areas, and plan update process.

### **Major Takeaways**

- Most of the students do not live in Brookhaven (live in Chamblee, Doraville, and unincorporated DeKalb, near Tucker)
- Several of the students noted that they do not spend much time in Brookhaven (outside of school) and, generally, do not feel like they are part of the Brookhaven community.
- Affordability of housing and public art as important initiatives that students believe the City needs to further.
- High school students would like more hip places to hang out: parks, recreation areas, restaurants, communal spaces (one student mentioned that a lot of students hang out at Lenox Mall outside of school).
- It's hard to bike and walk in Brookhaven, particularly along Buford Highway.

### **Discussion Questions**

#### **Where do you live? Where do you spend time on the weekend?**

Most, if not all students, noted living outside of the City of Brookhaven limits in Chamblee, Doraville, or parts of unincorporated DeKalb County.

#### **What would make living in Brookhaven as a high school student easier or better?**

#### **What is missing (thinking about places you go or want to go to)?**

City of Brookhaven needs to better engage with and partner with the student body, particularly for events, festivals, etc. One student noted that the band could perform at events: "The band is the pride of Brookhaven, we want to help."

Students also noted that there is a need for more park space or fun places to hang out. Right now, some students go to Lenox Mall to hang out after school.

#### **What's Missing?**

- Parks, including running areas, soccer/turf fields
- Parks having more sport-oriented things like badminton courts
- Communal areas
- Hot spots (to hang out as high school student)
- More train stations around hot spots, like London, UK. Would be really nice.

#### **What would you change about Brookhaven? What would you change about the area around Cross Keys?**

##### **Brookhaven**

- More supermarkets with more diverse food offerings
- More community events



- Need better connection (transportation) from Cross Keys to Adams Stadium (where football games occur).

#### Area Near Cross Keys

- Improve school grounds/campus.
- Improve school structure.
- Benches to sit on near campus.
- Build better partnership with the City of Brookhaven to accomplish joint goals.
- Make an event happen in this part of Brookhaven.
- Opening the school grounds for use on weekends.
- Control how dog walkers use school grounds; they do not always clean up after dogs.

#### **Imagine Brookhaven 20 years from now. In your ideal Brookhaven, what do you imagine being the same or different?**

##### Keep Same

- Trees
- Artwork, murals, and opportunities for artists
- Diversity
- Farmers markets
- Maintain some of the housing that already exists

##### Change

- Activation of plazas
- Divisions in community wealth (a big divide exists)
- Better connect with immigrant community
- More pedestrian lighting
- Seating for transit riders while wait for bus

#### **Do you imagine yourself living here after high school? And why.**

Several students were not sure about this. They noted that the location and diversity of the community are attractive; however, lack of affordability may make this hard.

#### **How can Brookhaven better connect with immigrant community?**

One student noted that the City should go to food assistance events to collect input. People are happy to answer questions at those events.

#### **Multimodal Discussion Highlights**

Most of the participating students rely on cars/driving to get around the area, but several have experience taking the bus (school or public). A limited number bike or use Uber. Students noted the following key transportation network concerns: unsafe on Buford Highway and crossroads – need better sidewalks/crosswalks; trains are too far to walk to; need multi-use paths to create more supportive biking environment; and need more benches for those traveling by foot. A few other things noted are preventing congestion and better connecting to Dunwoody.

# B4

## Steering Committee

1. Meeting 1 Minutes
2. Meeting 2 Minutes
3. Meeting 3 Minutes



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**COMPREHENSIVE PLAN 10-YEAR UPDATE**  
**Steering Committee Meeting #1**

Meeting Minutes  
 August 17, 2023  
 5:30 – 7:30 PM

**ATTENDEES**

**Steering Committee Members**

| Name               | Position                             | Organization               |
|--------------------|--------------------------------------|----------------------------|
| Dan Connor         | Director of Development              | Kim King Associates        |
| Eli Velez          | Vice President of Facilities         | Latin American Association |
| John Funny         | City Council, District 4             | City of Brookhaven         |
| Michael Johnson    | Economic Development Director        | City of Brookhaven         |
| Sahil Kochhar      | Principal, Bedrock Homes             | Bedrock Homes              |
| Sandy Murray       | Community Representative, District 1 | Resident                   |
| Shareen Malekzadeh | Planner Commission, District 2       | Resident                   |
| Linda Abaray       | Community Development Director       | City of Brookhaven         |
| Arona Smith        | Planning & Zoning Manager            | City of Brookhaven         |
| Drew Murray        | Senior Planner                       | City of Brookhaven         |
| Sam Trust          | Planner                              | City of Brookhaven         |

The following Steering Committee members were not present:

- AD McNaghten: Board of Appeals, District 4, Resident
- Hope Bawcom: Community Representative, District 3, Resident
- Murtaza Khwaja: Executive Director, Asian American Advancing Justice

**Consultant Team**

- Amanda Hatton, Project Manager Blue Cypress
- Anna Johnson, Deputy Project Manager, Blue Cypress
- Allison Stewart-Harris, Land Use Lead, TSW
- Anna Baggett Planner, Land Use Planner, TSW

## AGENDA

- Welcome & Introductions
- Project Overview & Steering Committee Role
- Progress & Trends Highlights
- Discussion: Vision/Goals & Needs/Opportunities
- Upcoming Activities & Next Steps

## WELCOME & INTRODUCTIONS

Linda opened the meeting and welcomed the committee on behalf of the County.

Councilman Funny provided an introduction thanking staff and committee members for participating in this plan and the planning team for their experience/expertise in this process.

Amanda introduced the project and consultant team and kicked off the presentation. She provided an overview of the meeting agenda, noting that each committee member has a folder with committee information and items for the activity. Participants were asked to indicate what organization or area of the city they represent, in addition to their favorite place or something that he/she would not want to change about the city over the next 20 years.

### **What is your favorite area in the city or something that you would not want to change over the next 20 years?**

- **Sahil K:** I've been building homes in Brookhaven for about 8 years. I would like to see the diversity be preserved to ensure the diversity in people, housing, and ethnic communities is maintained.
- **Dan C:** I live on the border of Chamblee and Brookhaven. I like the walkability and how residential and commercial components blend together.
- **Eli V:** LAA represents the Latino community in this area, and I know Brookhaven is committed to embracing the Latino community. I would love to see Buford Hwy corridor protected to preserve the diversity of cultures and community.
- **Sam T:** I don't want Buford Hwy to change! I love the community and intercultural aspects of that area.
- **Michael J:** Commitment to diversity creates resilience. I also like the city's commitment to innovation. I want to ensure resiliency and innovation and ability to adapt are core parts of the plan.
- **Aronda S:** I've seen a lot of change in 10 years. I want BH to continue to be progressive with LU development, affordable housing, connectivity (integrating CHOA and Emory into BH city framework)
- **Councilman John Funny:** Brookhaven is innovative and doing things in a creative way to provide services. I would like to see more diversity in housing to meet the needs of different income levels, including those who want to retire in place. Brookhaven has created a nested community, a quality community just outside of Atlanta. I think it's important to maintain the quality that exists. Buford Hwy is in my district, and I would love to see these businesses retained in the city. I think District 4 will see the most amount of redevelopment in upcoming year (Buford Hwy, North Druid Hills, Briarcliff). Public safety is important as it contributes to the quality of life in Brookhaven.

- **Sandy M:** Preserve natural assets – Brookhaven has many. I want to ensure our parks, trees, and water are being treated properly and cared for. I want Osborne Park to remain natural and undeveloped.
- **Drew M:** Preserve Brookhaven’s vision – we are always up for trying a creative approach; preserve Buford Hwy character, tackle housing.
- **Linda Abaray:** I echo everything said tonight. I love City’s dedication to parks and greenspace. The innovation and flexibility that leadership gives us to explore is paramount to the success of this city – we get to do things that aren’t possible in other places.
- **Shareen M:** I want to preserve Dresden Village/Dresden Drive. I like this node and would like to see additional housing types (duplexes, triplexes, quadruplexes) allowed by right. I also want to preserve Buford Hwy character. We are squeezing out the people that we should be working to ensure they are able to stay.

## **BOUND FOR 2044 (Project Status Overview)**

### **Process Framework**

Amanda reviewed the planning update process, which is broken up into four phases. We kicked off Phase 1 in the summer to review existing conditions/trends and establish the public engagement foundation for the planning process. We are now shifting into Phase 2 to identify and collect input on community priorities. Amanda continued with a high-level overview of the project phases and anticipated timeframes.

### **Project Timeline**

Amanda presented the project timeline and provided a brief overview of how the project will unfold between now and July 2024. She noted that adoption is targeted for July.

### **Plan Focus and Topic Areas**

This plan focuses on land use policy, people, and Brookhaven as a place, while also considering other topics on the slide. All of the different topics feed back into land use and are interrelated. Amanda noted other City plans and how those would feed into different components of the Comprehensive Plan.

### **Plan Collaboration**

The plan update process is a collaborative effort – we need your input! The planning process involves close collaboration between the City, consultant team, Steering Committee, and community. The City’s role is to provide overall direction, while the consultant team leads the project. The Steering Committee will help guide the project team and vet ideas. Community members will provide feedback and help shape the plan’s vision and goals, needs and opportunities, and recommendations.

The state requires communities to update and maintain their comprehensive plans. Plans must be compatible with the region and surrounding/neighborhood communities, who also have an opportunity to review and comment on the plan during state/regional review.

## **Steering Committee Composition & Role**

Anna J provided an overview of the Steering Committee and their roles and logistics, which are covered in detail in the slides. The Steering Committee includes representatives from a variety of sectors, including the City's four Council districts, planning and development staff, City leadership, the development community, and minority community organizations.

The Steering Committee will meet three times over the course of the project, with subsequent meetings anticipated in November and January.

The committee briefly discussed dates and times for the second SC meeting. The group discussed either the week before or after Thanksgiving and noted a lunch meeting was preferred over evening. A follow-up email will be circulated to confirm details.

## **CURRENT PLAN OVERVIEW**

### **Purpose and Key Components**

Amanda provided an overview of the comprehensive plan, noting that the Character Area Map guides land use and zoning decisions. While we are thinking about the next five years in closer detail, while keeping in mind a 20-year planning horizon/vision.

### **Vision and Goals**

We are building upon the City's existing Comprehensive Plan. Amanda presented the existing vision statement and goals. Activities later in the meeting will focus on analyzing these components to determine whether they are still relevant or identify areas for improvement.

### **Community Land Use Policies**

Current land use policies are focused on promoting a healthy, active, and sustainable community. She noted that collaboration with neighboring communities will be important to ensure growth is coordinated around jurisdictional boundaries. Land use policy set in Brookhaven may impact neighboring communities as well.

### **Character Area Map**

The Character Area Map establishes land use policy in the comprehensive plan. It identifies areas that the City believes should be preserved and areas that are more appropriate for change and development. Each character area has three subareas – interior, transition zone, and corridors – which are treated differently and will be explored in more detail through the community workshops.

### **Implementation**

Key implementation strategies in the current plan were reviewed, which are covered in more detail on the slide. Amanda encouraged committee members to review the current comprehensive plan and noted that we are building from this plan verses starting from scratch.

### **Where do we go next?**

Amanda noted who we are speaking to and the types of questions we will be asking as we move through the priority setting stage.

## Questions / Comments

- Why is the plan updated dated 2044? What about 2034?
  - This is the 10-year update, the last plan was focused on 2034. A 20-year planning horizon allows us to plan for opportunities or challenges that may occur earlier than anticipated.
- How are you connecting your plan with the Dekalb County plans and CHOA? How do you integrate the school system into this plan?
  - We are mindful of what's going on in neighboring jurisdictions. We are also being mindful of what's going on with potential annexations.
  - The schools are unique as we do not directly control the school system. We consider them but cannot plan for them.
  - Linda noted that if a zoning change impacts the school system, they let them know and coordinate with them regularly to make sure they are aligned.
- Have the character area studies from 2015 already addressed some of these issues? Are we trying to preserve those? I assume the many Buford Hwy Plans will also be integrated.
  - We want to integrate them better into the Comp Plan verses totally updating them.
  - We understand that the current character areas are generally working fine, but there is desire to refine to a smaller area of detail.
- It was noted that there is new nodal study that is being reviewed by Council.
  - The project team is aware of this study and will coordinate with that consultant team as needed

## PROGRESS & TRENDS HIGHLIGHTS

### Permit Activity

Growth and development patterns and changes since the last comprehensive plan update were reviewed. Significant changes were identified, which are covered in detail in the slide deck. Anna B noted that while permit activity seems higher for single family units, building permits don't measure the impact of developments. Some large developments, including multifamily and mixed use, have a single permit even if hundreds of units are part of the development.

### Major Changes + Developments

In developing the Progress and Trends report, we reviewed large, impactful developments and changes. Brookhaven's land area has increased by 9 percent due to annexations. A key change noted was projects with CHOA and Emory at Executive Park. Proposed and ongoing expansion of these facilities in this area has implications for jobs, housing needs, infrastructure, and the economy. These projects will also be a catalyst for additional development in that area.

### Pipeline Projects

Pipeline projects are those developments that are coming to Brookhaven in the near future. The slides provide more details on the development description and scale. Many of the pipeline projects show mixed use, townhomes, and other developments – a departure from just single family residential that is more common in Brookhaven.

## **People, Place, Economy**

Amanda summarized the findings from Fourth Economy's analysis on housing and economic development trends which focused on the past five years.

### Questions and Comments

- While some areas may not be cost burdened, there are areas around Buford Highway that are more cost burdened and impacted by decreasing affordability in the area.
  - Amanda acknowledged that geographically there are concentrated areas of socioeconomic vulnerability, especially in southern part of the city around Buford Highway.
  - We are looking at each area in detail and understand that there is more of a mixture of income and areas of higher poverty than some citywide trends suggest. She emphasized that we will reframe this information as we go public.
- What percentage of the population is more vulnerable around Buford Highway? Even though the area is smaller, it is important to note.
  - Amanda indicated that the project team will follow up with that information.
- Gentrification is taking over Brookhaven. Even lower-priced housing stock in Brookhaven is more restrictive for low-income families

Next, Amanda reviewed the median household income graphic which compares different ethnic groups and income levels. A map was shown that compares homeownership and rental housing. Part of this process is to address the disparities we are seeing in housing trends across the city. Commuter trends were also analyzed, which indicated that most people commute out of the city for work and many people that don't live in Brookhaven commute into the city for work. In this process we will be thinking about how the city can capture and leverage more job opportunities.

### Questions/Comments

- Do those numbers show where a person is employed? Or the actual location where they are working? Does this capture the population that works from home?
  - The data used in this analysis does not capture the location of those who work from home. The data shows the location of the employer.
- Michael Johnson noted that there is a new report coming out that indicates that employees typically spend 2.3 days in the office. It will be important to try and capture more information about our work from home population.
  - The project team will follow up with Michael to get a digital copy of this report.

## **Arts and History**

Anna B provided an overview of the City's art, historic, and cultural resources.

## **Our Environments**

We reviewed where the City has made progress and some of the accomplishments in terms of natural and environmental assets. The slide highlights some of these recent advancements in parks and facilities.

- A committee member pointed out that the waterway (Peachtree Creek) in Brookhaven is a missed opportunity that could be leveraged as a redevelopment opportunity that can feature the waterway, aside from just having trails.

## Mobility and Infrastructure

Amanda noted that there is currently a mobility plan underway in the City, which aims to create a more walkable, safe, connected city. Amanda followed up that the land use policy coming out of the comprehensive plan will seek to align with the mobility plan. Amanda noted that it's important to coordinate with Dekalb County on water and sewer capacity management. She also touched on stormwater management, which is covered in more detail in the slide.

### Questions/Comments

- How do you work with GDOT to align your visions? The impact that CHOA will have on the traffic in Druid Hills will be massive. How do we manage traffic and long term and ensure protection for local businesses impacted by the road closures?
  - The City is actively coordinating with GDOT and has taken a proactive step to increase capacity.
  - It was noted that the Comprehensive Transportation Plan also has a long-term vision.

Amanda ended this section discussing how broadband is also a component of the Plan and will be analyzed during the process to identify any issues.

## Emerging Trends and Themes

Amanda reviewed emerging trends and themes from the City's existing recent planning documents. The Progress and Trends Report ends with an Emerging Trends and Themes section which covers these in more detail. She noted that the needs and opportunities for the comprehensive plan cross multiple elements (transportation, land use, housing, etc.). These themes and trends will start to help shape the plan update.

## GROUP ACTIVITIES & DISCUSSION

### Current Comprehensive Plan Vision Statement

Committee members were asked to review the current vision statement by indicating whether it was still relevant, needed updates, or was no longer relevant.

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

The majority of the responses fell under "maybe" or "no," indicating the group felt that the vision statement needs to be reevaluated and updated. To better understand perspectives and ideas, Amanda asked follow-up questions to those who responded "no" or "maybe". A summary of responses is provided below and in Table 1.

- Lacking affordability housing, diversity (income, ethnicity, age); get rid of single-family housing

- Emphasis shouldn't be on becoming a national model but meeting unique needs of our population. We want to be a model for other communities, but being a model at a national level doesn't work without transit.
- While I agree certain components of the city should be preserved, we also need to allow them to evolve and change to an appropriate degree.
- The willingness to change and be inclusive, forward thinking – all these are important.
- The current statement feels generic and doesn't speak to the unique city that we are

Amanda asked the committee to consider whether we want a vision statement in our comprehensive plan.

- The group agreed that a vision statement was needed to help shape, guide, and implement the Plan.

Allison noted that we can also deviate from the traditional vision statement and consider a short, concise statement that encapsulates the direction you're headed as a City. You don't have to squeeze everything into a single statement.

- The Committee seemed open to this idea, which will continue to be explored as we move through this process.

### **Current Comprehensive Plan Goals**

This activity had three parts. Committee members were asked to:

1. Review the goals, provided on boards, and determine if they were still relevant using green dots (red dots if they were not),
2. Provide ideas using sticky notes for how the goal could be measured or tracked, and
3. Provide feedback on what actions, policies, or initiatives were needed to further this goal using sticky notes.

The group reviewed the results of the exercises. Amanda noted there were many green dots, meaning that it appeared the group felt that many of the existing goals should be carried forward in the plan update. She then called out certain red dots to get a deeper explanation.

### Questions/Comments

- Is housing was included in any of these goals?
  - Amanda explained that the vision and goals are long-term. There is an entire section of the plan dedicated to housing. Currently, housing is buried within or woven into other goals.
  - Amanda noted that we should consider highlighting housing as a separate goal
  - Housing is both a roadblock and catalyst for our city. It's hard to preserve character and natural resources while you reshape land use patterns.
- *Neighborhoods* had a red dot, which indicates someone felt like it was no longer a relevant goal. However, there were mostly green dots, indicating most of the group felt this was still relevant as a goal.
  - The group discussed the potential to reframe this goal to capture housing affordability more directly.
  - We want to continue to preserve existing neighborhoods, but we need to be able to add different types of housing. If duplexes come into a community, they



should fit in existing characters. Architectural codes could help enforce this approach.

- *Buford Highway Gateway* was specifically called out as a goal that is still important as it is one of the biggest economic engines in the City outside of CHOA.

Amanda asked the team to please provide any additional thoughts as the group shifted into the next activity. Detailed responses from this exercise are provided in Table 1 below.

**TABLE 1: CURRENT COMPREHENSIVE PLAN VISION & GOALS FEEDBACK**

|                                  |                                 |   |
|----------------------------------|---------------------------------|---|
| <b>Comprehensive Plan Vision</b> | <b>Current Vision Statement</b> | <ul style="list-style-type: none"> <li>- We aren't going to be a national model because we don't have the transit infrastructure.</li> <li>- We could be a leader in affordability or building a community that is diverse (age, ethnicity, income.</li> <li>- Get rid of single-family zoning.</li> <li>- We need to rework this</li> </ul> <p>Overall comment:</p> <ul style="list-style-type: none"> <li>- These are the "goals" for the community, but the actual community is very NIMBY.</li> <li>- When it comes to the actual projects, it's always a no for me. This is ideal but based off public comments, the people don't {support the tenets}.</li> </ul> |
| <b>Comprehensive Plan Goals</b>  | A City of Parks                 | <p>Parks need to be more equitable &amp; dispersed equally</p> <p>Connectivity to get to parks by walking and bicycling</p> <ul style="list-style-type: none"> <li>- More community gathering/resting places (plazas, small greenspaces)</li> <li>- How can increased greenspace be used by WFD folks? More outdoor exercise equipment, easy recreation: pickleball, bocce, volleyball</li> </ul> <ul style="list-style-type: none"> <li>- <b>Add parks and rec center to southern portion of the city</b></li> <li>- <b>Update parks plan</b></li> </ul> <p>Protect trees &amp; plant new ones</p>   |
|                                  | Economic Prosperity             | <ul style="list-style-type: none"> <li>- Land banks</li> <li>- Direct subsidies</li> <li>- Create workforce opportunity with ownership in mind for small businesses</li> <li>- Add business incubators</li> <li>- Small business incubators</li> <li>- Housing authority</li> <li>- Paying into fund based on age &amp; condition of home demolished; \$ goes to affordable housing</li> </ul>  |
|                                  | Buford Highway Gateway          | <ul style="list-style-type: none"> <li>- Buford can both continue as a place to live but also be a destination – an international corridor that begins in Brookhaven</li> <li>- We have an opportunity to do it right here, preserving culture &amp; affordability while increasing services</li> </ul> <p>Development needs to be done to enhance Buford Highway. Encourage P3s to develop gateways</p>  |

|               |   |   |
|---------------|---|---|
|               | Transit Oriented Design   | Engage with MARTA to build a quality TOD at the MARTA station   |
|               |   | Pursue TOD with focus on pedestrian connectivity, mixture of uses, and higher density development that support workforce housing  |
|               | Diversity   | Increase diversity input in all efforts in the City. Allow focus groups to participate with roundtables.  |
|               |   | <ul style="list-style-type: none"> <li>- Add an office of cultural affairs</li> <li>- A Buford Highway committee to help steer that neighborhood</li> <li>- More outreach in those communities on why it's great to live here</li> <li>- Live/work programs (grants maybe)</li> </ul> |
|               |   | Encourage equity & diversity in all elements of planning to include land development, housing, accessibility to parks, arts, etc.   |
| Neighborhoods | So many houses are torn down & rebuilt, it's hard to say it's unique  |   |
|               | <ul style="list-style-type: none"> <li>- Preserve BuHi</li> <li>- Drew Valley doesn't need to be preserved</li> </ul> |   |

## Needs & Opportunities

Allison instructed the committee to write down what they felt were the biggest needs and opportunities for Brookhaven's future. Allison noted that when the first comprehensive plan was developed, Brookhaven was a new city. Part of this activity involves thinking about whether each need and opportunity applies citywide or is geographically specific.

Ideas were written on sticky notes and the project team started to organize responses into different categories. Allison and Anna B synthesized the needs and opportunities into summary groups, as noted below, while reviewing comments

Housing (citywide, but distributed)

- Affordable housing
- Workforce/missing middle
- Options for seniors (Senior Friend housing, recreational activities, volunteer activities)

Community (citywide)

- Create sense of place and community

Parks & Greenspace (citywide)

- Expand parks and open space
- Expand trails and greenways (citywide but priority in south)

Transit/Transportation (citywide)

- More north/south transit options (priority)
- More transportation alternatives
- Prepare for EV infrastructure/new technology

Cultural Diversity (geographically specific)

- Preserve/expand diversity

Buford Highway (geographically specific)

- Keep character but optimize opportunity

Comments

- A committee member pointed out that we should be mindful about not creating segregated communities. We’ve seen this happen with the Latino community. City must be careful to not create pockets of affordable housing and need to be intentional about enabling integrated incomes.
- A committee member noted that pockets of Atlanta have a lot of business diversity but ultimately become neglected. Buford Highway includes Latino, Asian, and Indian businesses. How do we ensure that the future of Buford Highway has clear direction. What is our idea or plan for this corridor? There have been many plans created for this corridor, including a master plan. City staff noted that the referenced master plan may have been part of an economic development plan.

Table 2 provides a summary of responses from this exercise under Activity 2. Detailed responses are also listed in the table.

**TABLE 2: NEEDS & OPPORTUNITIES BRAINSTORM RESPONSES**

|                |             |  |
|----------------|-------------|--|
| Housing        | Need        | Diversity in design of SFH   |
|                |             | Affordable housing   |
|                |             | Housing for Emory/CHOA   |
|                |             | Missing middle housing including within single-family neighborhoods  |
|                |             | Develop affordable housing   |
|                |             | Workforce housing  |
|                |             | Affordable housing, DUH  |
|                |             | Figure out more affordable housing   |
|                |             | - Need to be more senior-friendly:<br>1) Housing without stairs<br>2) Housing near transit<br>3) Recreational activities<br>4) Volunteer activities for seniors<br>- Make them feel needed and supported   |
|                | Opportunity | Affordable housing kitchen sink:<br>- Inclusionary zoning<br>- Land trust bank<br>- Direct subsidies<br>- Allow more than 2 non-related per household<br>- It’s a national problem – let’s be a laboratory |
| Transportation | Need        | Vision should have connectivity from one end of city to the other  |
|                |             | More north to south transit options  |

|                            |             |  |
|----------------------------|-------------|--|
|                            |             | <ul style="list-style-type: none"> <li>- Connect neighborhoods as redevelopment occurs</li> <li>- Don't allow gating of current streets</li> </ul> |
| <b>Greenspace</b>          | Need        | Trails that cut through neighborhoods for increased connectivity   |
|                            |             | Enhance Peachtree Creek & Greenway   |
|                            |             | More sports/parks on BuHi  |
|                            |             | City build the Peachtree multi-use path so the land will develop <u>after</u> the placemaking occurs   |
|                            |             | More greenspace – we are way below national average  |
| <b>Community</b>           | Need        | Create a deeper sense of community   |
|                            |             | Define how our neighborhoods are unique  |
| <b>Cultural Diversity</b>  | Need        | Preserve the diversity of the city   |
|                            |             | More diversity   |
|                            | Opportunity | Get some direction on how we preserve but create a more defined direction for Buford Highway corridor  |
| <b>Economic Prosperity</b> | Need        | To be the cultural highway in the Southeast (excluding Miami) – Buford Highway has so much potential   |
|                            |             | Technology incubator space/funding   |
| <b>Infrastructure</b>      | Need        | Economic mobility for minority residents   |
|                            |             | Better stormwater capture and management   |
| <b>Land Use</b>            | Need        | Make stormwater a higher priority – may need rethinking?   |
|                            |             | Smaller open spaces for lots that aren't large enough to promote more density  |
|                            |             | Development of Brookhaven MARTA station (downtown Alpharetta)  |
|                            |             | More commercial nodes that provide a destination to residents & visitors   |
|                            | Opportunity | Creating/preserving space for minority owned businesses  |
|                            |             | Corporate Square redevelopment   |

## NEXT STEPS AND UPCOMING ACTIVITIES

Anna J provided an overview of upcoming events and next steps for the committee.

Visit the project webpage to stay in the know about public engagement opportunities which kick off in October! Anna reviewed the intent of listening sessions, which will enable the project team to meet people where they typically hang out in the community. These informal meetings may include youth, seniors, city leadership, families, businesses, or certain communities.

A committee member suggested meeting with moms to hear perspectives from families, the senior and elderly community, and people who work from their homes. The steering committee was encouraged to share their ideas for who the project team should meet with for these listening sessions, which are anticipated in October.

Amanda and Aronda thanked the committee for their participation and the meeting adjourned.



## STEERING COMMITTEE MEETING #2

November 14, 2023  
 12:00 - 2:00 PM  
 Brookhaven City Hall

### MEETING MINUTES

#### ATTENDEES

##### Steering Committee Members

| Name               | Position                             | Organization  |
|--------------------|--------------------------------------|---|
| AD McNaghten       | Community Representative, District 4 | Resident/Board of Appeals                             |
| Dan Connor         | Director of Development              | Kim King Associates                                   |
| Eli Velez          | Vice President of Facilities         | Latin American Association                            |
| John Funny         | City Council, District 4             | City of Brookhaven                                    |
| John Higley        | Community Representative, District 3 | Resident/Historic Brookhaven Neighborhood Association |
| Michael Johnson    | Economic Development Director        | City of Brookhaven                                    |
| Sahil Kochhar      | Principal, Bedrock Homes             | Bedrock Homes   |
| Sandy Murray       | Community Representative, District 1 | Resident  |
| Sherean Malekzadeh | Community Representative, District 2 | Resident/Planning Commission                          |
| Linda Abaray       | Community Development Director       | City of Brookhaven                                    |
| Aronda Smith       | Planning & Zoning Manager            | City of Brookhaven                                    |
| Drew Murray        | Senior Planner                       | City of Brookhaven                                    |
| Sam Trust          | Planner                              | City of Brookhaven                                    |

The following Steering Committee member were not present:

- Murtaza Khwaja: Executive Director, Asian American Advancing Justice

##### Consultant Team

- Amanda Hatton, Project Manager Blue Cypress
- Ansley Belton, Community Planner, Blue Cypress

- Allison Stewart-Harris, Land Use Lead, TSW
- Anna Baggett Planner, Land Use Planner, TSW

## **AGENDA & MEETING GOALS**

### **Agenda**

*Meeting Sign-in and Lunch Selection*

- 12:00 Welcome & Project Update
- 12:05 Findings from Public Outreach
- 12:20 Character Area Map & Corridors Discussion
- 1:05 Land Use Vision Statement & Goals Update
- 1:15 Priorities Boards
- 1:55 Next Steps & Adjourn

### **Meeting Goals**

- Highlight key takeaways from Input Period 1 and explain how it is informing the developing plan framework.
- Collect feedback on Character Area Map refinement, with focus on corridors.
- Collect feedback on preliminary update to Vision, Goals, and Priorities.
- Continue to identify action items

## **WELCOME & PROJECT UPDATE**

Linda and Amanda welcomed Committee members to the second meeting. Each committee member introduced themselves and their affiliations. All but one of the committee members participated either in-person or virtually via Zoom.

Amanda gave an overview of the meeting activities and goals, as documented in the meeting slide deck. Amanda gave an update on current project status. We have largely completed two of the four plan update phases. We are starting Phase 4, which is focused on updating the framework of the plan before we build out the updated plan document. Amanda also document.

## **FINDINGS FROM PUBLIC OUTREACH**

Ansley Belton and Anna Baggett highlighted the high-level takeaways from the input activities during October/early November, which are highlighted in the meeting slide deck. A summary of input is forthcoming. The survey will take a couple weeks to process. The map tool will remain open through December.

## Questions and Comments

John Funny asked two questions:

1. How do we feel about the breakdown of participants on the survey? Is it statistically valid?
  - *Ansley noted the challenge of getting people to participate in a long-range planning process. These types of surveys are never going to be statistically significant; however, we are being mindful of the segments of the population that we did not hear as much from, such as Spanish speakers, youth, and lower-income people.*
  - *Amanda noted that through our upcoming outreach, we will try to better connect with populations we have not heard from. We will also use our planning expertise to represent the interests of these groups in the plan recommendations.*
2. Did participants understand what it means when we say, “a variety of housing types is desired”?
  - *Anna noted that most workshop participants agreed that the City should support a variety of housing types, but participants had different ideas about where the different housing types should be accommodated.*

Eli Vasquez asked two questions:

1. Is there a map showing where Brookhaven is planning mass development?
  - *Linda answered that there is a map of the current High-Density Nodes.*
2. Is there a map of current developments and/or City projects?
  - *Anna noted that there is a map of recent development projects in the Progress & Trends Report, which will be published soon.*

John Funny noted that we should include a note “character area changes” in upcoming meeting promotions to help increase participation and alert people that we are updating policies.

## **CHARACTER AREA MAP & CORRIDORS DISCUSSION**

Anna gave an overview of the draft adjustments to the Character Area Map, focusing on the delineation and definition of four different subareas. Anna explained that today we are focused on corridor policies. She shared a scale of housing intensity that has been applied to each corridor along with other types of uses for corridors.

## Questions and Comments

- John Funny said that he likes the specificity that the subarea definitions provide.
- Sherean stated that she is a huge proponent of duplexes and triplexes. If these are designed contextually, no one will even know that they are duplexes/triplexes.
  - Linda noted that there are design standards that help with this.



- There is currently a grandfathering issue in some character areas, where a duplex cannot be rebuilt in the same location if an existing duplex residence is torn down.
- The rezoning of and the new development at the former Boys and Girls Club site was noted as a good example of incorporation of duplex/triplex type development.
- Sherean reiterated that there are two needs: 1) allow duplexes and triplexes by right, and 2) locations where this is appropriate in the city. It was discussed that the Comprehensive Plan is the appropriate location to identify appropriate locations for these uses.
  - Michael Johnson noted that the team needs to back its recommendations with technical analysis.
- Sahil stated that duplexes and triplexes can be a great way to introduce affordability without changing the single-family character of a community.

Anna shifted into presenting the draft land use recommendations for corridors by character area.

*The committee also received a packet of worksheets to provide feedback on additional land use recommendations for other subareas as homework. An online form is also available with the same information, so that committee members can share feedback through whichever method is easier for them.*

### Questions and Comments

- Eli asked if the corridors would all have an overlay.
  - Linda responded that overlays are not necessarily needed; the designation in the Comprehensive Plan provides guidance for potential rezonings.
- Lakes District Character Area:
  - Corridor policy looks good.
  - Sandy commented on some nuances in the area.
- Blackburn Park Character Area:
  - John Funny noted that the community south of Johnson Ferry might oppose higher density along Johnson Ferry.
  - Sandra noted that transportation is an issue in this area. Connectivity for bikers and pedestrians is not great near Johnson Ferry and Ashford Dunwoody.
- Sam asked if Clairmont Road be a "special area" rather than a "corridor" since there is already a special plan for it.
- Peachtree Corridor Overlay District:
  - It was recommended that corridor policy be extended to Thompson.
  - Linda noted that there will be potential opposition to this based on previous community feedback.
  - Blue special use area feedback:
    - It would be helpful to have less driveways in this area on Peachtree. Could an alley be added?
    - It would be nice to make this area more communal.



- Anna asked if we should rename the Buford Highway Corridor Character Area.
  - The committee agreed that renaming with some hybrid form of Buford Highway and Peachtree Creek makes sense.
  - Culture and Connectivity Corridor was also recommended by Sam.

For several Character Areas, the committee agreed with the draft land uses and residential intensities.

## LAND USE VISION STATEMENT, GOALS, & PRIORITIES UPDATE

Amanda discussed the process of updating the draft Vision and Goals statements and Priorities. The 5-year work program will be directly correlated with the priorities list; land use policies/initiatives for each character area will also be shaped by this list. Committee members were given sticky notes and dots to provide feedback on the Vision, Goals, and Priorities boards. A summary of feedback follows.

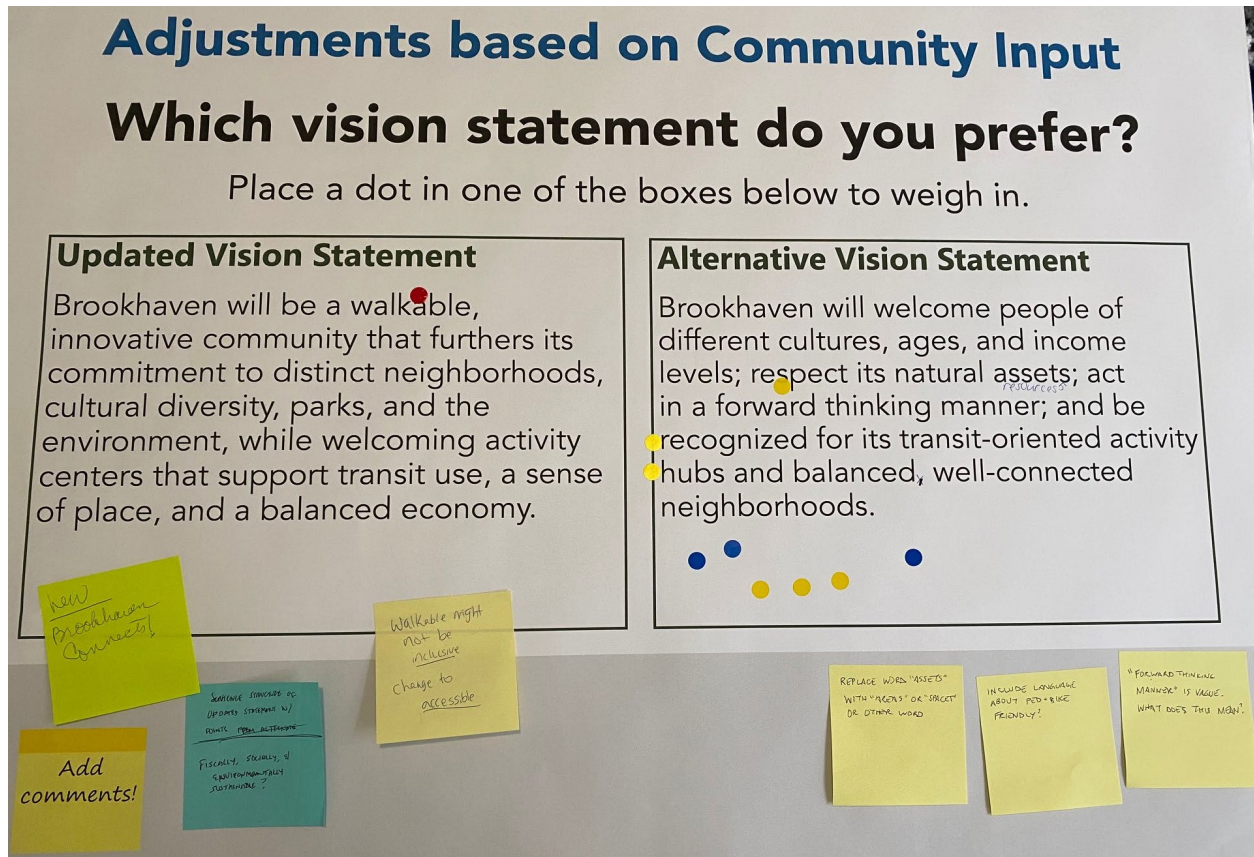
### *Vision Feedback*

The activity board, shown in Figure 1, instructed committee members to add a dot in the box for their preferred vision statement. The Alternative Vision Statement received several dots indicating more support from the Committee than the Updated Vision Statement, which received one red (disagreement dot). The committee member that provided the red dot noted that the word “walkable” is not inclusive enough; rather, “accessible” would be a better term to use.

Additional feedback included:

- Consider “Brookhaven Connects” as an overarching vision or slogan.
- Replace “assets” with “areas” or “spaces.”
- Include language about bike and pedestrian friendly.
- “Forward thinking manner” is vague. What does this mean?
- Like the sentence structure of the Updated Statement but with the points of the Alternative Statement. Consider “fiscally, socially, and environmentally sustainable.”

Figure 1. Vision Statement Preference Results



## Goals Feedback

### Goal 1: Land Use and Transportation Coordination

Three dots indicated support. Comments on this goal included:

1. Walkability should be replaced with accessibility to be more inclusive.
2. Could say "improve" or "enhance" versus "achieve greater."

### Goal 2: Transit Oriented Design

No comments or dots.

### Goal 3: Multicultural Hub

Three dots indicated support.

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

Three dots indicated support. Comments on this goal included:

1. Connectivity between parks, schools, and the City Centre.
2. Agree about adding something regarding connectivity.

### Goal 5: Neighborhoods

No comments or dots.

### *Goal 6: Economic Prosperity*

Three dots indicated support.

### *Goal 7: Sustainability*

Three dots indicated support. One comment said, "I like the idea but not word choice of second line."

## **Goals Considered for Removal**

### *Unique Brookhaven*

The committee reached a consensus that the City should keep this goal. It was stated that ID and Branding are long-term activities that the City needs to continually work on. The description needs to be updated to reflect the ongoing nature of this goal.

### *Buford Highway Gateway*

The committee reached a consensus to remove this goal. It was agreed that Buford Highway policies and initiatives will be covered in the land use plan for the character area.

## **Priorities Feedback**

For each of the following priority areas, only the specific priorities that received comments or dots are discussed.

### *Strategic Growth*

- Continue to enhance, diversify, and attract business establishments and unique restaurants.
  - One dot under "This is not a short-term priority (move to 5 - 10 years)." A comment stated, "need to get the zoning code set with any new ideas before we attract businesses."
- Develop a citywide Economic Development Strategy.
  - One comment stated, "A citywide incentive structure already exists."
- Expand public gathering spaces in underserved areas.
  - There was one dot indicating support for keeping this as a short-term priority.
- Advance live-work opportunities within the City.
  - There was one dot indicating support for keeping this as a short-term priority.

### *Sustainability*

- Protect and expand tree canopy, particularly in underserved areas.
  - One dot under "This is not a short-term priority (move to 5 - 10 years)."
  - During the report-out and discussion period, the committee agreed that the City has already focused a lot on the tree canopy, and it does not need to reevaluate the tree ordinance in the next five years.
  - Amanda noted that maintenance of trees is something we heard at workshops.

### *Connectivity and Active Transportation*

- Further Brookhaven as a walkable and bikeable community.
  - One comment stated, "A connected community to key destinations."
- A general comment on this section stated, "Establish policy/plan for golf cart use."

### *Equitable Development and Investment*

- Promote workforce development programs for residents.
  - One dot under “This is not a short-term priority (move to 5 - 10 years).” A comment stated, “Housing overall has some short-term priorities and some long-term priorities. In the short term, we need zoning changes. In the long term, we need incentives, land trusts, etc. (things that need mechanisms created).”
- Preserve and expand safe and affordable housing in the community.
  - During the report-out and discussion, the committee reached consensus that “affordable” should be replaced with “workforce” since Brookhaven’s current policies are focused on providing workforce housing (defined as 80% AMI).

### *Culture and Place*

No comments on these priorities.

## **NEXT STEPS & ADJOURN**

Amanda briefly reviewed upcoming community engagement activities and next steps for the Steering Committee and Planning Team.

- The Steering Committee was asked to submit its homework by Monday, November 20.
- The final Steering Committee meeting will be scheduled for the weeks of January 15 or January 22. The planning team will be in touch to solidify and schedule the meeting.



## STEERING COMMITTEE MEETING #3

January 26, 2024  
 12:00 – 2:00 PM  
 Brookhaven City Hall

### MEETING MINUTES

#### ATTENDEES

##### Steering Committee Members

| Ca~n                    | MEfhpEj                              | E ft a j v a p E j                                    |
|-------------------------|--------------------------------------|---|
| AD McNaghten (AD)       | Community Representative, District 4 | Resident/Board of Appeals                             |
| Eli Velez (EV)          | Vice President of Facilities         | Latin American Association                            |
| John Funny (JF)         | City Council, District 4             | City of Brookhaven                                    |
| John Higley (JH)        | Community Representative, District 3 | Resident/Historic Brookhaven Neighborhood Association |
| Michael Johnson (MJ)    | Economic Development Director        | City of Brookhaven                                    |
| Sahil Kochhar (SK)      | Principal, Bedrock Homes             | Bedrock Homes   |
| Sandy Murray (Sandy)    | Community Representative, District 1 | Resident  |
| Sherean Malekzadeh (SM) | Community Representative, District 2 | Resident/Planning Commission                          |
| Linda Abaray (LA)       | Community Development Director       | City of Brookhaven                                    |
| Arona Smith (AS)        | Planning & Zoning Manager            | City of Brookhaven                                    |
| Drew Murray (DM)        | Senior Planner                       | City of Brookhaven                                    |
| Sam Trust (ST)          | Planner                              | City of Brookhaven                                    |

The following Steering Committee member were not present:

- Dan Connor: Director of Development, Kim King Associates
- Murtaza Khwaja: Executive Director, Asian American Advancing Justice

##### Consultant Team

- Amanda Hatton (AH), Project Manager Blue Cypress
- Anna Johnson (AJ), Community Planner, Blue Cypress
- Allison Stewart-Harris (ASH), Land Use Lead, TSW
- Anna Baggett (AB), Land Use Planner, TSW

## AGENDA

*Meeting Sign-in and Lunch Selection*

- 12:00 Welcome & Project Update
- 12:10 Implementation Plan & Work Program Discussion
- 1:00 Character Area Map & Housing Diversification
- 1:50 Next Steps & Adjourn

## WELCOME & PROJECT UPDATE

Amanda provided an overview of the agenda and reviewed the project schedule. She noted the public hearings with Planning Commission and City Council would take place in May. After that time, the plan will be transmitted for review and approval by Atlanta Regional Commission (ARC) and Department of Community Affairs (DCA). We are still on track for plan adoption by Mayor and City Council in July. The deadline for the City's Comprehensive Plan adoption is October 2024, so there is extra time built into the schedule, if needed.

### Recent Input Activities

The project team has been busy with the second round of community workshops in December, followed by a public input period (mid to late December) where community members could access workshop materials online to review and provide input.

Listening Sessions enabled the project team to get insight and feedback from certain community groups. Most recently, the project team met with affordable housing developers, high school students (Cross Keys), and families.

Amanda noted that the project team also had two work sessions with city staff, representing various city departments, to walk through the work program and provide feedback.

### Questions and Comments

- JF: We have two new Council members and the Mayor. Have you all connected with them yet?
- AH: Yes, we are currently working to schedule a time to meet with them.

### Comp Plan Document

Amanda presented an overview of the structure for the updated Comprehensive Plan document, providing a brief overview of each section. See slide for more details.

### Questions and Comments

- JF: Regarding FLU, are their priority projects that could be pushed forward to help incentivize priority projects, for the ones or areas where redevelopment is likely?
- ASH: There will be a lot of connectivity between the work program and character area plan. We will also be tying this to the Work Program and specific recommendations.

## IMPLEMENTATION PLAN & WORK PROGRAM DISCUSSION

### Long Term Vision & Goals

Amanda reviewed the status of the long-term land use vision and goals. Amanda noted that some stakeholders identified early on that some of the City's vision/goal statements lack the "teeth" or policy to move those initiatives forward. She emphasized that the City says we value certain things and identify them as goals, we need to have action items and policy to back them. Otherwise, we should consider changing the vision and goals to ensure that they are accurate.

The updated drafts were presented on boards for review/comment by the committee.

### City's Vision & Mission

As part of this planning process, the planning team was tasked with updating the citywide vision and mission. This is not the citywide land use vision but is the general citywide vision.

Around 80 percent of community survey participants noted general support of the current statement but identified some room for improvement. We asked what words should be added or deleted. The mission statement further implements the citywide vision.

The planning team has made suggestions for revising the City's Vision and Mission statement based on feedback collected. The proposed edits to both were displayed on boards for review/comment by the committee.

### Priority Areas

Amanda gave a recap of the plan's priorities reviewed at the last meeting. These priorities advance the land use vision and goals over the next five years. Strategic Growth and Equitable Development are the heart of the land use plan. Other priority areas include Culture & Place, Sustainability, and Connectivity & Active Transportation.

We collected input on the community priorities during the second round of engagement in December 2023. Community members provide feedback on metrics for identifying missing middle housing locations, preferences for creative placemaking strategies, and sustainability initiatives. Wayfinding and gathering spaces were top priorities identified for placemaking.

- JF: This is consistent with what I've been hearing in the BuHi area. Last week we did groundbreaking of an athletic field on BuHi. Could we infuse that into the plan? We had professional rendering completed.
- AH: Yes, we would like to highlight those types of things in the plan.
- JF: That really helps show the community what is possible.

Conserving green space and developing pocket parks in underserved areas ranked high for sustainability initiatives.



## Listening Sessions – What We Heard

These meetings provided an opportunity for the planning team to hear about priorities/needs from groups that may not have participated in the communitywide meetings. See slide for a key takeaways from each session.

The committee discussed some of the input received at these meetings:

- JF: Yesterday, the Mayor and I met with a representative from the Cross Keys School Board, and we are working with them to improve the relationship between the City and school (for Cross Keys and other schools).
- LA: The youth provided a great and real perspective on the realities of affordability and key needs across the city.
- EV: Gwinnett County has a Youth Commission. Maybe we could adopt a similar group for Brookhaven. It includes representation from all different parts of the County. Sometimes the community or youth feels that the City doesn't actively
- MJ: Outside of Cross Keys, how much input are we getting from other youth, kids from age 11-18? I've seen firms designing buildings with this younger age population in mind, as those are who will be using them.
  - LA: Cross Keys was the only opportunity directed at youth. It was not an easy task to get in there. All of the meetings were open to public.
  - AH: That was also our goal from the families listening session, that the parents would be representing the interests as well.
- LA: it's been hard to engage the Hispanic/Latinx community
  - The group discussed different ways to reach youth and other populations that might not typically participate in a city planning process.
  - The Cross Keys group indicated that their parents aren't going to have time to get involved in the evening due to work and family obligations conflicts.
  - We could better advertise through the schools and local churches.
- SM: We need to ensure the comp plan specifically calls out the city's value or desire to be more inclusive and equitable.

## Needs & Opportunities

Each priority area includes needs and opportunities that guide action items for achieving the priorities. Amanda noted that the transportation area involves close coordination with other city planning efforts, such as the ongoing Multi-Modal Transportation Plan.

## Work Program Format

Amanda introduced the preliminary draft of the five-year Community Work Program, spanning 2024 to 2029. The group was provided hard copies of the draft work program and asked to review and comment on the Strategic Growth and Equitable Development portion of the work program today, providing feedback while considering the following questions.

- Are we advancing our long-term vision and goals?
- Are there any actions you feel are missing?
- Is there anything listed that may draw concern from your neighborhood, clients, or the communities you serve?



- Have we addressed key needs for diversity, equity, and sustainability that apply to growth and development?

Amanda asked the committee to place a green dot beside top priority items and a yellow dot beside items that need clarification/discussion. After about 20 minutes of review, Amanda asked committee members to share any action items that they put a yellow dot beside. Below is discussion around these items. [Reference the Work Program handout for details

- 1.1.4 - JH: This one doesn't have a number but comes after 1.1.3. I would assume that we already have something like that.
  - Linda clarified that the city does have a process set up for that.
  - Amanda discussed that this action requires some fresh attention as it is recommending funding prioritization for special areas of the city as denoted in the updated Character Area Map.
- 1.1.3 - JH: I have a yellow dot on 1.1.3 [revisit Windsor Osborne Small Area Plan]. What is driving this re-look? Don't we already have a plan for this?
  - Amanda clarified that this is just a regular 5-year check in on the plan to assess advancement and whether any adjustments are needed to implement or continue to advance vision for areas.
  - Linda followed up that movement on implementing the Windsor Osborne Plan is very reliant on private property owners, so it may move slower.
- 1.3.2 - JF has a yellow dot here as well. Would Brookhaven Park serve that purpose?
  - AH noted that this came out of the City Centre Master Plan.
  - ST: I also putted a yellow dot on that one.
  - DM: The land prices are high; we have a housing crisis. A big issue with the overlay is the requirement to include a pocket park, particularly given the size limitations on the parcels.
  - Sam noted that a larger aggregate open space could alleviate the requirements to provide pocket parks on individual parcels. Maybe property owners put money toward the communal space instead.
- 1.4.2 - JF: Didn't we already replace that bridge (Nancy Creek Bridge)?
  - The group discussed this and will take another look to confirm the status of the bridge replacement.
- 1.5.1 - SM: I don't see anything here communicated to the public differentiating the city/homeowner's association/county responsibility. We need something on the website to fully outline who is responsible for what.
  - SK: We have to put the responsibility of infrastructure on the title so that the owner understands what they are responsible for, and it is recorded.
  - Sandy: On that same topic, there is nothing about trees in our vision, mission, or long-term goals. Stormwater is a big issue when it comes to trees. We need to balance the role of streets versus stormwater management. One of our goals as a city was to increase the tree canopy to 50%.
  - SM: How will increasing the tree canopy to 50% impact accommodating affordable housing and density needs?

- The group discussed tradeoffs on these topics and how the city could address both of those needs.

## CHARACTER AREA MAP & POLICY REFINEMENT

### Community Input: Corridors

Anna B highlighted takeaways from public feedback about corridors from the December meetings and input period. She noted that people, overall, were more supportive of density than we initially expected. We also heard that we need to consider more missing middle housing types. Anna reviewed key considerations for certain corridors, which are detailed on the slide.

- JF: For Clairemont Road, did you talk to Chamblee about coordinating with future land use and development along Clairemont Road, where the city boundaries meet?
  - LA: We have a joint study with Chamblee on that part of Clairemont corridor. We own the right-of-way, but not the land use north of Buford Highway
  - JF: I'm referring to the section between I-85 and Buford Highway. We just need to be consistent as we change.
  - LA: the Study did not extend that far, so we have not discussed that.
  - ASH: Chamblee's Comp Plan update process is just getting started, so those types of things will also be addressed in that planning process.

### Character Area Spread Tour

Next, Anna reviewed an example character area spread to show what that aspect of the updated plan document will look like and to share how existing and new character area information will be included.

Anna noted that DCA request aspirational imagery to illustrate the character areas. Each character area spread will highlight housing diversification strategies and transportation and connectivity opportunities. There will be a parcel specific subarea map, general narrative, appropriate land use, housing types, zoning districts, and implementation strategies for each sub area.

- AD: Will you all add a preamble or something to describe what changed since the last plan and why.
- Anna and Amanda confirmed that there would be a section at the beginning of the Character Area Plan describing what's changed and the methodology behind it.

## HOUSING DIVERSIFICATION

### Housing Diversification Approach

Next, Allison talked about the approach for diversifying the housing. How serious are we about improving the housing affordability issues in the city? The slide outlines the three-part approach for diversifying housing in Brookhaven:

1. Identify locations ripe for increased housing density

2. Explore continued growth of “missing middle housing” and assess zoning and code restrictions
3. Establish dedicated funding source(s) and tool(s)

Allison outlined the big picture questions. Are those appropriate assumptions to have? Also, keep in mind that diversifying housing will look different in certain character areas.

- JF: From a policy perspective it’s the right thing to do. From a community perspective, it’s the right thing to say. But I’m not sure if the city will be able to get the support behind the policy.
- ASH: What is the political will in Brookhaven to get behind these types of changes?
  - JF: It will depend on each Council member and how influential the residents are.
  - SM: As long as you explain it carefully, you could get community buy in.
  - MJ: This is my perspective and not that of the city - Plans that work, work in the long term regardless of the perceptions. If we are genuinely serious about fixing this problem, it has to be hard wired regardless of whether people love it or hate it, because it’s good for the community. If we are genuinely serious about fixing a problem, it cannot be looked at as a 4-year cycle.
  - SM: We cannot only respond to the loudest voices in the room.

Allison walked through the three housing approaches, which are detailed on the slides. Several missing middle housing types were explored in terms of what policy changes would be needed to accommodate different housing types: Accessory Dwelling Units (ADUs), duplexes, triplexes, and quadplexes.

Allison noted that this is not about changing the character of neighborhoods. All of these housing types can look like single family and won’t impact the character of the neighborhood. She then showed illustrative examples of each, and how they could fit seamlessly into existing neighborhoods.

## **Housing Analysis – 2 Parts**

The housing analysis focused on two key parts: Accessory Dwelling Units (ADUs) and Other Housing Types (duplexes, triplexes, quads, and cottage courts). For each part, a suitability analysis identified where each housing type could be built in the City according to parameters in the existing code. They then tested to see whether reduced setbacks would impact the number of parcels that were determined suitable for a certain housing type.

### *Part A) Accessory Dwelling Units*

Allison noted that ADUs are already allowed in single family residential areas. We assessed where ADUs could be implemented right now, considering stream buffers, set backs, and other parameters. We considered different approaches for making ADUs more eligible for approval.

Key takeaways: Current ADU policy is good, policy doesn’t seem like the issue

SK: ADUs can be built, but what Portland has done is allow property owners to sell them.

Brookhaven allows rental ADUs, but not different property owners.

The reason that they are not being built is more related to market driven reasons and costs.

### *Part B) Duplexes, Triplexes, Quadruplexes*

Anna B talked about other housing types and how parcels were analyzed to accommodate that. Where can duplexes, triplexes, and quadruplexes be built now? We wanted to see where these opportunities were in relation to the character areas. We also considered changes to the code that would improve the opportunity to build these housing types.

The slide provides additional detail on types of housing that were analyzed and why certain types were recommended. We chose these housing types since there are not policy barriers for other types of housing like single family, townhomes, etc.

Allison clarified that minimum lot dimensions on the slides for each housing type were taken from missing middle housing experts.

Anna B walked through each housing type, describing typical specifications for implementing them. Maps were shown for each housing type to indicate what areas in the cities were most appropriate for each housing type.

- LA: We are working on existing duplexes - to enable them to remain even though they are legal non-conforming.

Anna B showed the before and after outputs from the analysis for **duplexes** with a 10-foot set back reduction (a potential policy changes to remove barriers to implementing that housing). Anna B asked the group if they wanted to expand the opportunity for duplexes.

- Sandy: I've looked into ADUs from a tree perspective. You have to cut down trees to build an ADU. If you change the rear set back, you increase stormwater and cut down more trees. How do we mitigate those types of impacts?
- LA: This analysis considered stormwater limitations and only focused on properties where this addition of an ADU would actually work. The tree ordinance, set backs, and lot coverage will impact what size ADU you can build and whether you can even build it.
- JF: Could we modify the tree ordinance for this small percentage?
- LA: The biggest bang for your buck will be to allow ADUs by right. Change definition of single family lot (currently only allows 1 single family lot).
- AS: There are also architectural requirements for ADUs.
- LA asked SK what the appetite is for developers to build duplexes. SK said if we are allowed to build duplexes, we will. It keeps costs down.

Anna continued through housing types, including **stacked duplexes/triplexes**. With the same policy change (reducing rear setback allowance by 10 feet), almost 200 parcels became eligible for these housing types.

- SM: Neighbors just want to know the traffic impact. We have to be able to explain how that will work and pull from real examples of how these housing types don't really increase traffic more than a regular home with the same number of cars. Any data or studies to support this will go a long way. Also explaining that this approach allows people to age in place in smaller housing types.
- AD: It's not only the traffic, but where are the cars going to park? I think people will complain about houses not being kept up overtime. The cars might not be as nice; landscaping might not be as nice.
- LA: The last time I looked at the quadplexes by Boys and Girls Club, they were over \$500,000. The developer noted that there are sometimes issues with managing the fees between the different tenants.

**Quadruplexes** were discussed next, and Anna noted that there was not a lot of opportunity for this housing type under current policy. Do we want to expand opportunities for this housing type?

- SK and JF said yes, it adds flexibility. SK noted that developers can combine lots to achieve these.
- DM: Do we have to separate the different housing types in the code?
- ASH: When you get over triplexes, it gets more difficult to consider different housing types the same way.

**Cottage courts** were also analyzed to identify existing opportunities for these housing types and confirm whether we want to push this forward in the plan.

### **Diversification Approach 3**

Allison reviewed the third step for diversifying housing: Establish dedicated funding source(s) and tool(s). She noted that City-owned property can be a powerful tool to implement this housing initiative if the city wants to.

- SM: Is there federal funding available for housing that we can explore?
  - AH: The project team will look into this and discuss potential funding sources.
  - JF: HUD has available funding, but Brookhaven often doesn't meet the Census block thresholds to be eligible.
- JF: When thinking about Buford Highway, we want to keep the people but change the building. What funding tools can incentive and support this area as it changes? How can we create a pot of funds to support change along BuHi. We want to incentivize people and builders/developers.

Allison noted that the more local we can keep funding sources the better, as federal funding often moves slowly.

Allison clarified that the analysis primarily analyzed smaller lots for these development opportunities. The project team will rework the analysis based on some of the feedback we heard today.

- JF: Good quality, representative images of existing or aspirational housing types will be very important in gaining buy in. Check with local builders for real housing product images.

## NEXT STEPS & ADJOURN

Amanda reviewed next steps in terms of document development and upcoming engagement opportunities. She emphasized the committee's ongoing role in reviewing this plan. Amanda requested that the committee provide feedback on the remaining work program worksheets at home, if not yet complete, and send back to city staff or email [anna.johnson@bluecypress-consulting.com](mailto:anna.johnson@bluecypress-consulting.com).

- EV: We need to ensure we are making the plan available to other languages as well, if they ask for it.
- AH: The document will be translated to Spanish as part of this process after adoption, and the City could consider if they wanted to make it available in other languages as well. The website has a translation tool on it, and Amanda asked Eli to review it to make sure it was easy to use.

Amanda encouraged the committee to show up in support of the plan and to remain an advocate as we move towards adoption this summer. Linda thanked the committee for their time on this project and serving on the committee.

JF: On behalf of the City, as a City leader, I'm appreciate of the professional planning team and input from members of this committee. I appreciate your honesty and directness in helping us see different perspectives. Understanding the thought process behind the planning process enables us to have effective policies.

# B5

# Stakeholder Interviews

Interviews Summary



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# STAKEHOLDER INTERVIEWS SUMMARY

## OVERVIEW

As noted in Table 1, 23 stakeholders participated in interviews with the Consultant Team between August and October 2023. Input gathered contributes to the Brookhaven 2044 Comprehensive Plan Update in the following ways:

- Informs the existing conditions and trends assessment,
- Shapes preliminary identification of community needs, opportunities, and potential action items,
- Uncovers topics to bring forth to the public for feedback, and
- Helps identify community priorities for the short-term implementation period.

*Table 1. Interviewees*

| Name              | Organization                                | Role                        |
|-------------------|---|-----------------------------|
| Linley Jones      | City of Brookhaven City Council             | District 1                  |
| Michael Diaz      | City of Brookhaven City Council             | District 1 (starting 2024)  |
| Jennifer Owens    | City of Brookhaven City Council             | District 2                  |
| Madeleine Simmons | City of Brookhaven City Council             | District 3                  |
| John Funny        | City of Brookhaven City Council             | District 4                  |
| John Park         | City of Brookhaven                          | Mayor                       |
| Christian Sigman  | City of Brookhaven                          | City Manager                |
| Lindsay Abaray    | Brookhaven Community Development Department | Director                    |
| Aronda Smith      | Brookhaven Community Development Department | Planning and Zoning Manager |
| Michael Johnson   | Brookhaven Office of Economic Development   | Director                    |
| Don Sherrill      | Brookhaven Public Works Department          | Director                    |
| Stan Segal        | Brookhaven Planning Commission              | Chair                       |
| Lauren Kiefer     | Brookhaven Arts and Culture Commission      | Chair                       |
| JD Clockadale     | Brookhaven Board of Appeals                 | Chair                       |
| David Carpio      | Brixmor Property Group                      | Senior Manager              |
| Chris Young       | Marriott International                      | Area Sales Leader           |
| James Seiler      | Salvation Army                              | Major                       |
| Nancy Plesnarski  | 18/8 Men's Salon                            | VP of Marketing             |
| Jason Rogers      | Brookhaven United Methodist Church          | Senior Pastor               |
| Chris Chelette    | Children's Healthcare of Atlanta            | SVP of Facilities Services  |
| Adam Kofinas      | Congregation Or VeShalom                    | Executive Director          |
| Pete Stobie       | Oglethorpe University                       | Chief Financial Officer     |

| Name        | Organization     | Role                                     |
|-------------|------------------|--|
| David Payne | Emory University | Associate VP for Planning and Engagement |

## COMMON THEMES AND MAJOR TAKEAWAYS

Stakeholders generally feel that the current Brookhaven Comprehensive Plan has performed well in guiding the City’s future growth and development decisions; however, interviewees feel that changes both locally and nationally over the past five years necessitate some refinements.

Comments and key takeaways from interviews with various stakeholders are organized into five key categories representing emerging themes:

- Priority Needs
- Opportunities Related to Future Growth and Development
- Challenges Related to Future Growth and Development
- Desired Types of Development
- Preparing for Anticipated Changes

The following sections identify common themes and major takeaways from interviews.

### Priority Needs

- The neighborhoods surrounding Cross Keys High School lack adequate play spaces for children, and safety at bus stops where large groups of children and parents congregate has drawn concern.
- Some feel sweeping changes aren’t needed, simply to fine-tune the way things are.
- Preserving greenspace is paramount, as is protecting and expanding the tree canopy.
- Attracting the types of businesses and developments that excite residents is important.
- More affordable housing options are needed, and avoiding gentrification is crucial.
- More mixed-use development south of I-85 will be essential to maximizing the potential of the Children’s Healthcare of Atlanta and Emory campuses. Hotels, restaurants, retail, and affordable housing are needed.
- Integrating the communities on either side of I-85 is a must, through pedestrian and bicycle crossings and improvements to the existing intersections.
- Building a sense of identity and community around the new City Center will be important; neighboring cities like Chamblee provide good examples.
- A stronger sense of culture and identity for the City as a whole is important.
- Creating a quality transit-oriented development around the MARTA station will improve the City’s economic standing and enable people to use alternate modes to get to work.
- Nodal development along Buford Highway should be prioritized.
- Active transportation connectivity needs to be improved throughout the city, particularly near parks and schools. Regionally, there is a desire to link the Peachtree Creek Greenway to the Beltline and Chamblee’s Rail Trail.
- Bus rapid transit will be critical for integrating safe and efficient transit service; since the Buford Highway route has the highest ridership of any route in the city, it’s a prime candidate for that type of service.
- Implementing traffic calming and increasing walkability while maintaining neighborhood character is important, particularly for people raising young children in the City.

## Opportunities Related to Future Growth and Development

- Improving relations between the City and nonprofit/faith-based organizations will facilitate more opportunities for partnerships between the two. These organizations can become key resources in meeting the needs of residents.
- The City should have a strategy to incorporate and incentivize more workforce and affordable housing.
- Each area of the City can add housing in ways that are well-suited to the character of the area.
- Buford Highway is ripe for improvements to connectivity and walkability.
- Underground utilities are worth exploring to lessen the frequency of power outages, which is currently severe in certain areas.
- The City could approach DeKalb County Schools about opportunities to convert underutilized office buildings into schools, thereby placing them more centrally into the community and saving money over constructing new facilities.

## Challenges Related to Future Growth and Development

- The City needs to craft regulations that can prevent developers from forcing projects that don't fit onto neighborhoods while allowing for non-profit organizations to improve their properties in ways that benefit the community.
- Land costs can pose a barrier to development.
- The post-COVID proliferation of delivery vehicles for food, groceries, public services and more has implications for street size, safety, privacy, noise, and other neighborhood quality-of-life issues.
- Zoning districts and overlays are well-intentioned but often too absolute; the City needs to be more creative in enabling redevelopment opportunities of legacy non-conforming uses.
- Sidewalk requirements, have not been able to establish cohesive networks throughout the City; further study is needed on how to make these connections.
- Getting developers to the negotiating table is difficult; offering the right incentives to set aside affordable units or address potential flooding concerns is an ongoing effort.
- Traffic is an issue and will continue to be as more development occurs; creating developments that generate as little traffic as possible will be a challenge.

## Desired Types of Development

- Redevelop neglected commercial properties along Buford Highway into mixed-use centers; there are ways to do this while keeping valued institutions in place: "Change the buildings, keep the people."
- Mixed-use districts will provide the economic engine to support surrounding areas, allow people to get around without cars, and provide missing middle housing.
- The new City Center will bring in things like greenspace, coffee shops, retail and restaurants that people want and are not as present in Town Brookhaven as desired.
- The lots around the MARTA station should be redeveloped with offices, hotels, and restaurants to create a desirable destination and make people willing to walk 5 or 10 minutes to their jobs.
- Improving existing hospitality offerings will be key to creating successful activity centers.

- The City needs to move toward nodal development and away from strip malls along arterial corridors. Focus on specific areas and accommodating all transportation modes.
- Commercial developments that are low-impact in terms of traffic but desirable to the community, particularly restaurants and small businesses, are preferable. Locally-owned unique businesses and restaurants should be part of the City's economic development strategy.
- Roswell Road in Sandy Springs is a cautionary tale; it consists of a bunch of small pockets without a cohesive sense of identity, and it's choked with traffic.
- Inman Park is an excellent example of great, walkable, mixed-use neighborhood feel centered around a heavy rail station, and it has a strong and distinguished identity.
- Developments that allow people to age in place are drawing attention, but not due to economic concerns.

## Preparing for Anticipated Changes

- City government needs to invest the resources to scale up its operations to match the anticipated growth, so it can maintain the responsiveness and quality of services.
- Water and sewer infrastructure across the City is aging; locating funding sources to shift from reactive to proactive maintenance is crucial.
- Stormwater management will be key; flooding is already a major issue, and extreme weather events are expected to increase in frequency.
- Outside investors who buy up single-family homes and rent them out are disrupting the natural turnover of these homes and showing little concern for properly maintaining them; this will have long-term effects if it continues.
- The stretch of Peachtree Road near the MARTA station is a horrible traffic snare; whether routing, signal timing, or some other strategy, it needs to be addressed as population and traffic grow.
- Our processes are effective and allow for nuance that blanket policies will not be able to capture.