

CLAIRMONT ROAD CORRIDOR STUDY

Prepared for the City of Brookhaven, Georgia

ADOPTED
NOVEMBER 26, 2019

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Planning Context

Study Area

The City of Brookhaven is located directly northeast of Atlanta in western DeKalb County, and was incorporated as a city in December 2012. Brookhaven is bounded by the Fulton County line to west, Interstate 85 to the south, the City of Dunwoody at Interstate 285 to the north, and Clairmont Road and the City of Chamblee at Chamblee Dunwoody Road to the east.

Multiple planning studies for the City of Brookhaven have recommended a visioning study of the Clairmont Road corridor. Furthermore, at the time of this study, the City of Chamblee was undergoing an update of their comprehensive plan, including exploring redevelopment opportunities along their side of the Clairmont Road corridor near Buford Highway. The purpose of this joint study was to create a unified and cohesive vision of Clairmont Road that meets the needs of both the City of Brookhaven and the City of Chamblee.

The study area of the Clairmont Road Corridor Study encompasses Brookhaven parcels within a quarter-mile of the Clairmont Road corridor. While the resulting recommendations of this study focus on parcels immediately adjacent to the corridor, the City of Brookhaven and consultants felt that nearby areas should also be studied in order to understand the conditions that could affect final recommendations and to consider additional redevelopment opportunities.

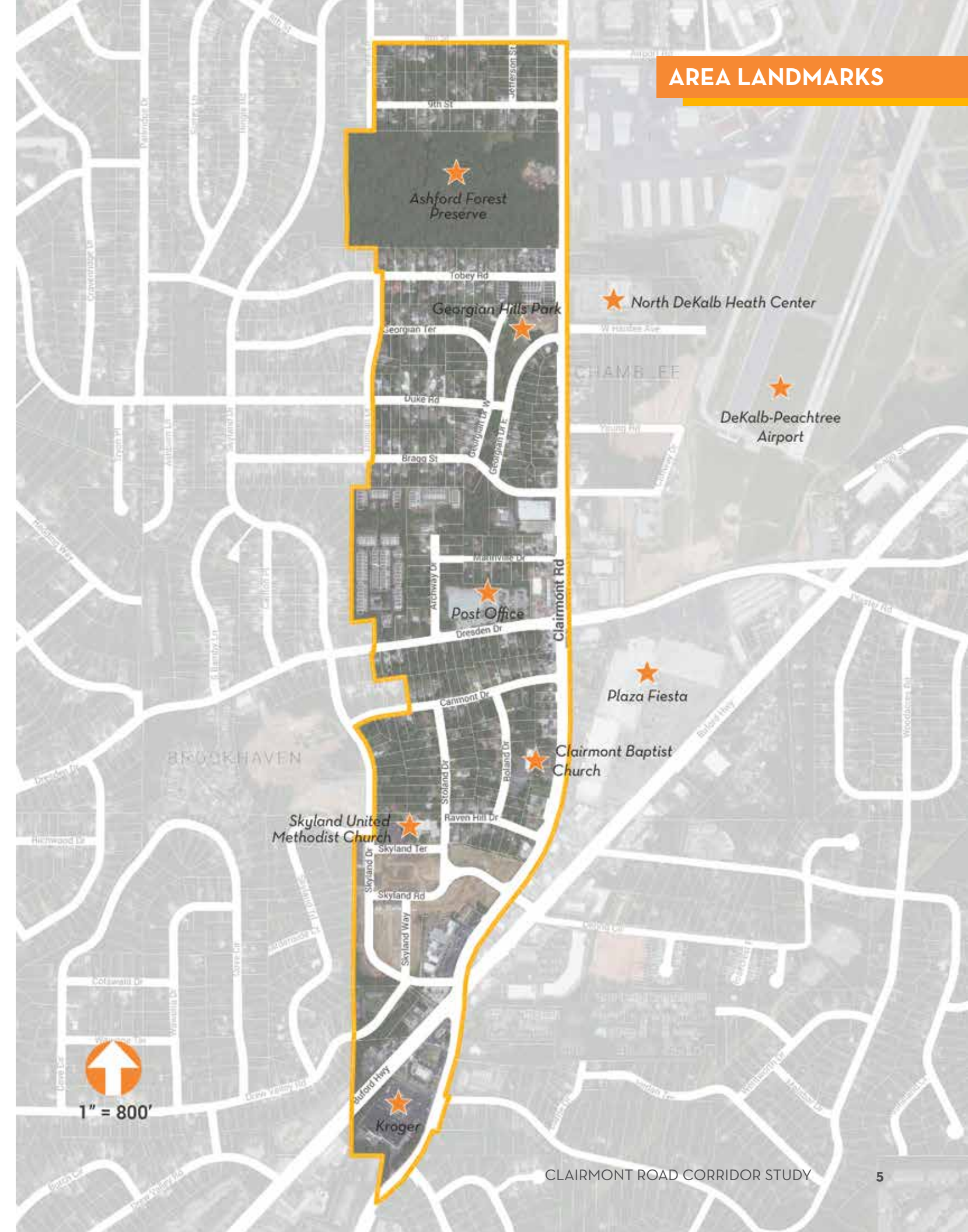
The vision of the Clairmont Road corridor is as follows:

“Clairmont Road is envisioned as a corridor that supports a wide variety of community-level businesses and mixed use developments that serve adjacent neighborhoods and visitors to the DeKalb-Peachtree Airport.”

This study had 4 goals:

- Create a consistent streetscape design for Clairmont Road;
- Leverage existing economic assets and create a vision for areas in need of redevelopment;
- Improve multi-modal connectivity throughout the corridor; and
- Efficiently coordinate with adjacent City of Chamblee on improvements that will mutually benefit both municipalities.

AREA LANDMARKS



Previous Plans

Brookhaven Comprehensive Plan // 2014

The consultants referenced the City's latest comprehensive plan to gain clarity on what had been envisioned for the areas adjacent to Clairmont Road.

Ashford Park-Drew Valley Character Area

- Comprised of the Ashford Park, Drew Valley, and Skyland Park neighborhoods.
- Historic neighborhoods developed in the 1940s and 1950s that have seen a lot of "teardown/rebuilds" in the past decade.
- The current vision is to maintain the existing character of the single-family neighborhoods, and ensure that infill keeps up with the surrounding residences.
- Neighborhood commercial uses are desired for Dresden/Clairmont intersection that maybe supplements the Brookhaven Village area on Dresden Drive.
- The chief strategy for the Ashford Park-Drew Valley character area is to encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts.

Buford Highway Character Area

- The current vision is to transform the area from an auto-oriented corridor to a denser, more walkable urban corridor that features mostly pedestrian-friendly development.
- The chief strategy for the Buford Highway character area is to encourage appropriate redevelopment.

Brookhaven Bicycle, Pedestrian, and Trail Plan // 2016

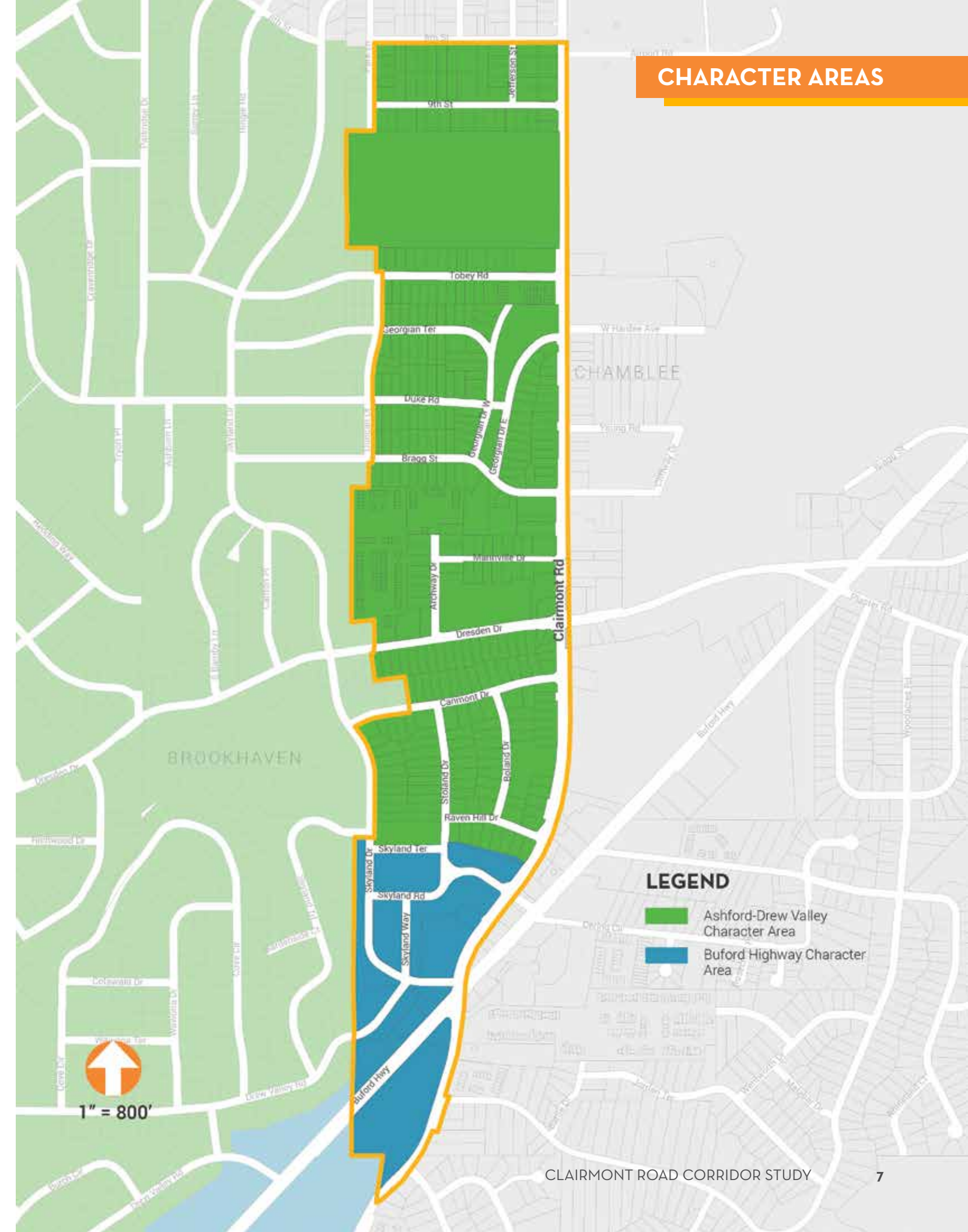
The City developed a plan to increase access to pedestrian and bicycle facilities that would enable and encourage active transportation.

The Bicycle, Pedestrian, and Trail Plan recommended 20 miles of new sharrows, 7 miles of new bicycle lanes or cycle tracks, 32 miles of new sidewalks, and 39 miles of new multi-use trails. Included in these recommendations, was a 10-foot multi-use path along Clairmont Road that would connect destinations such as Buford Highway, retail and residences on and off Clairmont Road, a proposed trail network, Georgian Hills Park, and Chamblee. The path would run on the west side of Clairmont Road, with planted buffers of 2-5 feet when applicable. Improved crossings are proposed at Buford Highway, Skyland Road, Dresden Drive, Bragg Street, and any other areas that are unsignalized. The eastern side of the road would feature a 5-foot sidewalk with no planted buffer. Per the plan, the existing streetscape would remain unchanged. The path was estimated to cost approximately \$2.4 million.

From Dresden Drive to City Limits



From Buford Highway to Dresden Drive



CHARACTER AREAS

LEGEND

- Ashford-Drew Valley Character Area
- Buford Highway Character Area



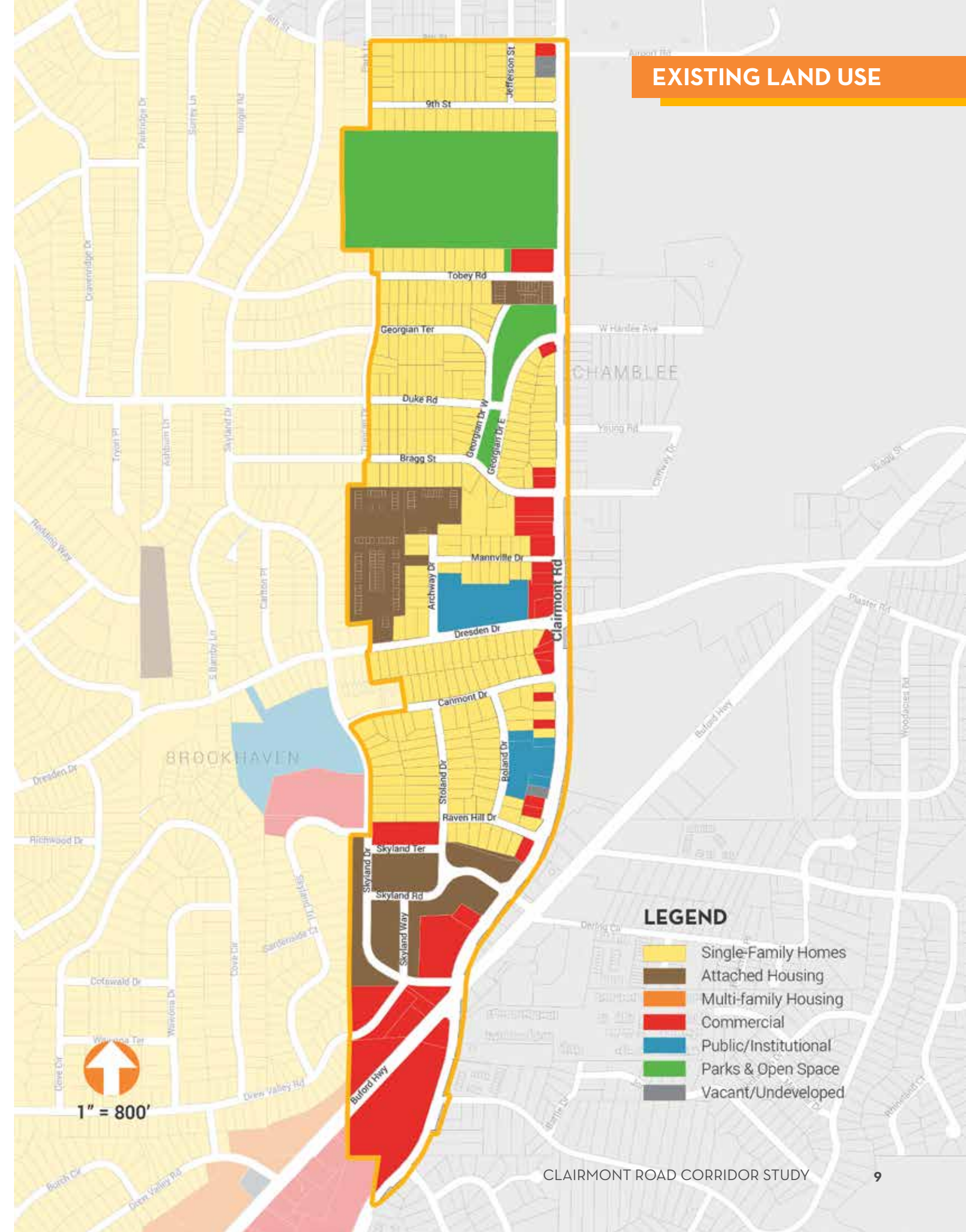
Existing Land Use

Residential

Along the Clairmont Road corridor, there are 21 single-family detached homes. It appears that at one point, the Clairmont Road corridor was primarily a residential corridor, even with the presence of PDK. These homes were built between 1940 and 1956 and are in varying conditions. In terms of value, the mean appraised value of these properties is around \$211,000 according to DeKalb County tax records. Along with these single-family detached homes are two townhome developments: the new Skyland Brookhaven near Buford Highway and Harrison Park on Tobey Road. The Skyland Brookhaven development will feature 172 townhomes when fully constructed, and the homes currently sell for around \$500,000. Harrison Park was constructed in 2003, and the homes are estimated to be valued in the mid-\$300,000s according to Zillow. The large disparity in value between older single-family homes and the newer townhomes indicates that the older single-family detached homes may not be the highest and best use for the Clairmont Road corridor.

Commercial

South of Dresden Drive, commercial development along the corridor is mostly comprised of offices and retail/services converted from what were once single-family detached homes. North of Dresden Drive, there isn't as much converted commercial development. Commercial development includes a gas station, strip retail centers, a storage center, and an automotive body shop. The amount of converted commercial buildings indicates that there is a lot of demand for commercial along the corridor, but not a lot of supply.



EXISTING LAND USE

LEGEND

- Single-Family Homes
- Attached Housing
- Multi-family Housing
- Commercial
- Public/Institutional
- Parks & Open Space
- Vacant/Undeveloped

Zoning

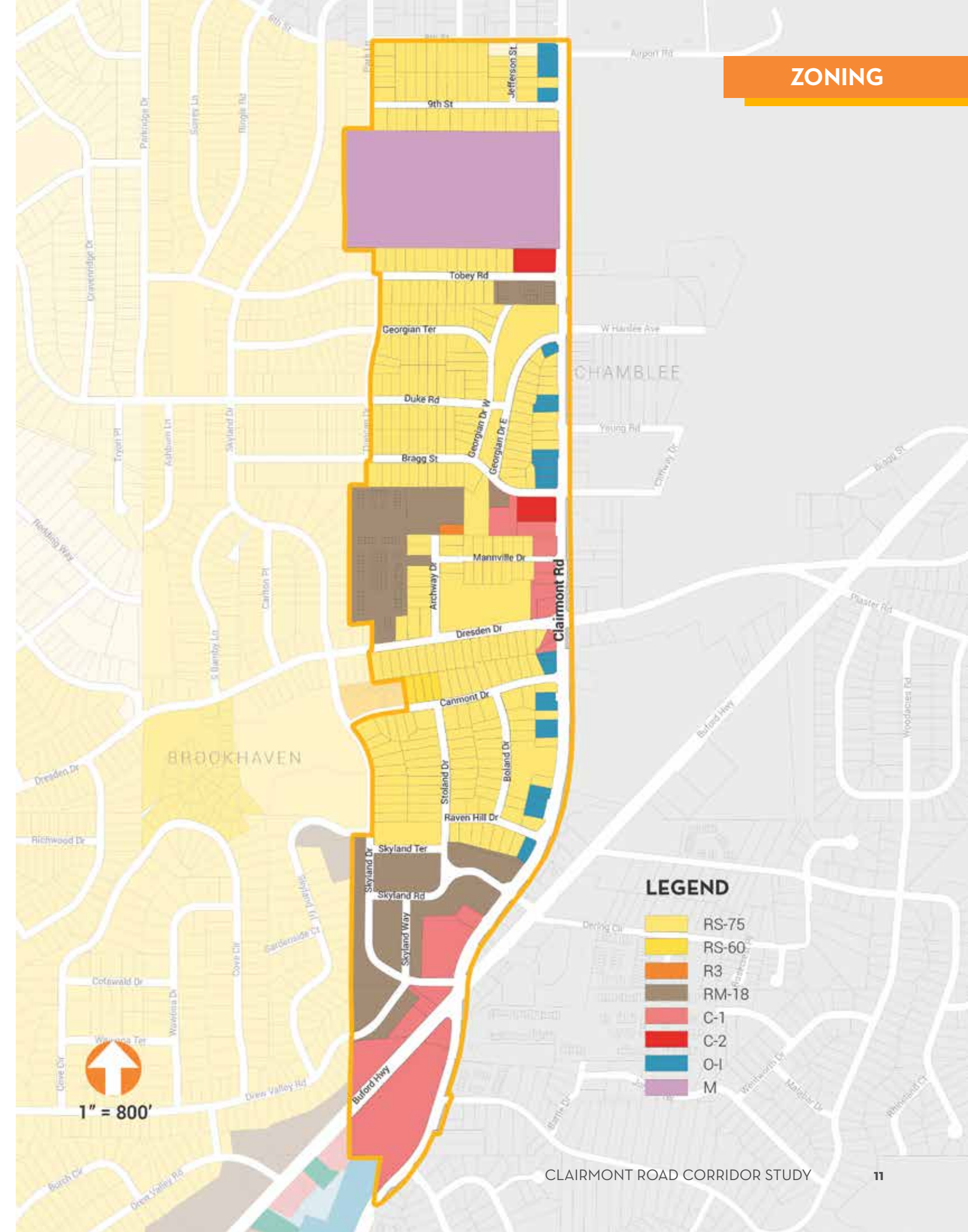
The existing zoning along the corridor was examined to understand what is currently allowed, and the potential issues and opportunities for redevelopment. The results of this analysis informed the zoning recommendations on pages 22-25.

With the exception of M - Industrial, the zoning districts that immediately front the Clairmont Road corridor are C-1 - Local Commercial, C-2 - General Commercial, O-1 - Office Institutional, RS-75 Single-Dwelling Detached (10,000 SF), and RM-18 - Multi-Unit (18 Units Per Acre). The table below shows the requirements and allowed uses of these zoning districts:

	C-1	C-2	O-1	RS-75	RM-18
Min. Site Area (SF)	20,000	30,000	20,000	10,000	6,000
Max. Res Density (du/ac)	-	-	-	-	18
Front Setback (min/max)	15	15	15	30	5
Street Side Setback (min/max)	15	15	15	20	15
Interior Side Setback	20	20	20	7.5	7.5
Rear Setback	30	30	30	40	30
Max. Building Height	2/35	2/35	5/70	40	40
Uses					
Retail or Office	x	x	x		
Mixed Use					
Single-Family Detached				x	
Townhomes					x
Multifamily					x

One hurdle within the existing zoning includes the minimum rear setbacks. The lots that front the corridor are narrow (150 to 200 feet deep), and the large setbacks prescribed could inhibit development opportunities and any required parking. As a result, other zoning districts were examined to determine the best fit for the corridor and were used as a base for the redevelopment plan on pages 26-31.

ZONING



Susceptibility to Change

As time passes, the use of lots and buildings could be expected to change along the Clairmont Road corridor. The map at right shows each parcel based on its potential to change in the near future.

Low Susceptibility to Change

This category includes structures not in need of rehabilitation, newly constructed or renovated buildings, high quality single-family housing, and civic uses such as Georgian Hills Park, Ashford Forest Preserve, and Clairmont Baptist Church. Underutilized structures in this category could represent opportunities for adaptive reuse. Other parcels are stable and not likely to change in the immediate future.

Medium Susceptibility to Change

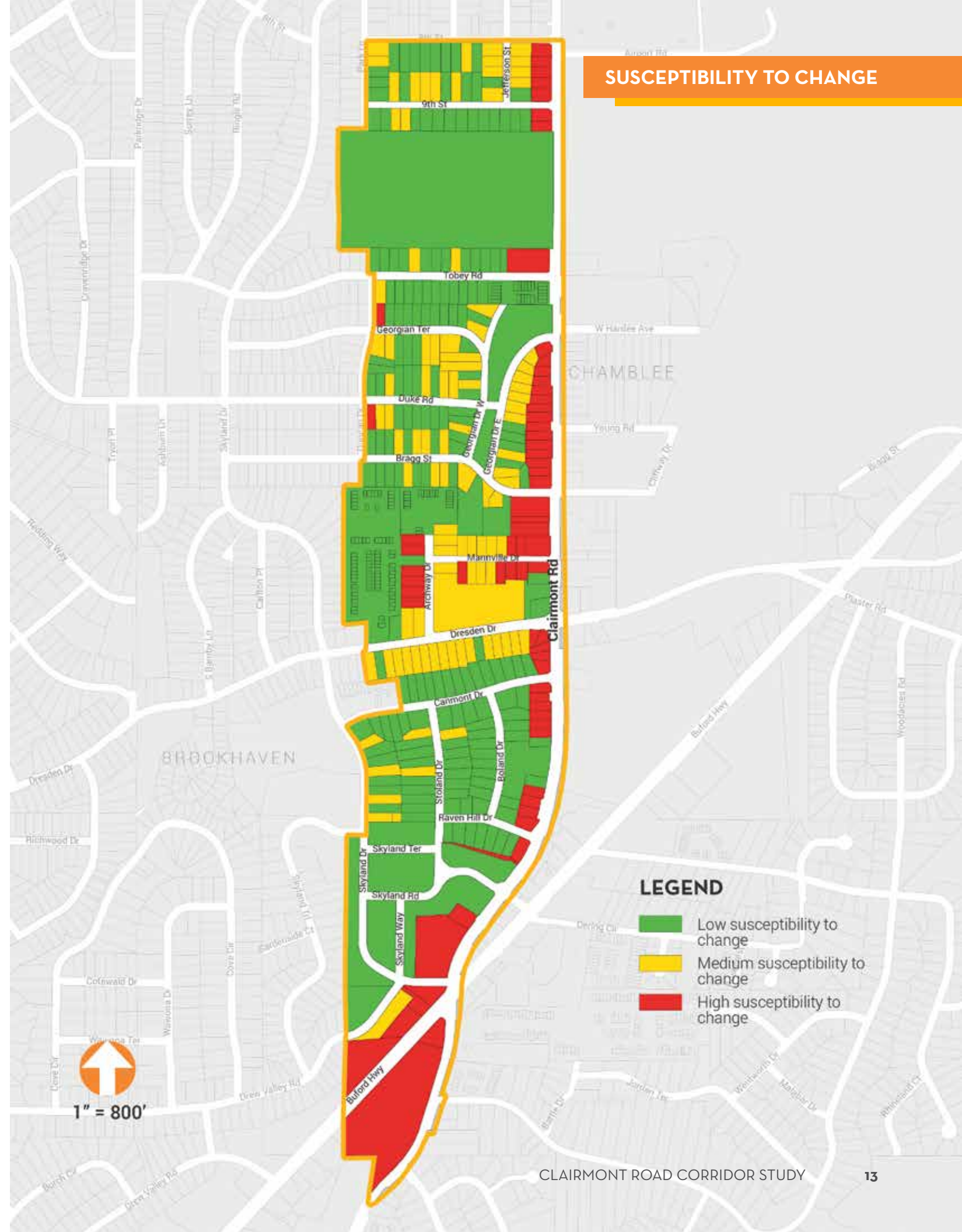
This category includes structures that are not significant or have inappropriate renovations and/or additions, land uses that can relocate, or buildings starting to show signs of deterioration.

High Susceptibility to Change

This category includes parcels where the land value exceeds the building's value, vacant land, structures that are distressed or failing, surface parking lots, incompatible land uses, or any development that is not likely to remain for the foreseeable future.

What does this mean for the Clairmont Road Corridor?

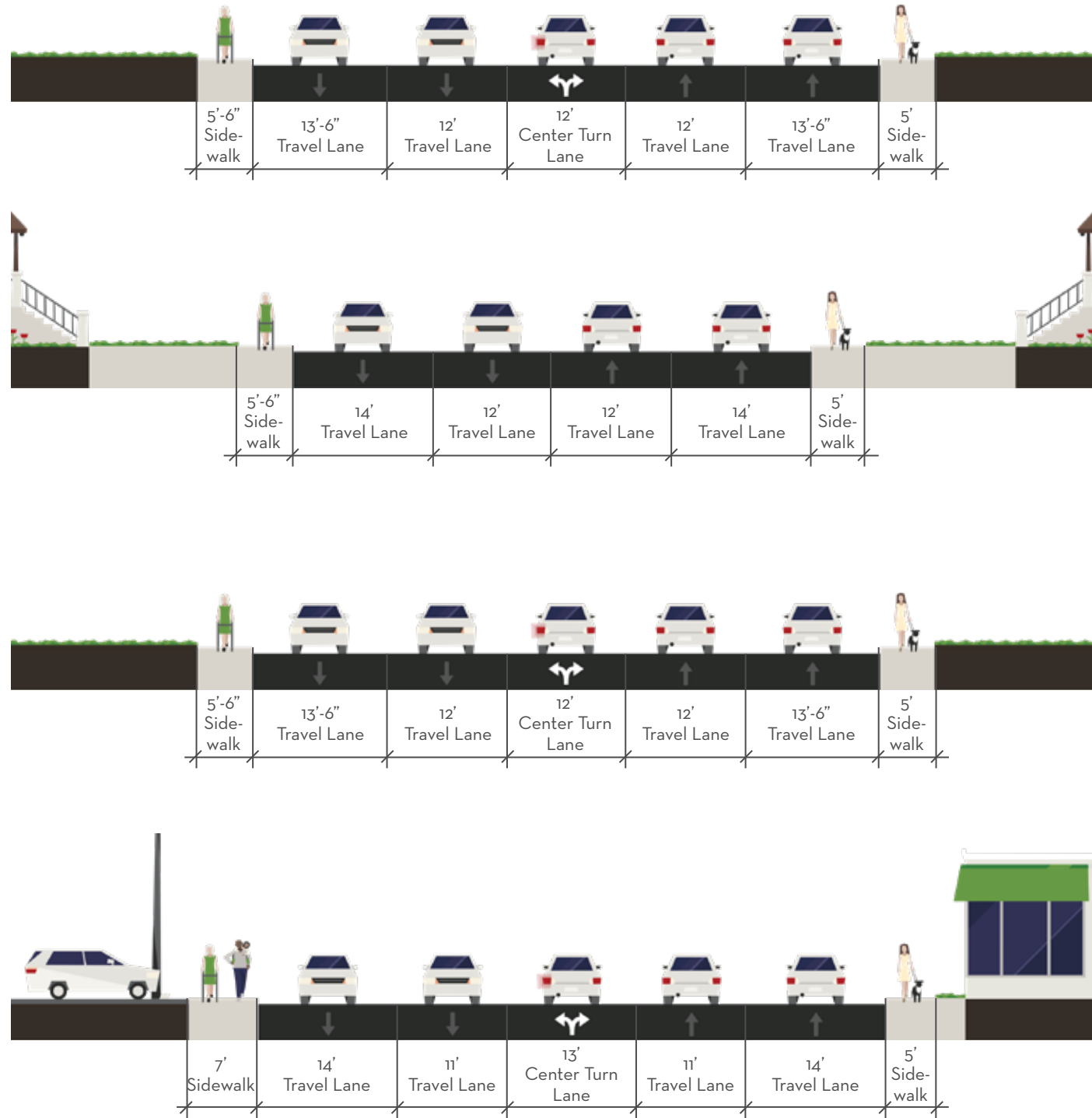
The map on the right shows that parcels are either ranked low or high in terms of susceptibility to change. The only parcels that are not likely to change are those owned and operated by Clairmont Baptist Church, the new Skyland Brookhaven townhomes, the new RaceTrac on the corner of Clairmont Road and Dresden Drive, Georgian Hills Park, the Harrison Park townhomes, and the Ashford Forest Preserve.



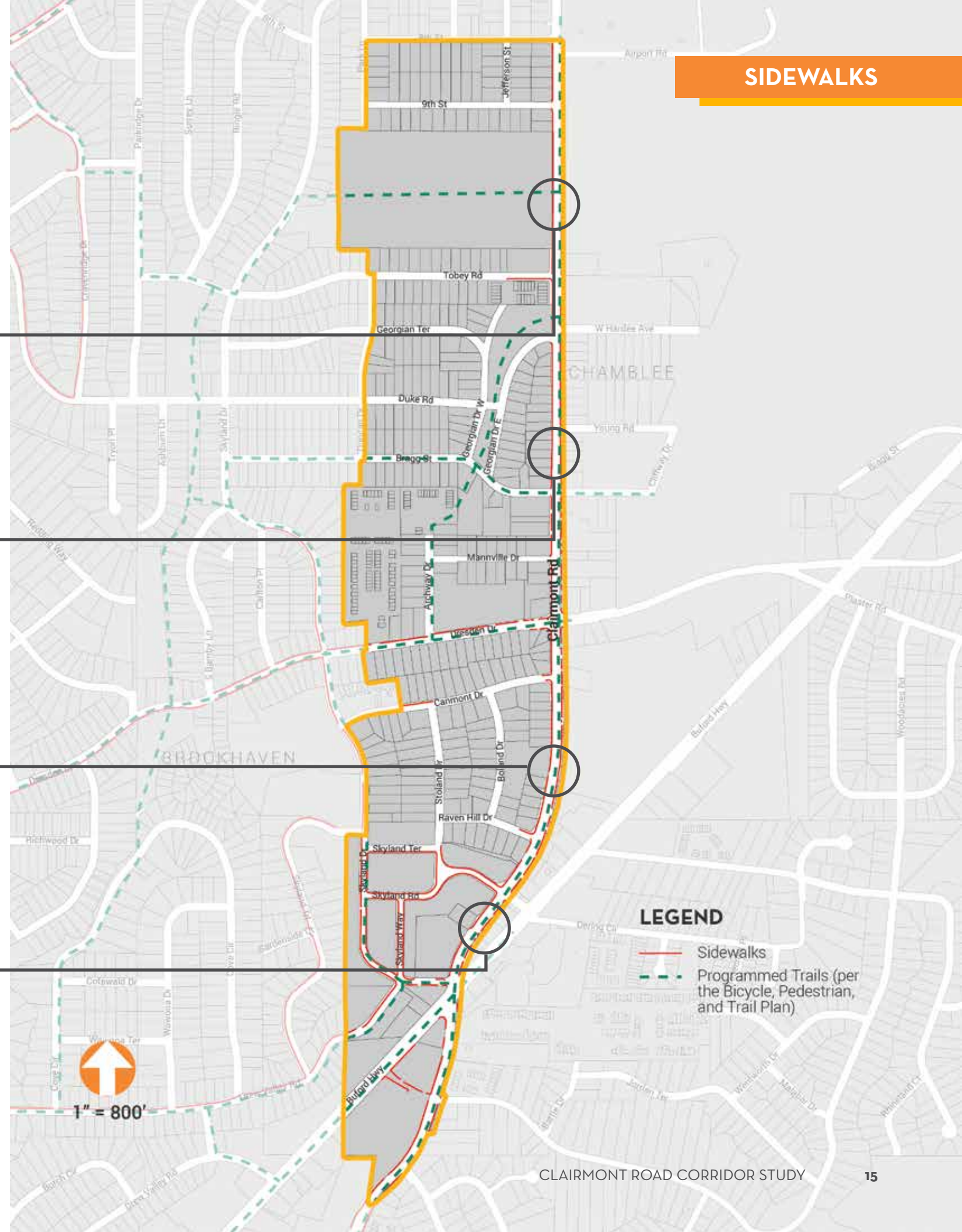
<p>LOW SUSCEPTIBILITY</p> <ul style="list-style-type: none"> • Good appearance • Relatively newer • Important community resource • No signs of decay • Unique character 	<p>MEDIUM SUSCEPTIBILITY</p> <ul style="list-style-type: none"> • Average to fair condition • Cosmetic decline • Signs of deterioration 	<p>HIGH SUSCEPTIBILITY</p> <ul style="list-style-type: none"> • Distressed or failing • Highly visible decay • Land value exceeds building value • Vacant lot

Transportation

According to GDOT, Clairmont Road saw between 19,200 and 26,300 passenger vehicles daily in 2017. The map to the right shows the sidewalks throughout the study area. There are sidewalks all along the Clairmont Road corridor, however, they are very narrow. There are also very limited buffers between the sidewalks and the street. Right-of-ways vary wildly throughout the study area. The sections below show the existing streetscape at each section of the corridor.



SIDEWALKS



Public Outreach

Process

PUBLIC ENGAGEMENT

- Internal
Charrette

May 2019

Charrette with consultants, Brookhaven staff, and Chamblee staff
- Planning
Commission
Meeting

July 2019

Presentation to Planning Commission to present preliminary ideas
- Public
Meetings

August & September 2019

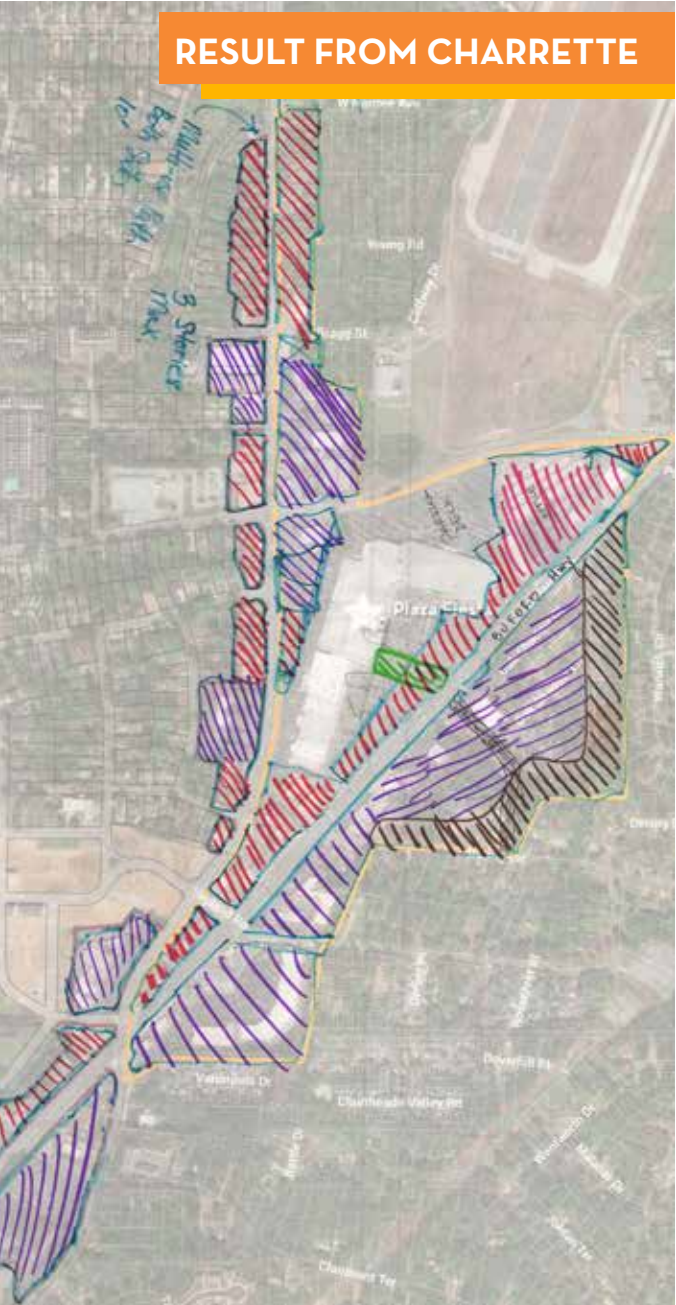
Two public meetings to solicit input and feedback
- Planning
Commission
Meeting

November 2019

Present final recommendations to the Planning Commission
- City Council
Adoption

November 2019

Adoption of the plan by City Council



Meetings

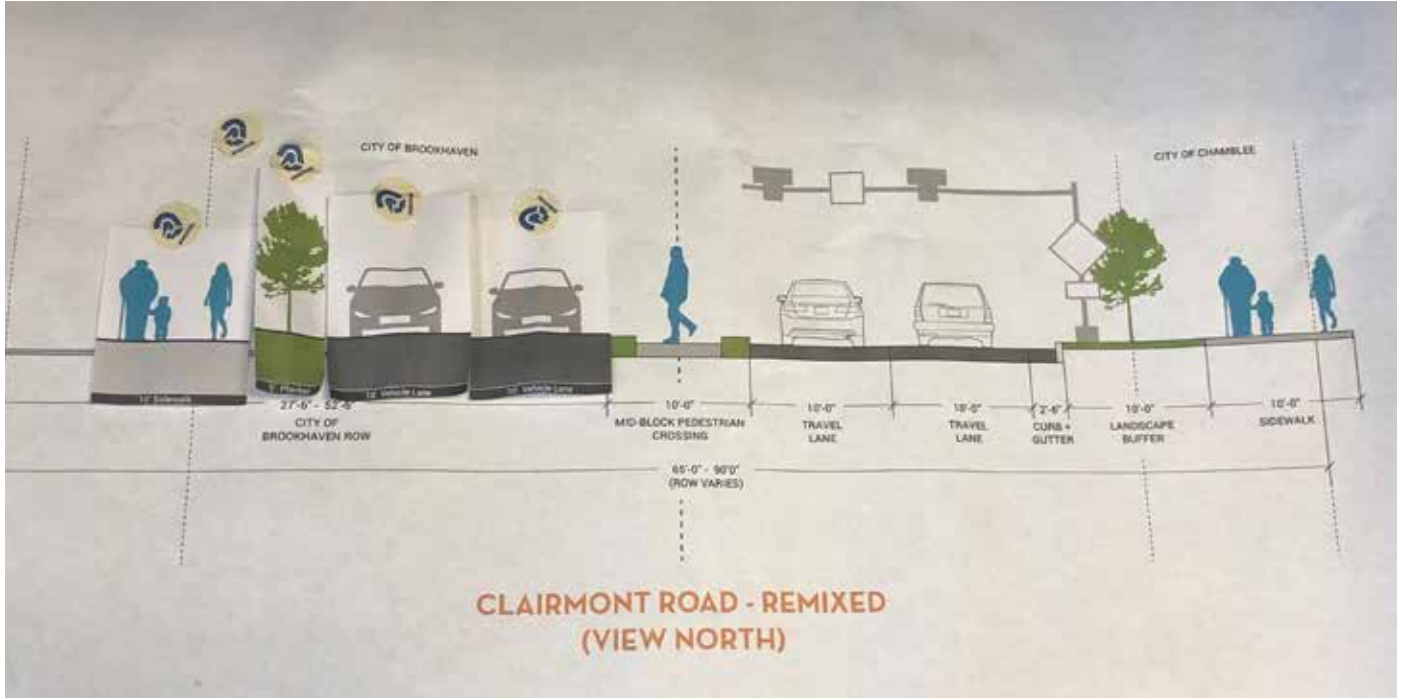
Four meetings were held through the public outreach process: two Planning Commission meetings and two public meetings. This section details the results from these meetings:

Planning Commission Meeting #1

The consultants first met with the Brookhaven Planning Commission during their work session on July 10, 2019.

The consultants presented to the Planning Commission their analysis of the study area,

including previous planning efforts, existing land use, zoning, susceptibility to change, and street conditions. The framework plan created by both Brookhaven and Chamblee planning staff was presented for feedback and comment. The consultants led an activity with the Planning Commission that entailed “building” the ideal streetscape for the Clairmont Road corridor while planning for the multi-use trail along the Brookhaven side. The results indicated that the Planning Commission supported a streetscape that featured *at least* five feet of landscaped buffer and a multi-use trail at least ten feet wide.





Public Meeting #1

The consultants and Brookhaven staff held the first of two meetings with the public on August 14, 2019. 17 members of the community were present. The consultants introduced the process to the public, and the results from their analyses. After the presentation, the consultants led a Visual Preference Survey (VPS) and provided a worksheet with questions about preferred development types and streetscape elements.

Key Takeaways

Preferred development types include:

- Rear-loaded townhomes
- Restaurants
- Small lot single-family homes
- Multi-use trails
- 1-story retail or office
- Mixed use residential
- Cottage court residential

Top comments:

- Increased lighting from Dresden Drive to Skyland Road. Plaza Fiesta parking lights are off.
- Sidewalks, street trees, and lighting for the streetscape.
- Need a tree buffer from traffic to create safe sidewalks.
- Separate bike trails off main streets.
- Trees for noise protection.
- Pull buildings to the street.
- A connecting trail on Dresden Drive is supported.
- There is a desire for businesses/housing that are conducive to the nearby residential neighborhood.



Public Meeting #2

The second public meeting was held on September 25, 2019. 19 members of the community were present. The consultants gave a brief presentation on the results from the previous public meeting, land use changes along the corridor, the redevelopment plan, and streetscape recommendations. All recommendations were displayed on boards for feedback. After the presentation, members of the community placed green dots on recommendations they supported, and red dots on recommendations they did not like. Overall, there was support for the development plan, but there were concerns about the proposed streetscape improvements.

Key Takeaways

Top comments include:

- More parking should be added to some commercial buildings.
- Include the car repair lot off Tobey Road into the development plan.
- There were general concerns about how the proposed improvements would fit in the right-of-way or the impacts to properties.
- There is a desire to bury utility lines as part of the streetscape improvements.
- There was some curiosity about potential intersection improvements
- There was concern about how turn lanes and increased pedestrian safety would be factored in.

Planning Commission #2

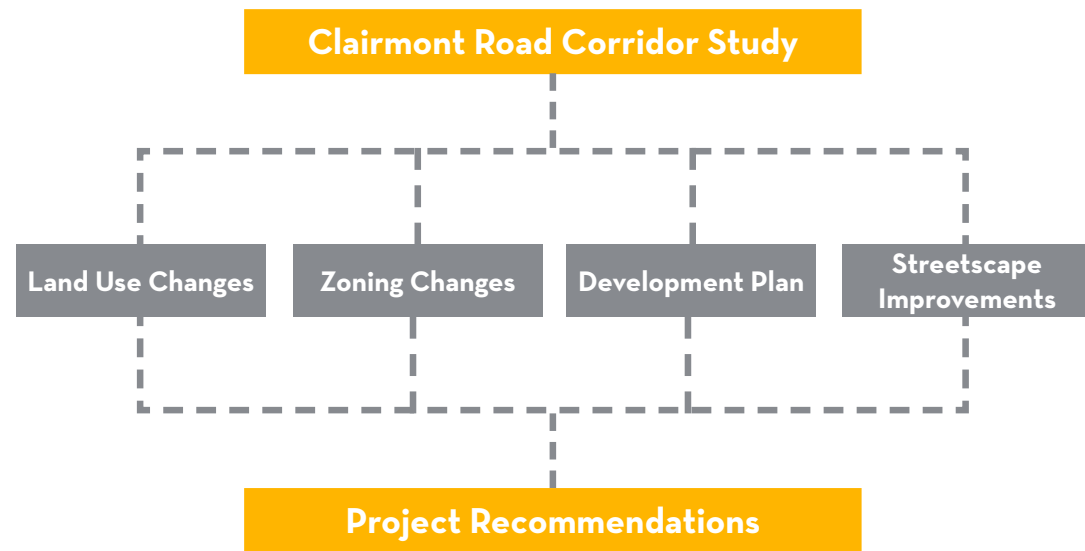
After community feedback was incorporated into the recommendations, the final recommendations were presented to the Brookhaven Planning Commission on November 6, 2019.



Recommendations

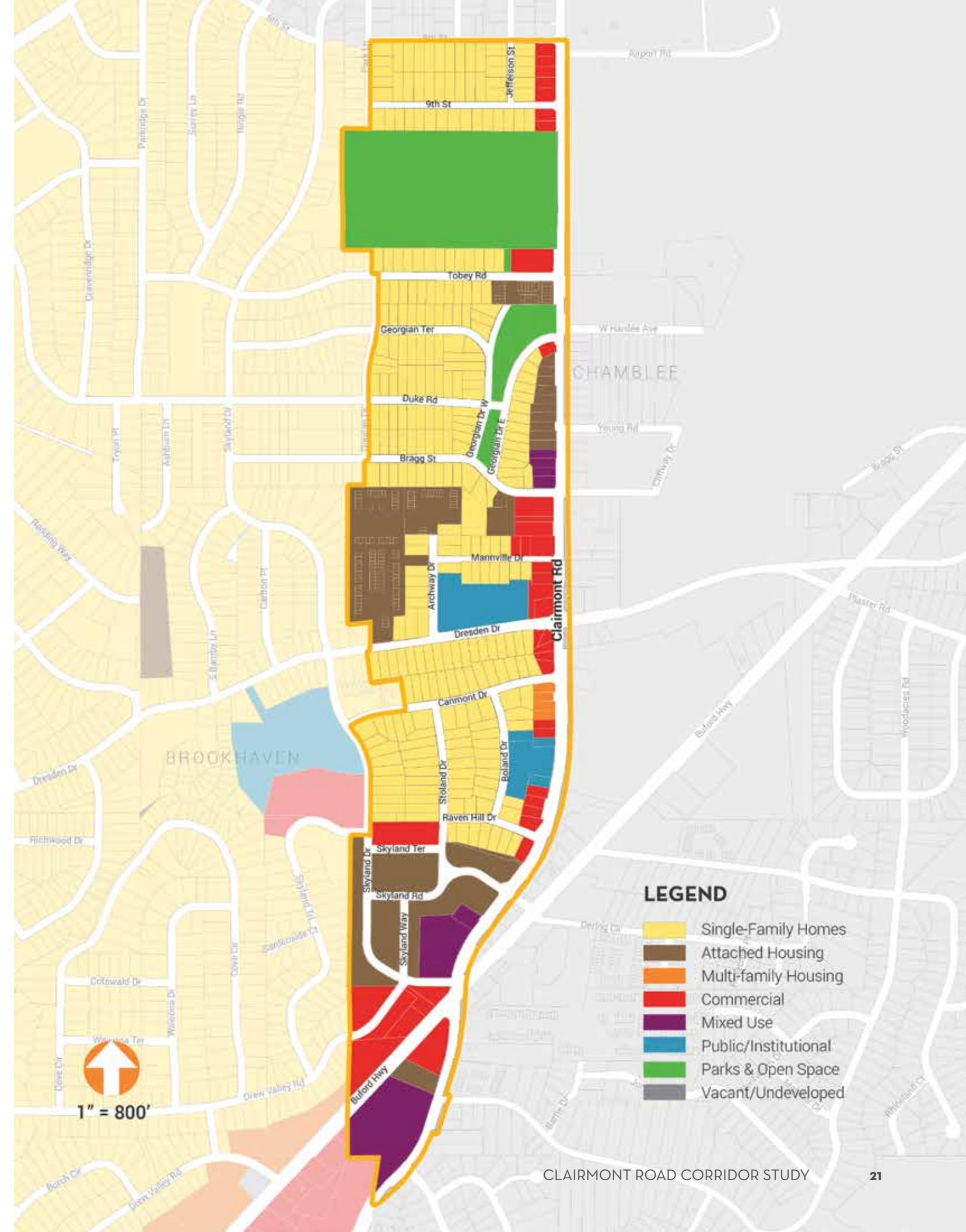
This study has yielded the following categories of recommendations:

- Land use recommendations;
- Zoning recommendations;
- Redevelopment recommendations; and
- Streetscape recommendations.



Land Use Recommendations

The basis of this plan includes proposed changes to land use along the Clairmont Road corridor. In order for the vision of the corridor to be realized, the land uses need to transition from single-family residential and converted commercial occupying single-family homes, to more defined retail, office, and mixed use in buildings. The success of the multi-use trail that is proposed for Clairmont Road depends on the corridor having more people-centric uses and programming. The diagram on the right shows these land use changes.



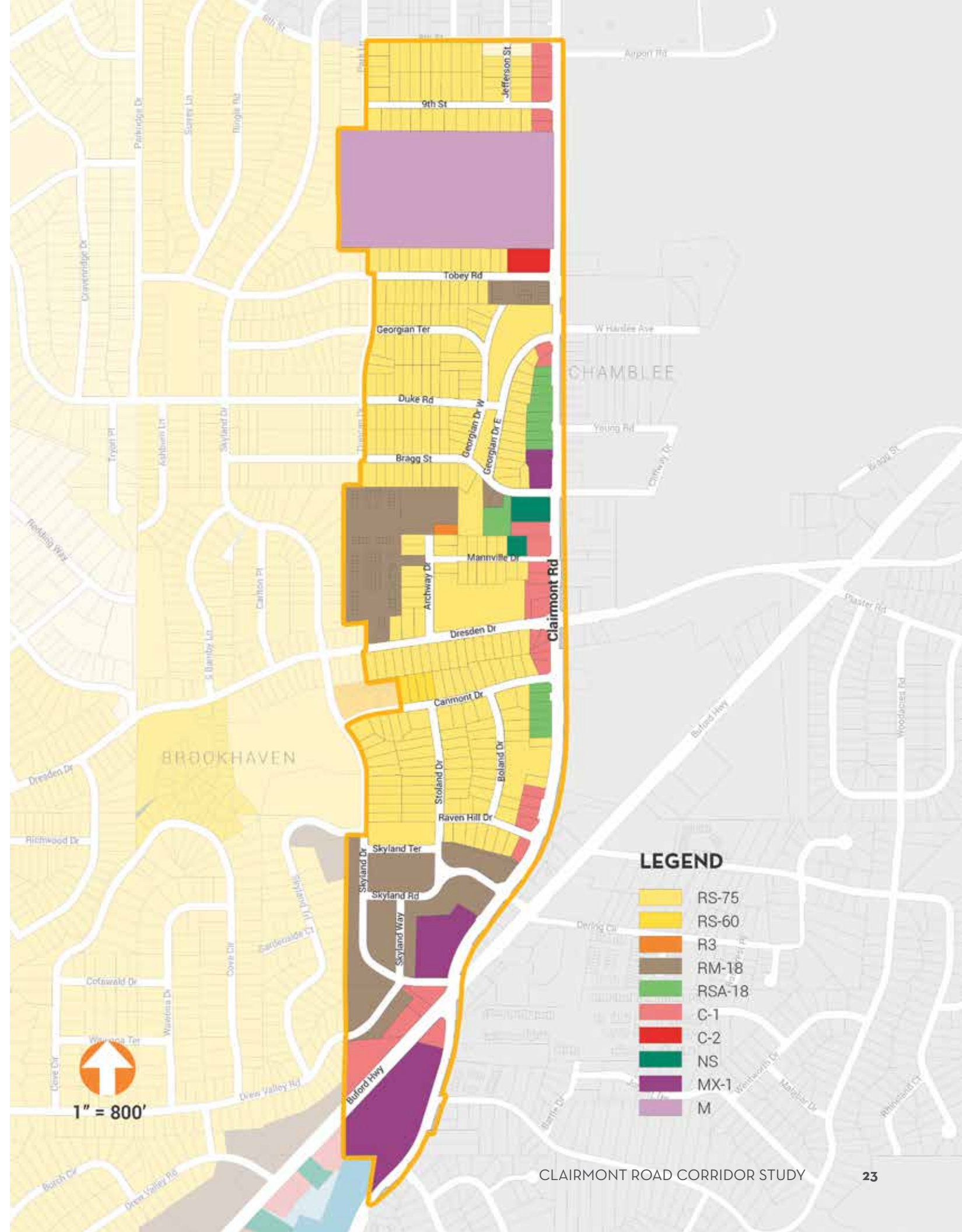
Zoning Recommendations

The land use changes described on pages 20-21 will prompt rezonings of properties along Clairmont Road. Through the planning process, it was determined that some of the parcels that front the corridor are assigned to a zoning district that isn't appropriate for the type of development that is envisioned for the future. For example, mixed-use developments are recommended for the corridor and none are currently zoned as such. Three new zoning designations are recommended in addition to C-1, C-2, RS-75, and RM-18, including: RSA-18 - Townhome (18 Units Per Acre), NS - Neighborhood Shopping, and MX-1 Neighborhood Mixed Use. These zoning districts were chosen because they best fit the type of development recommended for the area or could meet a parcel's requirements for zoning based on public input. The table below shows each new zoning district's requirements.

	RSA-18	NS	MX-1	
			Shopfront	General
Min. Site Area (SF)	6,000	12,000	6,000	6,000
Max. Res Density (du/ac)	18	-	-	-
Front Setback (min/max)	5	(1)	5/10	5/15
Street Side Setback (min/max)	15	(1)	5/10	5/15
Interior Side Setback	7.5	(2)	5	5
Rear Setback	30	(3)	30	30
Max. Building Height	40	2/30	3/40	3/45
Uses				
Retail or Office		X	X	X
Mixed Use			X	X
Single-Family Detached				
Townhomes	X			
Multifamily			X	X

1. As established by conditions imposed at time of rezoning or Special Land Use Permit (SLUP) approval.
2. As established by conditions imposed at time of rezoning or SLUP approval or 10 feet, whichever is greater.
3. As established by conditions imposed at time of rezoning or SLUP approval or 20 feet, whichever is greater..

As mentioned on page 10, many of the lots along the Clairmont Road corridor are quite shallow, limiting some opportunities for redevelopment. It is recommended that the City of Brookhaven give some leniency to rezoning conditions, including, but not limited to, rear and side setbacks and parking regulations, where the individual site's conditions may provide challenges to development.



Individual rezoning recommendations are listed in the table below.

Parcel ID	Proposed Use	Current Zoning	Proposed Zoning
18 236 02 021	Retail Commercial	C-1	-
18 236 02 022	Retail Commercial	C-1	-
18 236 02 023	Retail Commercial	C-1	-
18 236 02 025	Retail Commercial	C-1	-
18 236 03 001	Commercial	C-1	-
18 236 03 002	Mixed Use & Townhomes	C-1	MX-1
18 236 14 007	Retail Commercial	O-1	C-1
18 236 15 005	Mixed Use	C-1	MX-1
18 236 15 006	Mixed Use	C-1	MX-1
18 236 16 007	Townhomes	RM-18	-
18 243 04 027	Retail Commercial	C-1	-
18 243 04 072	Townhomes	C-1	RSA-18
18 243 04 075	Retail Commercial	C-1	-
18 243 04 077	Retail Commercial	Rs-75	NS
18 243 04 079	Retail Commercial	C-2	NS
18 243 04 080	Retail Commercial	C-2	NS
18 243 04 083	Retail Commercial	RS-75	NS
18 243 05 001	Retail Commercial	C-1	-
18 243 05 002	Retail Commercial	C-1	-
18 243 05 003	Retail Commercial	C-1	-
18 243 05 019	Retail Commercial	C-1	-
18 243 06 011	Mixed Use	O-1	MX-1
18 243 06 012	Mixed Use	O-1	MX-1
18 243 06 013	Mixed Use	RS-75	MX-1
18 243 06 014	Mixed Use	RS-75	MX-1
18 243 06 015	Townhomes	RS-75	RSA-18
18 243 06 016	Townhomes	RS-75	RSA-18
18 243 09 001	Multi-family	RS-75	RSA-18
18 243 09 002	Multi-family	O-1	RSA-18
18 243 09 003	Multi-family	O-1	RSA-18
18 243 09 004	Multi-family	RS-75	RSA-18
18 243 09 005	Multi-family	O-1	RSA-18

Parcel ID	Proposed Use	Current Zoning	Proposed Zoning
18 243 09 006	Multi-family	O-1	RSA-18
18 243 09 007	Institutional	RS-75	-
18 243 09 008	Institutional	RS-75	-
18 243 09 009	Institutional	RS-75	-
18 243 09 010	Retail Commercial	O-1	C-1
18 243 09 011	Retail Commercial	O-1	C-1
18 243 09 012	Retail Commercial	O-1	C-1
18 243 09 013	Retail Commercial	RS-75	C-1
18 243 12 013	Retail Commercial	O-1	C-1
18 243 12 014	Retail Commercial	O-1	C-1
18 243 12 015	Retail Commercial	C-1	-
18 243 12 016	Retail Commercial	C-1	-
18 243 12 017	Retail Commercial	RS-75	C-1
18 271 05 001	Townhomes	RS-75	RSA-18
18 271 05 002	Townhomes	RS-75	RSA-18
18 271 05 003	Townhomes	O-1	RSA-18
18 271 05 004	Townhomes	O-1	RSA-18
18 271 05 005	Townhomes	RS-75	RSA-18
18 271 05 006	Townhomes	RS-75	RSA-18
18 271 05 007	Townhomes	RS-75	RSA-18
18 271 05 008	Commercial	RS-75	NS
18 271 05 009	Retail Commercial	O-1	NS
18 271 07 029	Park	RS-75	-
18 271 08 051	Retail Commercial	C-2	-
18 271 08 052	Park	M	-
18 271 08 053	Retail Commercial	RS-75	C-1
18 271 08 054	Retail Commercial	RS-75	C-1
18 271 09 001	Retail Commercial	O-1	C-1
18 271 09 002	Retail Commercial	O-1	C-1
18 271 09 003	Retail Commercial	O-1	C-1
18 271 09 004	Retail Commercial	RM-18	C-1
18 271 09 005	Retail Commercial	O-1	C-1
18 271 18 024	Townhomes	RM-18	-

Redevelopment Recommendations

While the City of Chamblee was undergoing their comprehensive plan update in 2019, the Clairmont Road corridor was identified as an area that needed a redevelopment plan, prompting concerns for the future form of Brookhaven's side of the corridor. The image to the right reflects Chamblee's vision for their side of the corridor (in white), and Brookhaven's vision (colored). The Brookhaven side of Clairmont Road is a low- to medium-density commercial corridor with some medium-density, "missing middle" housing options including townhomes and 4-unit multiplexes. Most of the commercial shown is intended to be neighborhood-level retail (shops and restaurants) and services and professional offices. Because

Land Use	Total
Multi-family	143 units
Townhomes	37 units
Commercial	259,260 SF
Parking	934 spaces

WHAT IS MISSING MIDDLE HOUSING?

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

There are many types of housing that fall under this:

- Cottage courts
- Townhomes
- Duplexes (2 units) and triplexes (3 units)
- Multiplexes (4+ units)
- Live/work units

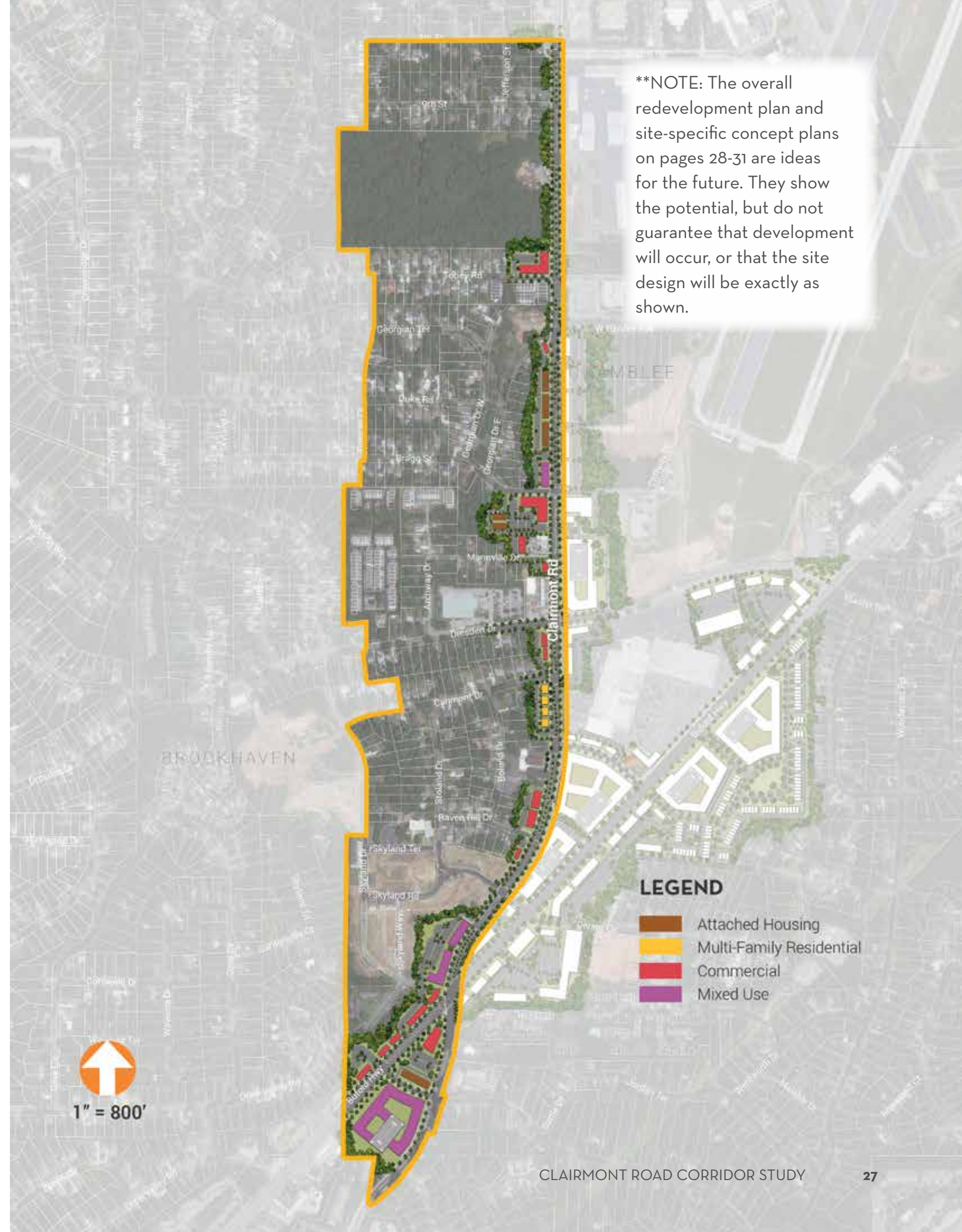
These units can either be rented or owner-occupied, which make them flexible to changing markets.

of the presence of PDK across the corridor and the preferences expressed by the community, commercial or mixed-use development along Clairmont Road should not exceed two stories, with the exception of Building Q which will be three stories. Pages 28-31 describes each building's size and height in more detail.

One concern that arose during this study's public outreach was parking. Each individual development will need to meet the City's parking requirements, however, because the City's requirements are very specific to a building's use, more general parking ratios were used to plan for parking:

- Townhomes will have garages, ergo their parking did not warrant calculating;
- 1.5 spaces for two-bedroom multi-family units and 2 spaces for 3+ bedroom units (per the zoning ordinance); and
- 4 spaces per 1,000 SF of all commercial space.

Overall, the redevelopment plan as drawn will be able to accommodate all residential development, and all commercial and mixed-use buildings averaging 3.2 parking spaces per 1,000 SF. While that is a lower ratio than prescribed, there are plenty of opportunities for shared parking in which the parking used by daytime users (i.e. office employees) can be used by nighttime users (i.e. residents and nearby visitors).



Building	Land Use	# of Units	Ground Floor SF	# of Floors	Total SF	Parking Spaces
A	Commercial	-	17,900	1	17,900	35
B	Commercial	-	2,160	1	2,160	9
C	Townhomes	20	-	-	-	-
D	Mixed Use (Commercial)	-	10,750	2	21,500	60
E	Commercial	-	20,600	1	20,600	94
F	Townhomes	8	-	-	-	-
G	Commercial	-	5,800	1	5,800	30
H	Commercial	-	2,600	1	2,600	10



Building	Land Use	# of Units	Ground Floor SF	# of Floors	Total SF	Parking Spaces
I	Commercial	-	6,000	1	6,000	29
J	Multi-family	16	-	-	-	40
K	Commercial	-	14,400	1	14,400	24
L	Commercial	-	2,200	1	2,200	6
M	Commercial	-	43,000	2	86,000	180
N	Commercial	-	12,200	1	12,200	57
O	Commercial	-	12,700	2	25,400	59
P	Townhomes	9	-	-	-	-
Q	Mixed Use (Commercial + Multi-family)	127	85,000	2	170,000	224

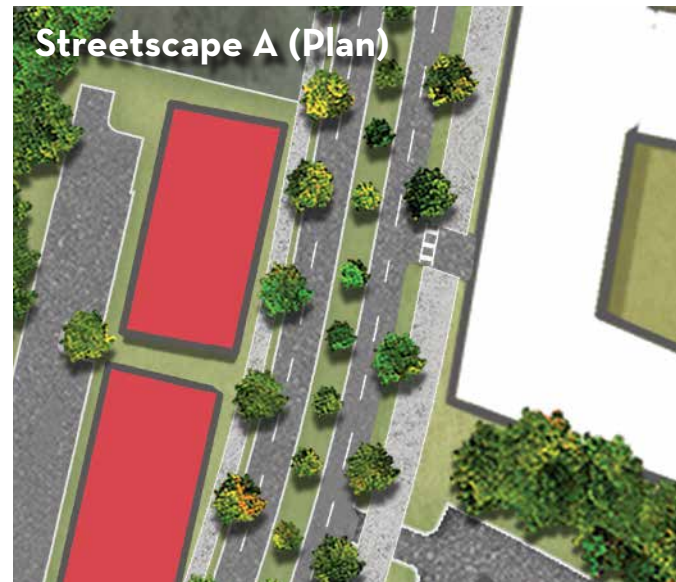


Streetscape Recommendations

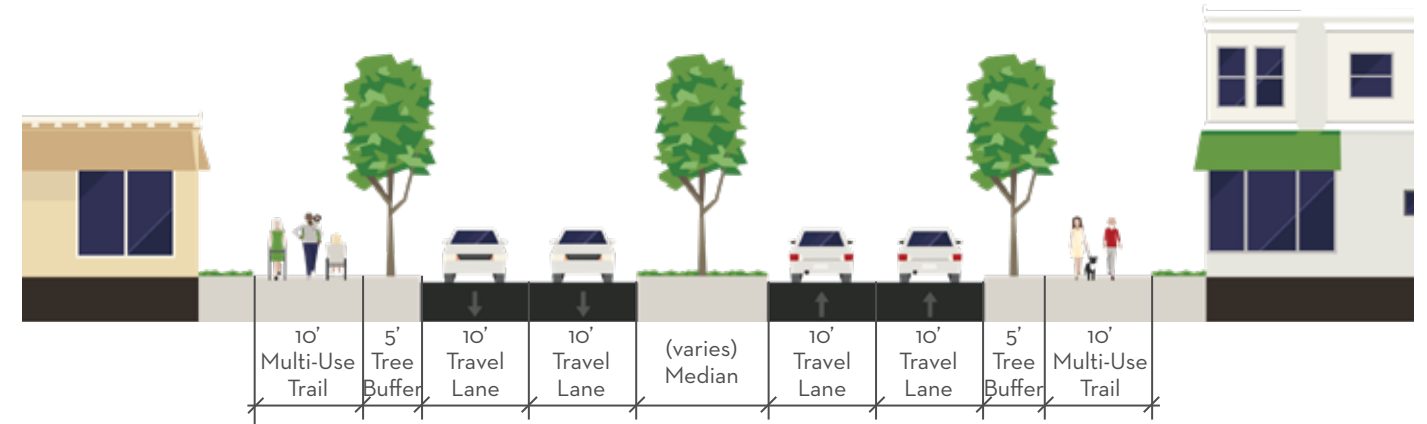
Two of this study's goals included creating a consistent streetscape throughout the corridor for both Brookhaven and Chamblee, and incorporating the planned Clairmont Road multi-use trail into the final design.

Because the public right-of-ways vary so much throughout the corridor, it makes it difficult to prescribe an exact streetscape for each section of the corridor. It is recommended that travel lanes be constructed 10 feet wide, the multi-use trails be at least 10 feet wide, and the tree buffer between the trail and the road at least 5 feet wide. In order to reduce costs, it is recommended that travel lanes, medians, and turn lanes be constructed within the existing curb cuts. The extra space gained from narrowing the travel lanes will allow landscaped medians at varying widths or center turn lanes to be constructed. It is recommended that as much of the trails and tree buffers be constructed in the public right-of-way, however, there is an opportunity for private developers to incorporate the trail into their site plans.

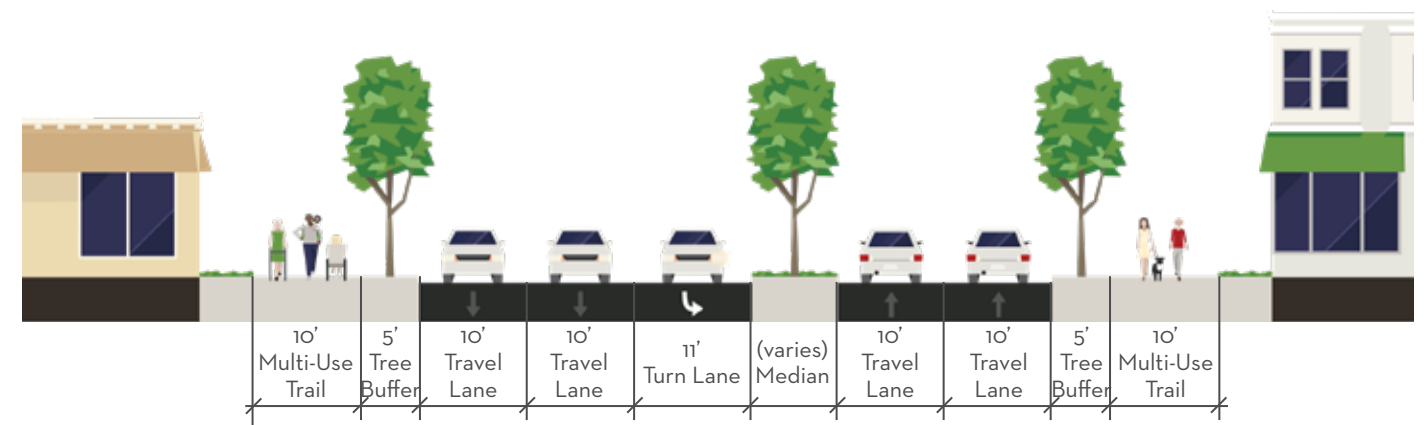
The diagrams to the right and next page show, in plan view and section view, three typical street typologies within the redevelopment plan.



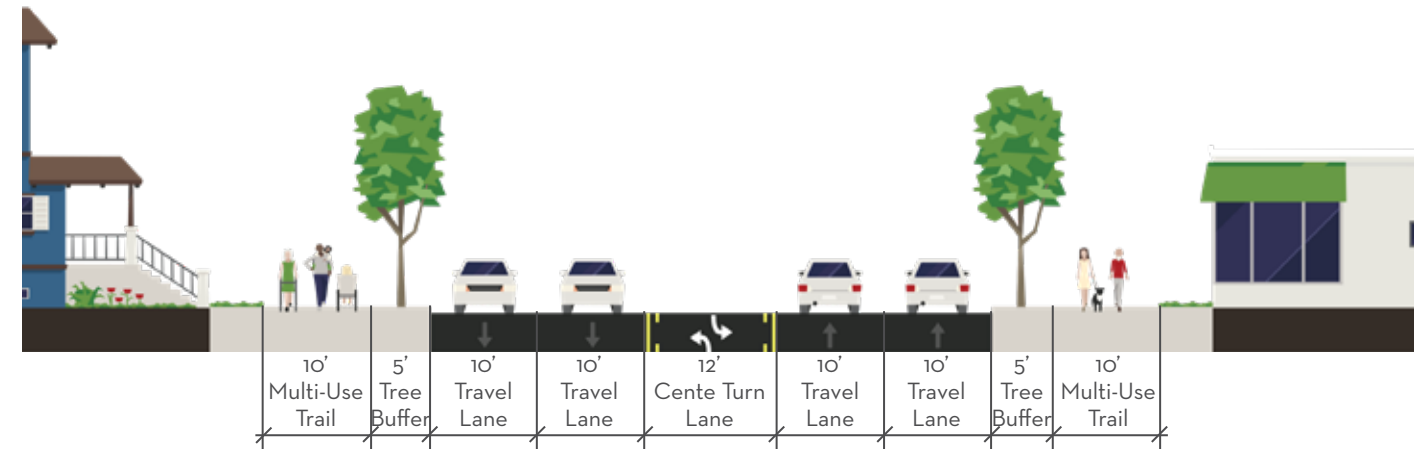
Streetscape A (Section)



Streetscape B (Section)



Streetscape C (Section)



Implementation

Overview

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

Actors

Action Matrix

The Action Matrix, starting on page 36, lists every project to be completed to implement this plan's vision. The Matrix also identifies the timeframe of each project, as well as the estimated costs, funding sources, and the actors responsible for implementation. The timeline of implementing all the projects in the Matrix will take approximately ten years. Specific start/end years were not prescribed as to allow the City and other responsible parties to determine them as funding sources become available, however, "phases" (short term, mid term, and long term) were given in order to suggest when improvements could most logically occur:

Immediate (year 1):	\$0
Short Term (year 2 - year 4):	\$2,260,000
Mid Term (year 5 - year 7):	\$4,945,000
Long Term (year 8 - year 10):	\$2,025,000
Total Cost of Projects:	\$9,230,000

Elected Officials

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

Brookhaven Staff

Most public projects will be managed by the City of Brookhaven's Community Development and Public Works departments. Some projects may require the heavy use of staff time, instead of the use of funds.

City of Chamblee

Although the studied section of the Clairmont Road corridor is located within the Brookhaven city limits and therefore is controlled by the City of Brookhaven, the City of Chamblee will be responsible for implementing this shared vision on their side of the corridor, and may contribute financially to streetscape projects.

Private Sector

Many ideas set forth in this plan will require the participation from the private sector, mostly real estate developers. Particularly, the multi-use trail will need to be incorporated into individual site plans in order to ensure its implementation.

Funding Sources

Total, the Action Matrix proposes \$9.2 million of projects to be implemented over the next ten years. The majority of projects will be funded through Brookhaven's general fund and the City's Capital Improvement Fund. The general fund is the City's principal operating fund, and is funded through property taxes, utility taxes, franchise fees, and program fees.

The City also collects funding from the following sources:

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

The following were identified as potential funding sources and should be explored as projects come on line:

- **Georgia Department of Transportation (GDOT).** Although this section of Clairmont Road is not controlled by GDOT, there may be an opportunity to use GDOT funds for streetscape improvements near Buford Highway.
- **Surface Transportation Block Grant program (STBG).** This program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects
- **Transportation Alternatives Program (TAP).** The current-day successor to previous funding programs promoting walking and bicycling infrastructure, including the Safe Routes to School program, the TAP program is focused on providing safe routes for non-motorized travel, including on- and off-street bicycle facilities and trails, access to public transportation and schools, and other planning and design efforts associated with these projects.

Action Matrix

#	Project Name	Timeframe	Responsible Parties
1	Zoning Updates	Immediate	Community Development
2	Streetscape Improvements - Phase 1	Short Term	Public Works; City of Chamblee; Private Developers
3	Clairmont Road at Skyland Road Intersection Improvements	Short Term	Public Works; City of Chamblee
4	Streetscape Improvements - Phase 2	Medium Term	Public Works; City of Chamblee; Private Developers
5	Clairmont Road at Dresden Drive Intersection Improvements	Medium Term	Public Works; City of Chamblee
6	Streetscape Improvements - Phase 3	<i>Medium Term</i>	Public Works; City of Chamblee; Private Developers
7	Streetscape Improvements - Phase 4	Long Term	Public Works; City of Chamblee; Private Developers
8	Dresden Drive Trail & Streetscape Improvements - Phase 1	Short Term	Public Works; City of Chamblee
9	Dresden Drive Trail & Streetscape Improvements - Phase 2	Medium Term	Public Works; City of Chamblee
10	Pedestrian Improvements	Long Term	Public Works; City of Chamblee

Estimated Cost	Funding Source(s)	Notes
Staff Time	-	
\$700,000	General fund; Captial Improvement Fund; GDOT; Private funds; City of Chamblee	Extends from Buford Highway to Skyland Road
\$60,000	General fund; Captial Improvement Fund; City of Chamblee	To be done concurrently with Project #2.
\$2,000,000	General fund; Captial Improvement Fund; SPLOST; Private funds; City of Chamblee	Extends from Skyland Road to Dresden Drive
\$65,000	General fund; Captial Improvement Fund; SPLOST; City of Chamblee	To be done concurrently with Project #4.
\$1,700,000	General fund; Captial Improvement Fund; SPLOST; Private funds; City of Chamblee	Extends from Dresden Drive to Tobey Road
\$1,725,000	General fund; Captial Improvement Fund; SPLOST; Private funds; City of Chamblee	Extends from Tobey Road to 8th Street (city limits)
\$1,500,000	General fund; Captial Improvement Fund; SPLOST; City of Chamblee	Per the 2016 Bicycle & Pedestrian Plan (160-MT); Extends from Peachtree Road to N. Thompson Road)
\$1,180,000	General fund; Captial Improvement Fund; SPLOST; City of Chamblee	Per the 2016 Bicycle & Pedestrian Plan (114-MT); Extends from N. Thompson Road to Clairmont Road
\$300,000	General fund; Captial Improvement Fund; SPLOST; Grants; City of Chamblee	Could include mid-block crossings and intersection improvements that may be warranted as development happens

Total: \$9,230,000

TSW

PLANNERS
ARCHITECTS
LANDSCAPE ARCHITECTS