

# Big Ideas

Over the course of the Character Area charrettes, the Project Team heard many out of the box ideas. Three of the ideas were further developed and presented to the public during the Round II Charrettes and were also made available for review and comment on the project website.

## BIG IDEA: NEIGHBORHOOD COMMERCIAL AT WINDSOR PARKWAY AND OSBORNE ROAD

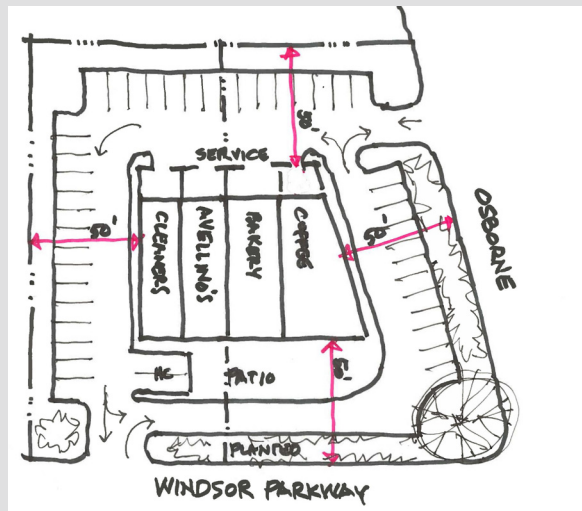


Image #1: Sketch plan of Windsor Parkway at Osborne Road

### Overview

Stakeholders talked about the need for more neighborhood scale commercial in the area that is walkable and accessible in the morning and afternoon hours. They were asked to consider future redevelopment opportunities at the corner of Windsor Parkway and Osborne Road located in the Lynwood Park Character Area.

The sketch in Image #1 illustrates potential development at the northwest corner of this intersection (the current site of the Avellino's restaurant). It also shows other potential uses for adjacent parcels as expressed by stakeholders such as a dry cleaners, a bakery and a café.

The concept assumes that the parcel will be rezoned favorably to support additional retail and restaurant uses; setbacks will be relaxed to match existing setbacks; and that parking requirements could be reduced per zoning to minimum restaurant needs. The corner of East Ponce de Leon and Church Street in the City of Decatur was provided

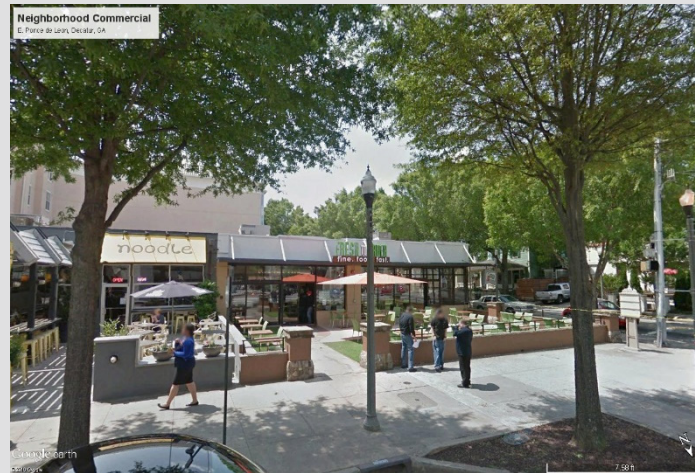


Image #2: The corner of East Ponce de Leon Avenue and Church Street in the City of Decatur

as a good example of the scale and type of development that could occur at the intersection (shown in Image #2). Stakeholders particularly liked the opportunity for a large outdoor seating area, patio umbrellas, and wide, walkable sidewalks.

### Public Reaction

Public reaction showed a high level of support for neighborhood commercial at this intersection and confirmed the need for walkable, neighborhood scale retail in Brookhaven. Drive-through establishments were not desired. Some concern was expressed that development here would encourage development on the northeast corner (site of an existing church) which could then encourage the conversion of single-family homes eastward on Windsor to commercial properties.

### Recommendation

Pursue the opportunity for neighborhood commercial at the northwest corner of Windsor Parkway and Osborne Road.

## BIG IDEA: CLAIRMONT ROAD CORRIDOR IMPROVEMENTS "ROAD DIET"

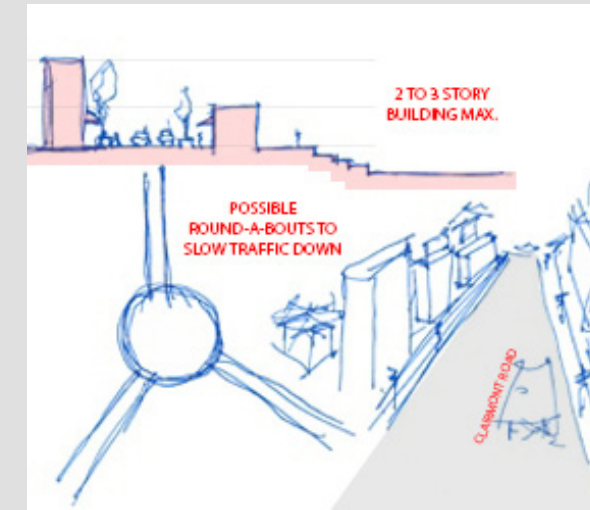


Image #3: Clairmont Road Corridor Improvements

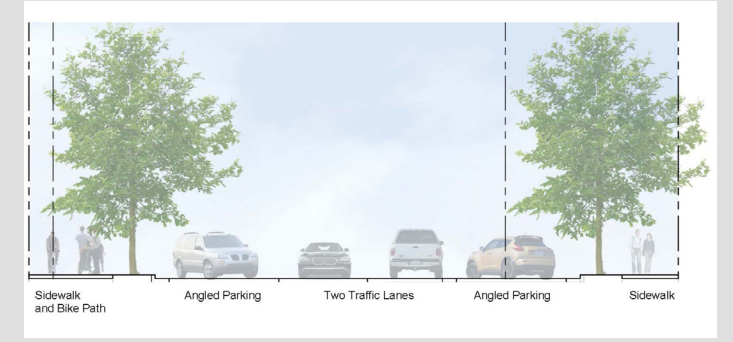


Image #4: A Clairmont Road "diet" could reduce the current capacity of the roadway and incorporate street trees and

### Overview

Some stakeholders talked about the potential of Clairmont Road being transformed into a boulevard by reducing the lanes, traffic speeds to create a more pedestrian and bicycle friendly road. Residents agreed that Clairmont Road is a gateway to Brookhaven and shared ideas for incorporating street trees, street furniture, and pedestrian scale lighting.

According to the preference surveys and charrette roundtable discussions, residents voiced support for the following land uses along Clairmont Road:

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached live/work units
- Multi-family adaptive reuse lofts
- Mixed-use neighborhood scale residential/retail
- Neighborhood scale retail
- Co-working space

A road diet or reduction of lanes to support two lanes of traffic, angled parking (where appropriate) and sidewalks with street trees protecting pedestrians from traffic was shown as a potential scenario for Clairmont Road (see Image #4).

### Public Reaction

While there was initial support for this idea during the Round I Charrettes, online input showed major concern for the impact of this concept on traffic on this already busy north/south artery. Instead, many favored better coordinated traffic lights to get drivers to their destinations with fewer impediments. Concern was also expressed with

the reduction of travel lanes to accommodate on-street parking. Some stakeholders also felt that limiting curb cuts would encourage developers to form assemblages of existing residential properties which would be counter to long-term existing plans to limit commercial to one-lot-deep along Clairmont Road.

Those in favor of exploring Clairmont Road improvements expressed a desire for more greenery on the roadway such as a planted median. There was also support for wider sidewalks that promote walkability.

### Recommendation

Identify opportunities to create a more walkable corridor without reducing the number of travel lanes on Clairmont Road.