

# 3. Community Goals

The Community Goals outlined in this section provide the following elements:

- General Vision Statement
- List of Community Goals
- Community Policies
- Character Areas and Defining Narrative

The Community Goals are the foundation of the Comprehensive Plan and a requirement of the state’s planning statutes. The Plan will build upon the Community Goals by establishing a list of needs and opportunities the community intends to address and including action items to address these needs and opportunities in the Community Work Program.

## 3.1. PUBLIC INVOLVEMENT SUMMARY

As a part of Comprehensive Plan 2034, community members were engaged in a variety of ways throughout the planning process and encouraged to actively voice their opinions about the future of Brookhaven. The input collected ultimately shaped the overall community goals identified in this chapter as well as the priority needs and opportunities outlined in Chapter 4. Below is a high level summary of public involvement activities carried out throughout the planning process, along with key highlights of input collected. A full summary and documentation of the public involvement process is provided in Appendix A.1.

### INFORMING COMMUNITY MEMBERS

This process used a variety of tools and techniques to inform community members of the Comprehensive Plan 2034 process including establishment of a portal for plan documents and information regarding public meetings at the City’s website, the use of online resources and social media outlets, and the establishment of a Steering Committee to help spread the word to different segments of the population. Close coordination with the City of Brookhaven was at the core of public involvement. This process utilized the City’s established channels of communication to alert the public about the Comprehensive Plan and opportunities to become involved.



Figure 3-1: Community Goals

### ENGAGEMENT OPPORTUNITIES

Stakeholders were engaged through a variety of means including the establishment of a Steering Committee to guide the process, one-on-one interviews with key stakeholders, a community-wide survey, and a series of public workshops and meetings.

## STEERING COMMITTEE

The Steering Committee played an integral role in relaying community needs to the Planning Team and communicating details of the planning efforts to the public. The committee gave direction at four meetings, each of which furthered the plan process:

### Meeting 1: Project kick off (March 27, 2014)

Brainstorming on community needs and opportunities identified the need to make Brookhaven more walkable, with active streets and a true town center.

### Meeting 2: Visioning and goal setting (May 6, 2014)

Discussion on preliminary character areas identified a neighborhood center land use plan with key activity nodes. The long term vision is to be a model city.

### Meeting 3: Needs, opportunities and strategies identification (May 29, 2014)

Needs and opportunities were prioritized, and the character area visions were clarified in preparation for the second public workshop.

### Meeting 4: Community work program review (June 26, 2014)

A review of the draft work program resulted in refinement of five year action items for the City and clarification of the City's desired roles.

In addition to these four meetings, two joint steering committee meetings were held (April 24 and June 12 2014) to allow for coordination with the steering committees of parallel planning efforts.



*Steering Committee members brainstorm on the City's long term vision at the May 6 meeting.*

## KEY STAKEHOLDER INTERVIEWS

At the onset of the comprehensive planning process, the consultant team conducted interviews with key community stakeholders. Interviews were held to help support the baseline conditions analysis, begin to identify key community initiatives, needs, and priorities, and to help inform key discussion points for public involvement activities.

### Common Themes

**Key Strengths:** location, access to MARTA, existing neighborhoods and variety of housing stock, abundance of parks

**Major Drivers of Change for Future Development:** becoming more urbanized, Buford Highway redevelopment, increasing access to other modes of travel, MARTA Transit Oriented Development, establishing an identity, creating a town center

**Priority Needs + Opportunities:** improve infrastructure to accommodate growth, community involvement, creating a town center, smart growth, enhancement of growth

**Desirable Plan Outcomes:** an implementable plan with realistic short term work program

## COMMUNITY SURVEY

A community survey was administered to gather input regarding Brookhaven's vision. The survey included questions highlighting the following topics: daily needs and uses, connectivity and community identity, redevelopment and infill development, environmental concerns, priorities for next five years, and long term vision. A total of 237 surveys were completed.

**Key Takeaways:** The majority of participants would like Brookhaven to be a residential community with neighborhood commercial hubs and higher density office/commercial on main roads.

**Priorities for Next Five Years (based on ranking):** (1) Addressing traffic congestion; (2) Improving our parks and recreation spaces; (3) Increasing ways to travel around on foot or bike; (4) Pursuing redevelopment in strategic parts of the city; (5) Establishing an identity for our city with signage, strategic streetscaping, events, or other activities; (6) Developing a City Center; and (7) Maintaining status quo.



**MEETINGS WITH THE GENERAL PUBLIC**

Obtaining input from the general public was a key component of the planning process. Meetings took different formats depending on the information that needed to be shared and collected at a given stage in the process.

**Public Hearing #1 Kick Off with Council (April 22, 2014)**

This hearing served as an opportunity to formally kick-off the Comprehensive Plan 2034 process with the Brookhaven City Council.

**Community Visioning Workshop (May 15, 2014)**

The purpose of this workshop was to work closely with community members to set the pace for Comprehensive Plan 2034. Community members identified strengths, weaknesses, opportunities and threats of Brookhaven and shared what they want Brookhaven to be known for in 20 years. A question and answer session followed prior to moving on to small group character area discussions.

**What We Heard**

- Strengths include Brookhaven’s neighborhoods, location, MARTA station, and the its trees.
- Weaknesses include the lack of an arts and culture scene, parks in need of care, and a desire for more government transparency.
- Opportunities include the chance to provide more bike/pedestrian friendly areas, to promote local merchants and the Brookhaven MARTA station.
- Threats include over-building which results in excessive lot coverage, the need to protect natural resources and traffic.
- Buford Highway has the potential for redevelopment while maintaining its cultural diversity.
- The City can be better defined and identified through a series of strategically placed gateways.
- Neighborhood scaled, mixed use development is appropriate for many of the character areas.

**Needs & Strategies Workshop (June 9, 2014)**

This workshop was designed to gather public input to help set the priority needs and opportunities for Brookhaven and help inform the City’s action plan for the next five years. Feedback from the public

was used to make sure the right priorities were emphasized in Comprehensive Plan 2034. The open house was followed by a formal presentation and then by the needs and strategies workshop activities.

**What We Heard**

- Diversity must include not only ethnic and cultural diversity but also economic diversity.
- The majority of input indicated overall support for the character area visions and corresponding implementation strategies.
- Further Brookhaven as a walkable and bikeable community.
- Encourage redevelopment of underutilized parcels along Peachtree Road, Buford Highway, Clairmont Road, and Johnson Ferry Road.

**Joint Open House (July 21, 2014)**

The Open House afforded an opportunity for the public to review and provide feedback on highlights from the Comprehensive Plan 2034 document as well as recommendations from the Comprehensive Transportation Plan.

**What We Heard**

- Character areas are consistent with the community vision, although small adjustments could be made to some wording.
- Community Work Program actions are generally supported, although minor tweaks could be made.
- Transportation issues and opportunities continue to be a top concern.

**Public Hearing #2 with the Planning Commission (July 23, 2014)**

**Public Hearing #3 with Council (August 12, 2014)**

**Public Hearing #4 with the Planning Commission (September 3, 2014)**

**Public Hearing #5 with Council (September 9, 2014)**

At each of the public hearings, a summary presentation of the Comprehensive Plan 2034 process and document was provided. The public was invited to provide comments.

## 3.2. OVERALL VISION STATEMENT

The City’s vision statement provides a general statement and picture of what Brookhaven desires to become in the future, including a complete description of desired development patterns in the city. The vision statement is a product of public input collected during the planning process.

### VISION STATEMENT

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.



*Higher density activity hubs*



*Neighborhoods*



*Walkable, urban community*



*Parks and natural assets*

### 3.3. COMMUNITY GOALS

As a part of the overall community goals, the City identified specific goals it seeks to achieve in the future. The following are strategic goals identified for Brookhaven’s future based on stakeholder and public input. At a later time, the City may desire to assign a point system to each of these goals to help prioritize action items for City pursuit in the future. In Chapter 4, the each of the needs and opportunities are linked back to these goals. See Chapter 4 for additional description of this linkage.

	<p><b>LAND USE + TRANSPORTATION COORDINATION</b></p> <p>Achieve greater walkability, bikeability, and overall mobility for day-to-day activities through transportation and land use coordination.</p>		<p><b>TRANSIT ORIENTED DESIGN</b></p> <p>Pursue Transit Oriented Development (TOD) as a key strategy to shaping the city’s future.</p>
	<p><b>DIVERSITY</b></p> <p>Preserve the economic and cultural diversity of the Brookhaven community.</p>		<p><b>NEIGHBORHOODS</b></p> <p>Preserve the city’s unique neighborhoods and communities.</p>
	<p><b>UNIQUE BROOKHAVEN</b></p> <p>Establish an identity and brand for the City of Brookhaven.</p>		<p><b>SUSTAINABILITY</b></p> <p>Develop reputation as a forward thinking and sustainable city.</p>
	<p><b>A CITY OF PARKS</b></p> <p>Enhance the City’s parks and recreation system.</p>		<p><b>ECONOMIC PROSPERITY</b></p> <p>Ensure a balanced economic environment.</p>
	<p><b>BUFORD HIGHWAY GATEWAY</b></p> <p>Promote Buford Highway to enhance this strategic location in the city.</p>		



### 3.4. COMMUNITY POLICIES

Community policies are those that City staff and elected officials will use to guide day-to-day decisions that are consistent with achieving the overall Community Goals. These policies are general in nature and do not require a specific action or funding stream but should provide general guidance to help with local decisions. The City of Brookhaven may wish to add to these overarching policies as it continues to define itself as a model city.

#### LAND USE

- We will promote the development of small commercial nodes at appropriate locations in the city, as identified by the Character Area Map.
- Our community will work with regional partners to further multi-use trail development along creek corridors and other strategic routes within the city.
- We will encourage good health and an active community by promoting urban design that provides connectivity among uses.
- We will collaborate with adjacent Cities of Sandy Springs, Dunwoody, Chamblee and Atlanta as well as DeKalb County to ensure coordinated growth.
- We will ensure sidewalks are included as a part of public improvements associated with new development activity.
- We will further the development of small public spaces such as squares and passive parks throughout our community.
- We will preserve the look and feel of Brookhaven as a green community through zoning and development decisions.



*The Virginia Highland neighborhood in Atlanta is a good model for neighborhood commercial (Photo credit: vahi.org)*



*A small pocket space can be included in private development to contribute to the City's public spaces*



### COMMUNITY FACILITIES AND RESOURCES

- We will support the City’s Police Department by ensuring it has the resources it needs to further the city a safe place to live, work, and play.
- We will work with DeKalb County Public Schools to ensure City’s planning efforts are being considered in programming and planning for schools.
- Our community will continue to promote community policing program to help maintain a safe Brookhaven.
- We will promote a united character among our City’s parks and facilities by using similar signage and other aesthetic treatments such as stone walls and similar vegetation.
- We will continue to provide a variety of methods for information sharing regarding city activities, including website, regular newsletters, and other mechanisms.
- We will preserve the tree cover of city as new development occurs.
- We will protect natural drainage ways in the city.
- We will support ecological/best management practices for landscaping and stormwater management.
- We will implement the goals and strategies of the Parks and Recreation Master Plan.



Unique signage can help distinguish Brookhaven’s parks and greenspaces (photo credit: [historicinmanpark.blogspot.com](http://historicinmanpark.blogspot.com))



Encouraging bioswales and other ecological design solutions can help promote positive stormwater management

## ECONOMIC DEVELOPMENT

- Our community will work with economic development partners, including Brookhaven and DeKalb County Development Authorities, Perimeter Community Improvement District, and the Brookhaven and DeKalb County Chambers of Commerce to further city goals.
- We will continue to promote a business friendly environment through streamlined business licensing and development/zoning processes.
- We will work with economic development partners and City businesses to promote transit use of area workers.
- We will actively pursue establishment of destinations within Brookhaven through the Office of Tourism and Community Development arm of city.
- We will support the local business community in its regular activities.
- Our community will encourage the modernization and development of quality office space for incubator space and for small firms.



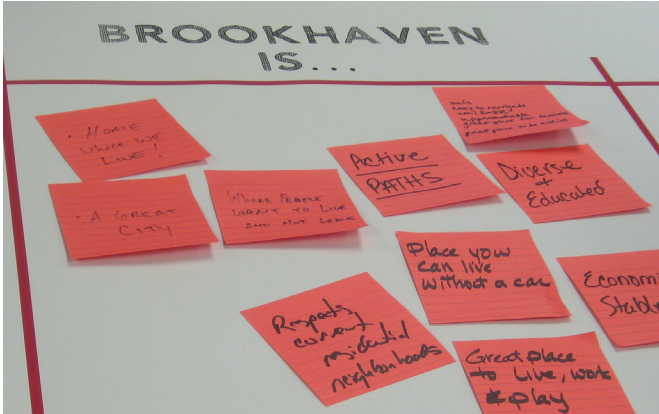
*Transit access and amenities can help attract businesses and promote fewer cars on the road*



*Modern office options, as a part of mixed use development can be appealing to small firms*

### POPULATION

- We will promote policies and programs that maintain the diversity of ages and ethnicities in Brookhaven.
- We will provide a supportive environment for community events and activities.
- We will continue to provide translation services that ensure all community members are well connected in our city.
- We will provide opportunities for the public to regularly engage in our City’s planning and programs.



Community engagement is an important tool for maintaining an open city and involved community

### HOUSING

- We will continue code enforcement activities to ensure safe and healthy living environments.
- We will promote Lifelong Communities principles.
- We will support the development of a variety of housing types and price points in our community to support the diverse housing needs of current and future residents.
- We will work with DeKalb County to implement the Consolidated Plan in the city.



The mix of housing options at the Brookleigh development on Johnson Ferry Road is a good model for future housing in Brookhaven



### 3.5. CHARACTER AREAS AND DEFINING NARRATIVE

The Character Area Map, along with the character area narratives that follow, lay out a vision, specific goals, appropriate land uses, and implementation strategies for Brookhaven’s unique sub-areas, districts, and neighborhoods. The character areas are based on two primary sets of factors: 1) areas of similar character, development time period, development types, and/or unique traits, and 2) areas that the community envisions developing in a coordinated fashion. There are 13 character areas in total: 8 are primarily residential in nature, and 5 are community activity centers of varying intensities. Existing residential densities are provided for each of the eight residentially-focused areas. Recommended residential densities and building heights are provided for each of the five community activity centers. These parameters are intended to help support implementation of the community’s vision as further explained below.

#### RECOMMENDED RESIDENTIAL DENSITIES + BUILDING HEIGHTS

Five character areas have recommended residential densities and building heights designated within their character area narratives. These include Perimeter Center, Blackburn Park Neighborhood Center, Peachtree Center Overlay District, Lenox Park, and the Buford Highway Corridor. These areas are envisioned as appropriate for change and suitable for mixed-use development at varying degrees of intensity. The Buford Highway Corridor has three designated intensity areas, given the wide diversity in development types seen as appropriate within this area.

*These recommendations have been developed to provide guidance in making development decisions within these areas and have been crafted through a combination of Steering Committee input and guidance from previous local and regional plans.*

#### EXISTING RESIDENTIAL DENSITIES

Eight character areas include existing residential density calculations. These have been developed for 1) character areas which are predominantly comprised of single-family residential neighborhoods, including the Lakes District, Lynwood Park, Osborne, Historic Brookhaven, Ashford Park-Drew Valley, Brookhaven Fields-Brookhaven Heights, and Roxboro,

and 2) the Briarwood Park character area, largely comprised of townhomes and condominiums. The vision for these areas includes the preservation of the existing residential character, including maintaining the existing residential densities unique to each character area. This calculation could be used to provide guidance on future development decisions by helping identify if proposed residential developments maintain the existing residential densities of the surrounding character area.

*Existing residential densities were developed using 2013 tax parcel data; this data set identifies the year built for all residential parcels including detached and attached single family homes and condominiums but excluding apartments. The total number of residential parcels for each Character Area was calculated by selecting and tallying all parcels with a “year built” attribute not equal to zero/null. The residential acreage total of each Character Area (excluding apartments) was calculated by 1) selecting and tallying all parcels with a “residential year built” attribute not equal to zero/null and 2) visually identifying and selecting all parcels that appear to be common areas surrounding townhome and/or condo parcels. These two numbers were combined to get total acreage, and then this total was divided into the total number of residential parcels to calculate the residential density of each of the eight character areas.*





The overall Future Land Use Vision is supported by unique features and characteristics that should help further guide Brookhaven’s future land use decisions and public investment decisions. Each of these unique features and characteristics is highlighted on the following six pages, preceding the character area narratives. They include:

- Gateway Features
- Neighborhood Commercial Target Areas
- Areas Requiring Special Attention
- Healthy, Active Living Resources
- Priority Redevelopment Parcels

Increasing walkability, bikeability, and overall mobility in all of Brookhaven’s character areas is viewed as important. This should be considered an inherent component of the vision for each of the 13 character areas and the overall long-term vision of Brookhaven. The City’s Comprehensive Transportation Plan provides detailed implementation strategies for furthering walkability, bikeability, and overall mobility within the city.

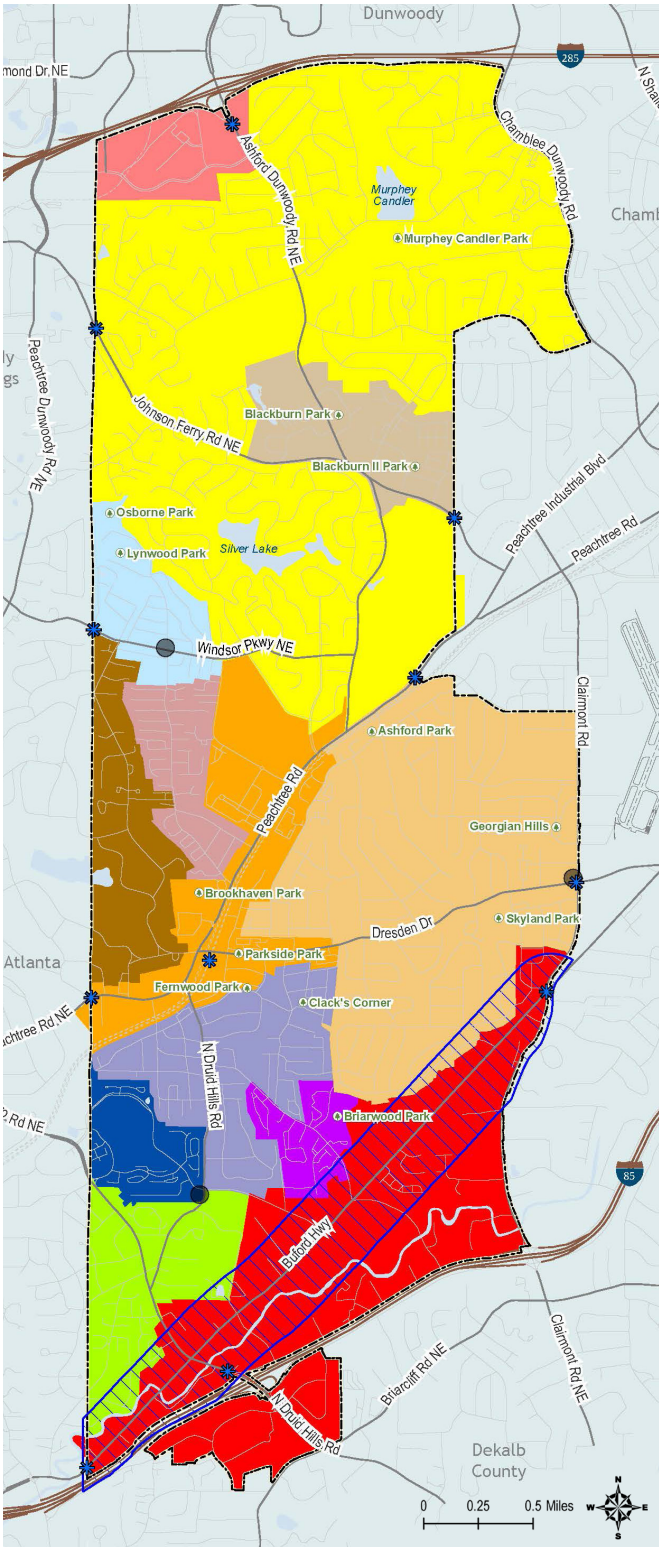
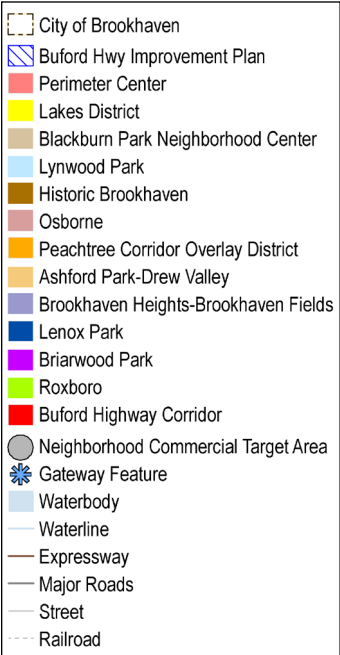


Figure 3-2: Character Area Map (See larger map in Appendix A.3)

## GATEWAY FEATURES

In addition to the 13 character area designations, the Character Area Map also identifies areas appropriate for Gateway Features. A Gateway Feature designation has been applied to areas where entry markers are needed to signify entrance into the City of Brookhaven. These features may include signage, architecture, public art, fountains and landscaping. Gateway features provide the City with the opportunity to build a unique image and identity. These are distinctive areas that have the ability to shape the public’s perception of the city upon arrival.

The city currently lacks entry markers at its most prominent entryways, including Peachtree Road, Buford Highway, Ashford Dunwoody Road, Johnson Ferry Road, Druid Hills Road, and the Brookhaven MARTA station. These heavily traveled corridors represent the most logical location for public investment in gateway features, since the majority of visitors enter the city through these roadways. The Character Area Map identifies 11 areas where gateway features are needed. These locations were identified through public input gathered at the visioning workshop. They have been prioritized for public investment based upon the most heavily traveled roadways within the city.

To have the biggest impact on establishing a community identity, gateway features should be consistent in design. The scale of these gateways may vary based upon roadway size. Defining ‘major’ and ‘minor’ gateways may be necessary wayfinding initiatives are further pursued by the City. Peachtree Road has been identified as an appropriate location to feature grander gateways, given its perception as Brookhaven’s ‘Main Street.’



*A limited number of standard signs mark entrance into Brookhaven (top). Additional gateway features can help build a unique image for Brookhaven as has been accomplished in other communities using a combination of murals (Austin, middle), landmark signs (City of Canby, bottom left), and pedestrian markers (Charlotte, bottom right).*



### NEIGHBORHOOD COMMERCIAL TARGET AREAS

The Character Area Map designates Neighborhood Commercial Target Areas. Neighborhood commercial is defined as small-scale retail development that serves the needs of the surrounding residential neighborhood. Typical uses include restaurants, pharmacies, convenience stores, dry cleaners, and salons. Target areas are a special policy overlay placed upon residential character areas to identify locations where neighborhood commercial is desirable.

These target areas are not identified in character areas that are planned to contain neighborhood commercial uses throughout. These character areas include the Buford Highway Corridor, Peachtree Corridor Overlay District, Blackburn Park Neighborhood Center, and Perimeter Center. Neighborhood Commercial Target areas are strategically located to provide convenient retail and services within walking distance of surrounding neighborhoods. They are identified for areas currently underserved with neighborhood commercial uses. They have been prioritized to fill in the ‘gaps’ of residential areas that do not have retail uses in comfortable walking distance (1/4-1/2 mile).

A series of sites appropriate for neighborhood commercial were initially identified through a public visioning exercise. These have been refined and prioritized to reflect sites that exhibit the potential to support successful neighborhood commercial uses. Factors used to identify target areas include current zoning designations, existing land uses, visibility and accessibility from major thoroughfares and centralized locations that serve multiple neighborhoods.



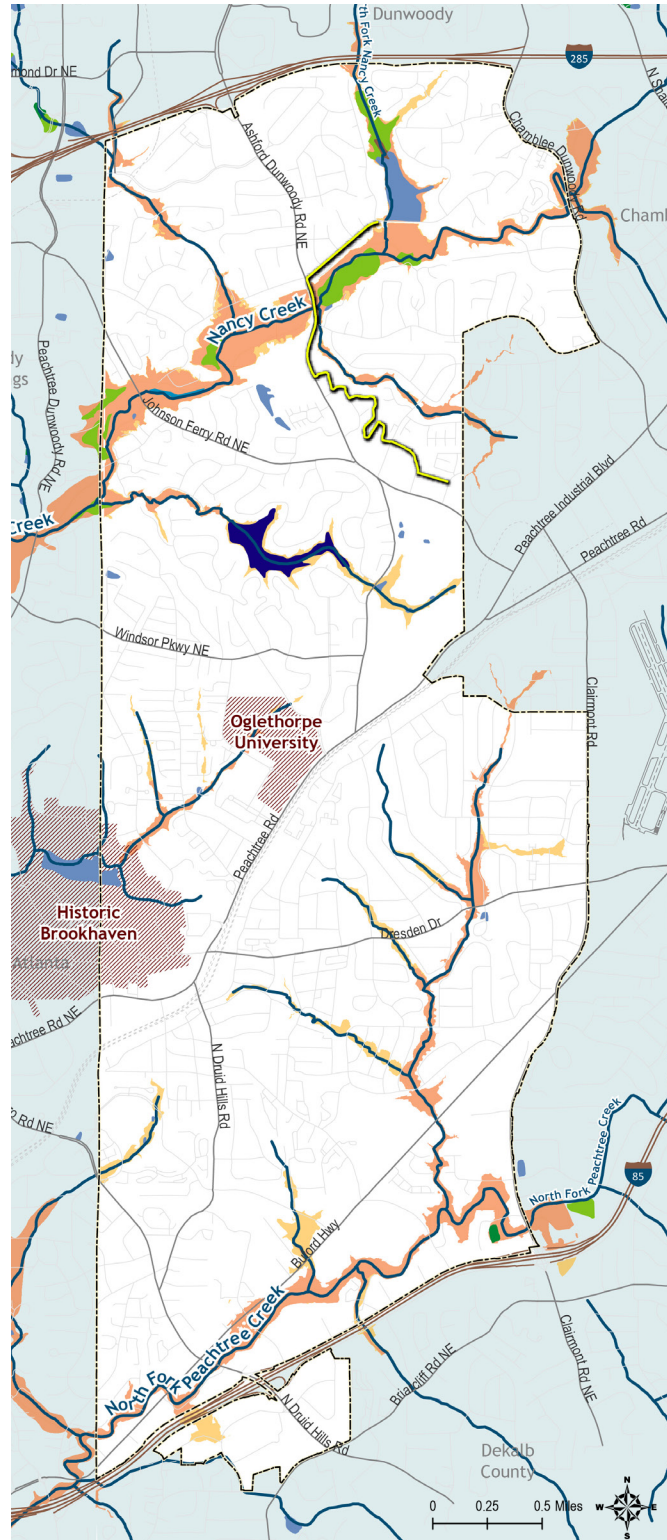
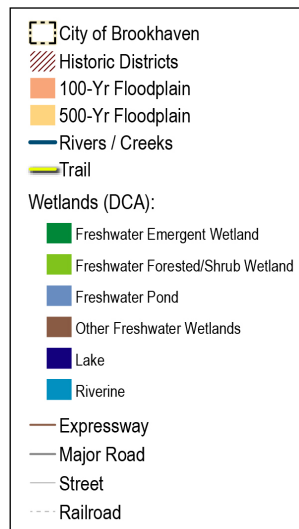
*Neighborhood commercial can help further a walkable and bikeable environment while providing desired amenities for adjacent neighborhoods as well as an active streetlife.*

### AREAS REQUIRING SPECIAL ATTENTION

There are several areas of Brookhaven that require special attention due to the unique value they play in the ecosystem and heritage of both the city and greater Atlanta Region. Each of the following areas require unique attention as development occurs:

- **Wetlands** - These resources include forested wetlands, lakes, ponds, and emergent wetlands. They play an important role in holding water, preventing flooding, and serving as habitat for diverse animals. The bulk of Brookhaven’s wetlands lie north of Peachtree Road near notable water bodies.
- **Creeks** - The North Fork Peachtree Creek and Nancy Creek are widely recognized as important resources in the city. These, along with the City’s floodplains, should be given special attention within development proposals.
- **Historic Districts on the National Register** - Historic Brookhaven and Oglethorpe University help define the region’s heritage and should be preserved. Additional local protection is needed to help achieve this.
- **Multi-use Trails** - Brookhaven has the beginnings of what is anticipated to be a well-connected trail network linking the city internally and to points outside of the city. While this resource is not yet considered of regional importance, the City’s Parks and Recreation Master Plan lays out a detailed plan for enhancement. Further development of these trails should be prioritized.

*Brookhaven’s development regulations include a series of provisions that maintain consistency with the Metropolitan North Georgia Water Planning district plans and the Part 5 Environmental Planning Criteria of the Georgia Planning Act, administered by the Environmental Protection Division of the Georgia Department of Natural Resources. Appendix A.2.2. (Natural Resources section) documents this analysis. Chapters 4 and 5 identify additional strategies to further protect the City’s watershed and natural resources.*



**Figure 3-3: Areas Requiring Special Attention Map**  
(See larger map in Appendix A.3)



## HEALTHY/ACTIVE LIVING RESOURCES

Healthy and active living infrastructure is an important priority for Brookhaven’s future. Through the visioning process, the desire to create a more active environment where individuals, families, and friends can walk and bike through the city while easily accessing transit, parks, and important community resources was identified. Figure 3-4 identifies the multitude of such resources in the city. Providing connections and furthering synergies among these resources will help further Brookhaven’s quality of life. Important resources to be leveraged include:

- **Wellness District at Medical Center** - There is a major wellness district within arms reach of Brookhaven - a major asset to the city’s residents to be leveraged.
- **Master Active Living Plans** - These plans lay out a good road map to further active living in two of the city’s most important activity areas: Buford Highway Corridor and Blackburn Park Neighborhood Center. A recommendation of this plan is to formally adopt these sub area plans.
- **Senior Housing and Resources** - A vision has been set for Brookhaven to continue as a lifelong community. While there are some senior resources currently in the city, there is room for improvement. The City should support opportunities for residents to age in place.

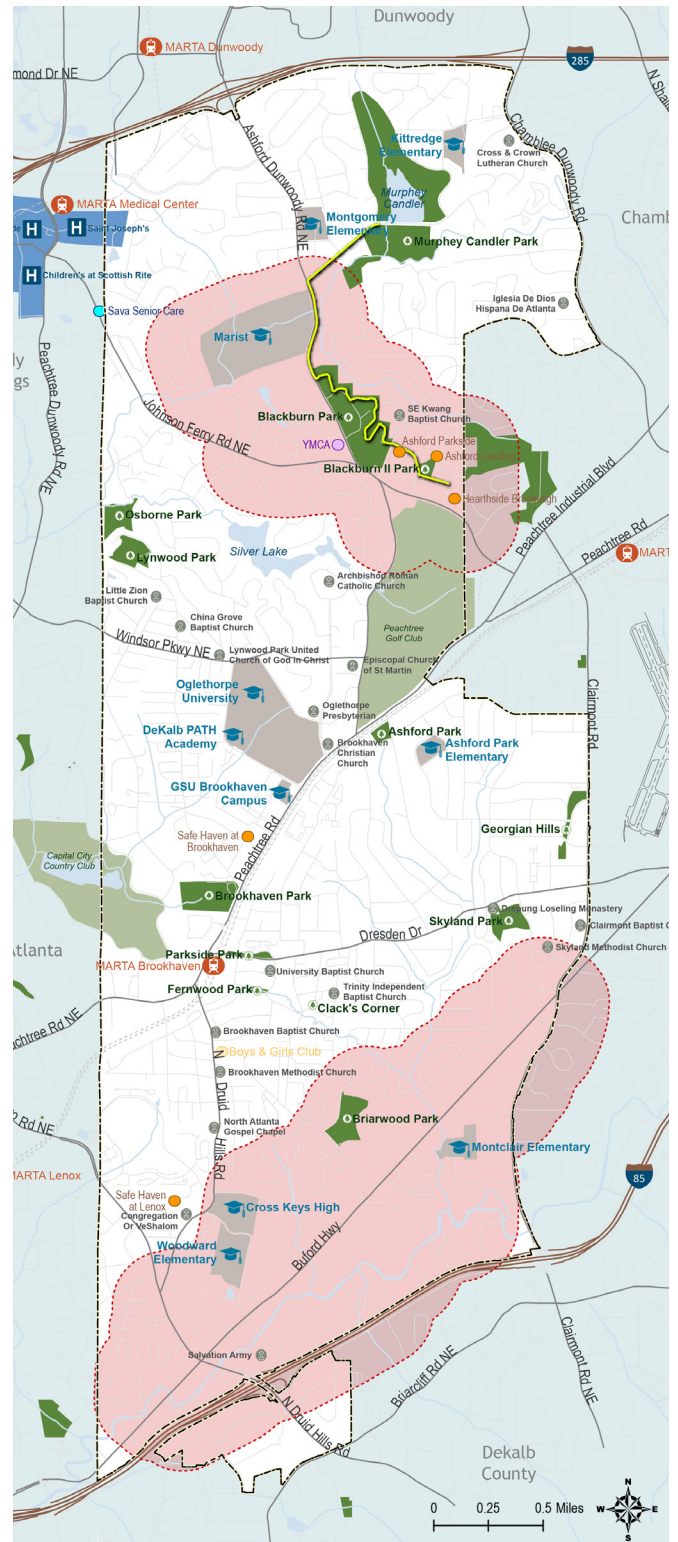
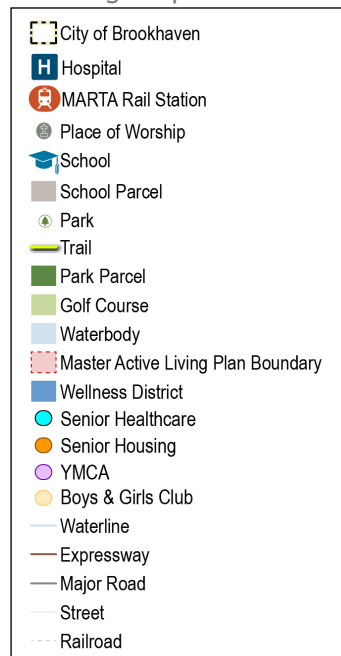


Figure 3-4: Healthy/Active Living Resources Map (See larger map in Appendix A.3)

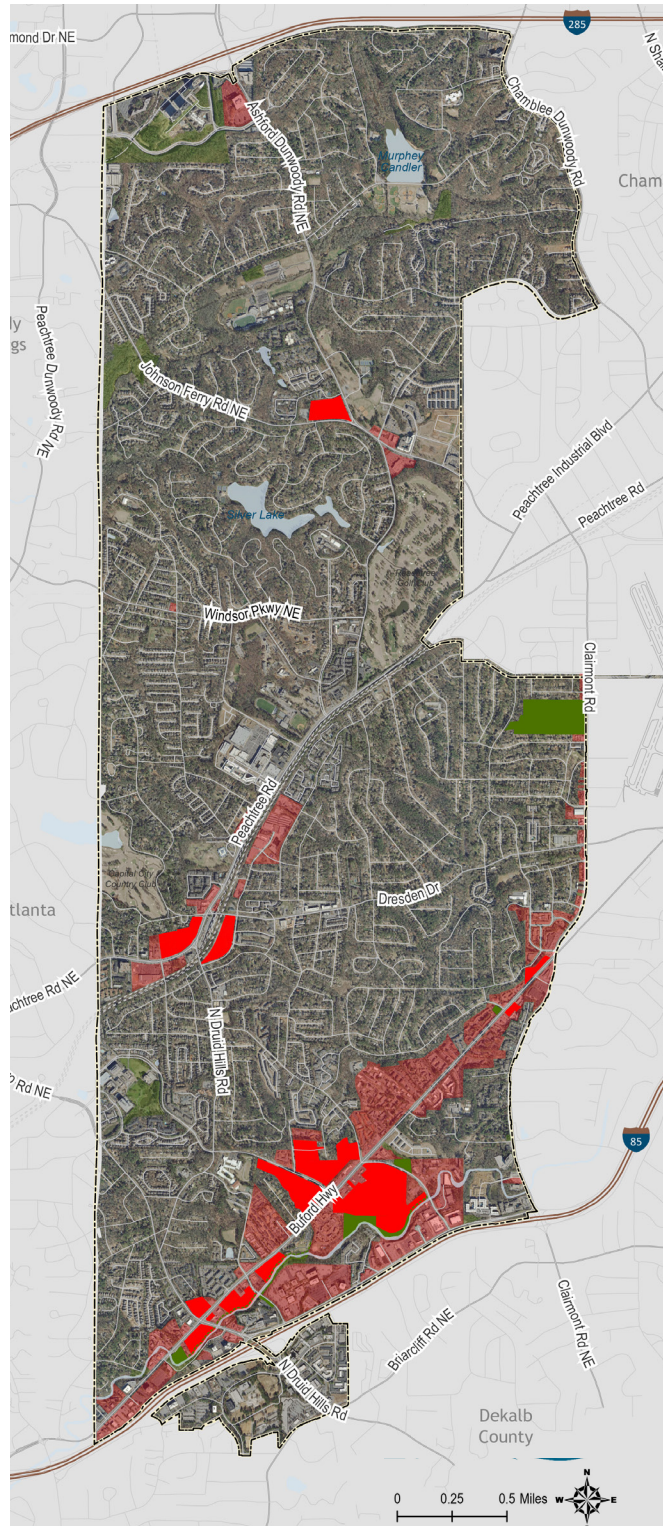
### PRIORITY REDEVELOPMENT PARCELS

As a part of the baseline conditions analysis, a preliminary inventory of vacant and underdeveloped parcels was identified. Through the planning process and coordination with the Buford Highway Improvement Plan and Economic Development Strategy a series of priority redevelopment parcels were identified, as indicated in Figure 3-5 to the right.

Priority redevelopment sites are primarily located in the Buford Highway Corridor as it is seen as having the highest potential and need for redevelopment in upcoming years. Other parcels were identified in the public involvement process and further supported by their identification in other plans that these areas should serve a higher use in the community to better achieve the community vision.

Priority Redevelopment Parcels include:

- Parcels identified in the Buford Highway Plan, primarily focused around North Druid Hills and Briarwood Road as well as re-purposing tracts as pocket parks.
- The Brookhaven MARTA station parking lots, planned for redevelopment as a part of MARTA's Transit Oriented Development initiative.
- Former Harris Teeter along Peachtree Road and Hastings Nursery sites.
- Kroger Shopping Plaza at Johnson Ferry Road.



**Figure 3-5: Priority Redevelopment Parcels Map (See larger map in Appendix A.3)**





Priority redevelopment areas shown above: (top left) Druid Hills Road at Buford Highway; (top right) A greenway is planned for along North Fork Peachtree Creek, to be coordinated with redevelopment; (bottom left) MARTA station parking lots are targeted for redevelopment in the next five years; (bottom right) The Kroger Shopping Plaza could be better utilized by developing out parcels to help create a more dense and walkable environment. This opportunity was identified in the DeKalb Master Active Living Plan.



**A RESOLUTION FOR THE ADOPTION OF THE BROOKHAVEN CHARACTER AREA STUDY 2034  
COMPREHENSIVE PLAN SUPPLEMENT**

**WHEREAS**, the City of Brookhaven Mayor and City Council adopted the 2034 Comprehensive Plan on November 18, 2014; and

**WHEREAS**, the City is authorized to review and amend its comprehensive plan document as needed to reflect the desires of the community; and

**WHEREAS**, following the initiation of the Zoning Ordinance Rewrite project in January 2016, the Mayor and City Council determined that additional review and citizen input on the vision statements, policies, and recommendations related to the Character Areas identified in the 2034 Comprehensive Plan was necessary; and

**WHEREAS**, the Planning Commission has held a noticed public hearing on the proposed supplement to the Comprehensive Plan; and

**WHEREAS**, after conducting a noticed public hearing, the City of Brookhaven has determined that the supplement document further implements the policies of the 2034 Comprehensive Plan; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and City Council of the City of Brookhaven that the City adopts the Brookhaven Character Area Study 2034 Comprehensive Plan Supplement.

**BE IT FURTHER RESOLVED**, that any and all resolutions, or any part thereof in conflict with this resolution are hereby repealed. This resolution shall be effective immediately upon its adoption.

**APPROVED** by the Mayor and City Council of the City of Brookhaven this <sup>24<sup>th</sup></sup> ~~27~~ day of January, 2017.



*Susan Hiott*  
Susan Hiott, City Clerk

*John Arthur Ernst Jr.*  
John Arthur Ernst Jr., Mayor

APPROVED AS TO FORM:

*Christopher Balch*  
Christopher Balch, City Attorney





**BROOKHAVEN CHARACTER AREA STUDY**

**2016**

COMPREHENSIVE PLAN SUPPLEMENT



# Acknowledgements

This effort would not have been possible without the collaboration of key groups and individuals in the Brookhaven community including residents, business owners, elected officials and the Project Management Team which consisted of City staff and the consultant team. A special thank you is offered to the community at large for sharing their ideas and feedback throughout this process. The following individuals played a lead role in the Character Area Study development process:

## City of Brookhaven Mayor and Council

John Ernst, Jr., Mayor

Linley Jones, District 1

John Park, District 2

Bates Mattison, District 3

Joe Gebbia, District 4

## Character Area Representatives

Susan Breunig, Lakes District

Michael Diaz, Buford Highway Corridor; Lynwood Park

Michael Elliott, Historic Brookhaven

Sally Eppstein, Roxboro

Jen Heath, Brookhaven Heights-Brookhaven Fields

Rajib Khan, Buford Highway Corridor

Lauren Rock, Lenox Park

Marty Sik, Osborne

Ken Yates, Ashford Park-Drew Valley



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# Introduction

In 2014, the City of Brookhaven with the help of its residents, finalized Comprehensive Plan 2034, a city wide plan that set the direction for the future of land use in Brookhaven. As a key component of the plan, it arranges the City into 13 Character Areas and identifies and provides descriptions, vision statements and general implementation strategies for each. Following adoption of the plan, the City found that additional review and policy development was necessary for 11 of the Character Areas to further define how to maintain, preserve and enhance the existing residential neighborhoods. To that end, the Character Area Planning Study was launched in June 2016.

The intended outcome of this six-month process was to bring more clarity and specificity to the Character Areas by expanding public input. Therefore, as a cornerstone of the study, a broad engagement process was designed and implemented in order to reach and hear from a wide variety of City stakeholders. In all, 19 outreach events were held including public meetings, charrettes, and a pop-up event. A comprehensive, interactive website complemented the events. Together, these efforts provided an extensive volume of input used to formulate additional narrative on the vision and future form of Brookhaven's residential areas.

### How This Document will be Used

The Character Area Study serves as a supplement to Comprehensive Plan 2034, not as a replacement. It will be a reference to staff for analyzing new land use petitions and will help lay the foundation for the pending re-write of the City's zoning ordinance. Once the new zoning code is adopted, the Character Area Study will be used to identify and implement specific community desires and to inform future updates of the code. Other elements of Comprehensive Plan 2034 were not addressed within this planning process.

This document contains seven sections:

- Public Engagement: an overview of the tools and methodologies used to engage the public
- City Wide Outcomes: a summary of input received that applies to Brookhaven as a City, regardless of Character Area



- City Wide Special Topics: a summary of discussion points that are applicable to Brookhaven as a City, overall
- Character Area Outcomes: revised vision statements, updated implementation strategies, and appropriate land uses for each Character Area
- Big Ideas: an overview of and public reaction to three development concepts
- Other Concerns: a summary of concerns that arose during the study process that were outside of the scope of this process
- Appendix: a collection of supporting materials and documents



# Public Engagement

People perform their best work when they are meaningfully engaged. The ultimate goal for this process was for the community to feel the connection of the Character Area strategies and the Comprehensive Plan to their everyday life.

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19

engagement events

325

total attendees at meetings

>1,740

unique website visitors



Public involvement was at the foundation of the Brookhaven Character Area Study. Community stakeholders were engaged through a series of Kick-Off meetings, two rounds of Character Area Charrettes, and a pop-up event.

Outreach was implemented throughout the four distinct phases of the project:

- Phase I: Kick-Off
- Phase II: Character Area Charrette Series I & II
- Phase III: Charrette Follow Up
- Phase IV: Project Close Out

Online engagement was a key component of the outreach process, throughout all phases. Concurrent with the Kick-Off meetings in Phase I, the interactive website was launched to provide additional education and a feedback mechanism. Elements of the website include a project information page with background on the Comprehensive Plan and other project resources such as maps and Frequently Asked Questions; meeting materials such as flyers, presentations, boards, and handouts; and an online activities section where respondents could answer to surveys and comment on project outcomes. Additionally during the charrettes series, stakeholders could register to attend and submit feedback.

During the July through October 2016 timeframe, the outreach events attracted a total of 325 participants and a total of 1738 users or unique visitors were actively engaged in 2720 sessions on the website.

### PHASE I: PROJECT KICK-OFF SERIES

The Kick-Off Meeting Series was held at the onset of the process to educate the community on the objectives of the Character Area study, the intent of this process and to introduce the Character Area Charrette Series. Attendees were also invited to sign up for the first round of charrettes. Both midday and evening meeting options were available for a total of four Kick-Off meetings on the following dates:

- July 14, 2016: St. Martin's Episcopal Church
- July 14, 2016: Brookhaven City Hall
- July 19, 2016: Briarwood Park Recreation Center
- July 19, 2016: Brookhaven City Hall

A total of 170 individuals signed into the meetings, 91 individuals on the July 14th meetings and 79 individuals on the July 19th meetings. Attendees included residents, property owners, and representatives from the Planning Commission, neighborhood associations, and local agencies such as the Latin American Association.

A great deal of effort was invested into getting stakeholders involved during the Kick-Off phase, as this was the primary opportunity to educate attendees about the intended focus

and outcomes of the process.

Outreach methods used to promote the Kick-Off sessions are summarized below:

- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City's social media sites.
- Large format signs were placed throughout the City of Brookhaven and strategic intersections.
- Hard copies of the flyer were distributed to businesses throughout Brookhaven
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library
- Information was made available to attendees at the July 6 and July 16 Food Truck Roundup Events.
- A project website was established ([www.BrookhavenCharacterAreaStudy.com](http://www.BrookhavenCharacterAreaStudy.com)) to serve as a repository for information, documents, and project updates.

### PHASE II: CHARACTER AREA CHARRETTE SERIES

#### Round I Charrette Series

The Round I Charrette Series consisted of interactive workshops that allowed the community to work together to further refine the Character Areas. For the purpose of this study, the Character Areas were combined into the following seven groupings:

- August 16, 2016: Historic Brookhaven
- August 22, 2016: Brookhaven Heights-Brookhaven Fields & Briarwood Park
- August 26, 2016: Ashford Park-Drew Valley
- August 29, 2016: Lynwood Park & Osborne
- August 30, 2016: Roxboro & Lenox Park

- August 31, 2016: Buford Highway Corridor
- September 1, 2016: The Lakes District & Blackburn Park

The Charrettes included stakeholders from each Character Area Group and allowed for discussions about strategies specific to that geographic area. Meetings began with a 15 minute open house where attendees were invited to provide input on the Vision statement as outlined in the Comprehensive Plan. Following the open house period was a brief overview of the process and purpose and facilitated discussion at tables. Attendees were asked to validate known issues and characteristics of their Character Area. Additionally, attendees were asked to complete and submit a series of visual preference surveys and questionnaires that captured their input. All attendees received a Character Area summary page from the current Comprehensive Plan, as well as a glossary of terms.

The visual preference surveys included a series of images depicting various development types for the categories of residential, commercial, bicycle and pedestrian facilities, and alternative developments. Respondents were provided choices under each development type, asking the location of where he or she felt the development type would be most appropriate given these options:

- Interior of Character Area
- Along Major Corridors
- Transition Areas along Edges
- Not Appropriate Anywhere
- Another Place

Under each category were several subcategories with varying specifics relating to height, scale, setbacks, intensity, mix of uses, design and functionality. The development types presented in the survey were representative of those typically seen in Brookhaven or the greater Atlanta-region, and those not seen now, but that may be an option for the area. The goals of the visual surveys were to solicit feedback on development preferences, introduce potential new development types for the city, and spark discussion and conversation among the charrette attendees. A total of 169 stakeholders attended the Round I Charrette Series and a total of 164 preference surveys were returned.

#### Pop-Up Idea Session Summary

At the conclusion of the Round I Charrettes, the project team decided to host an additional outreach event to ensure input from Brookhaven's Hispanic and Latino stakeholders. The Pop-Up Idea Session was held on Saturday, October 1st at Northeast Plaza and gave stakeholders the option of providing feedback via an abbreviated version of the preference survey. Project staff talked to 20 stakeholders over the two hour period and received critical input regarding the future of the Buford Highway Corridor.

### Round II Charrette Series

Input from the Round I Charrette Series roundtable discussions and the preference survey results were used to better understand the desires of Brookhaven's stakeholders and to inform recommendations. The Round II Charrette Series was used to present these outcomes and to validate findings. Attendees were asked to provide feedback on the Character Area vision statement, draft implementation strategies and appropriate land uses. Additionally, the team used this time to get reactions to "Big Ideas" for Brookhaven, a few sketch concepts that the project team heard as a result of Round I Charrette feedback. As with Round I, the Character Areas were combined into the following seven groupings:

- September 14, 2016: Historic Brookhaven
- September 15, 2016: The Lakes District & Blackburn Park
- September 19, 2016: Brookhaven Heights-Brookhaven Fields & Briarwood Park
- September 20, 2016: Ashford Park-Drew Valley
- September 22, 2016: Lynwood Park & Osborne
- September 26, 2016: Roxboro & Lenox Park
- September 28, 2016: Buford Highway Corridor



A total of 80 stakeholders attended the Round II Charrette Series.

The Kick-Off meetings resulted in a database of interest for individual Charrettes, therefore outreach for the Round I and Round II series relied heavily upon email communication to this database, as well as additional outreach methods used to promote the Charrette series, summarized below:

- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City's social media sites.
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library.
- The project website was used to promote the charrettes

and to allow attendees to sign up.

**PHASE III: CHARRETTE FOLLOW UP**

Following the Round II Charrette Series, additional engagement was sought through the interactive project website to collect additional input and advertise "Next Steps" and the final stages of the project. Outreach methods used to promote "Next Steps" include a postcard email blast to the full study database as well as a reminder email. A total of 186 online feedback forms were collected. Eighteen (18) online comments were received on the "Big Ideas".

**CHARACTER AREA STUDY**  
Maintain. Preserve. Enhance.

**Next Steps!**

Thank you for your input and participation during the charrettes. Here's how you can stay involved throughout the rest of this process.

- 1 Give Your Input Online Now through October 21st**
  - Review the results of the **Character Area Preference Surveys** and complete and submit an online Character Area feedback form. Click on the "What's New" box at [www.BrookhavenCharacterAreaStudy.com](http://www.BrookhavenCharacterAreaStudy.com)
  - Weigh in on three **"Big Ideas"** by visiting [www.BrookhavenCharacterAreaStudy.com/big-ideas](http://www.BrookhavenCharacterAreaStudy.com/big-ideas)
  - Share these links with your neighbors!
- 2 Attend the Planning Commission Meeting on Wednesday, November 2nd @ 7:00 PM (City Hall)**
  - Show your support for the Character Area recommendations. Bring a neighbor!
- 3 Attend the City Council Meeting on Wednesday, November 9th @ 7:00 PM (City Hall)**
  - Show your support for the Character Area recommendations. Bring a neighbor!

[www.BrookhavenCharacterAreaStudy.com](http://www.BrookhavenCharacterAreaStudy.com)

**Phase IV: Project Close-Out**

Presentations were developed highlighting the process, input and approved recommendations for each of the Character Areas and delivered to the City Planning Commission and the City Council. Resident spokespersons from each Character Area volunteered to take part in this process as a way to show buy-in and to formally conclude the public engagement process. The project website will remain active until the end of January 2017 to allow residents the opportunity to view final study documents.

# City Wide Outcomes

Results of preference surveys, questionnaires, charrette discussions and online feedback were evaluated to determine outcomes for the City of Brookhaven as a whole and by each individual Character Area. City wide outcomes are summarized broadly as the things that stakeholders value, the things that they envision for their community and the things that challenge them.

**WHAT WE VALUE**

Values are our priorities - the things that we feel are important. Input showed that Brookhaven's stakeholders value its single-family neighborhoods and the natural environment among other things.

- The culture and feel of the Character Areas are important to residents. They want their neighborhoods to feel like home.
- A distinct and unique identity were viewed as important to many.
- Character Areas such as the Lakes District, Lenox Park, Historic Brookhaven, Roxboro, and Brookhaven Heights-Brookhaven Fields value a very traditional style of development.
- Maintaining inclusion - in income, family size, and age - was viewed as important.
- Thoughtful development that first considers the proportion of some existing land use types before allowing new development was desired.

**WHAT WE ENVISION**

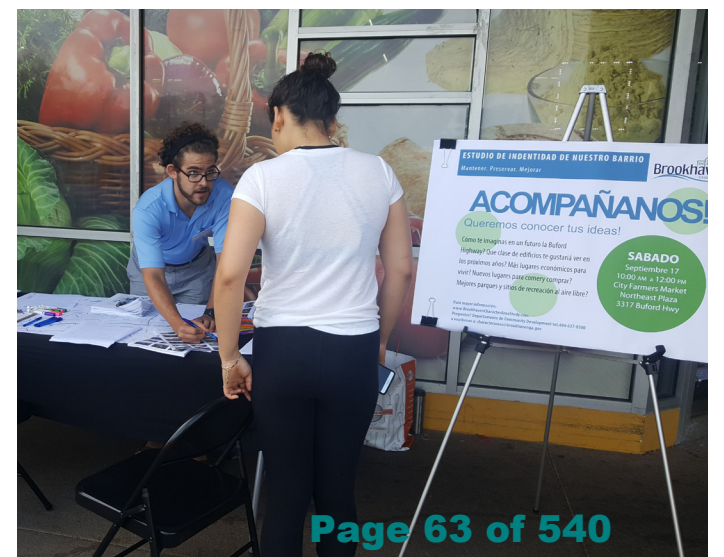
How does Brookhaven see itself in the future? What do stakeholders envision for their communities? Some ideas offered include:

- An opportunity for innovative development in Character Areas such as Lynwood, Osborne, the Buford Highway Corridor, Briarwood Park, Blackburn Park, and Ashford Park-Drew Valley.
- Stability and consistency in neighborhoods.
- Local, not regional, neighborhood-serving commercial uses.
- Bike lanes and sidewalks to connect people to destinations.
- Limited negative impacts of new developments on traffic, stormwater, trees, and schools.
- Adequate buffers between areas of varying uses, intensity and density.

**WHAT CHALLENGES US**

Challenges should be viewed as prime opportunities for growth. If we can identify potential obstacles to getting to what we envision for Brookhaven, then we can begin to develop solutions to address them.

- Sustainability: concerns that infrastructure cannot accommodate any more growth (people or vehicular) and will further stress stormwater, trees, congestion and schools.
- Affordability: maintaining and preserving an affordable stock of options, especially in the Buford Highway corridor is seen as a challenge.
- Compatibility: while there were split opinions on the compatibility of residential infill with existing homes, those who expressed it as a challenge stated that the top issues are the proximity of infill homes to the street and adjacent properties; infill homes are out of scale with existing homes; and infill homes sometimes cover too much of the lot.
- Encroachment: protecting the areas where single-family areas meet or abut other land uses.
- Density: how best to balance inevitable growth with a desire to maintain a high quality of life.





# City Wide Special Topics

City wide outcomes helped to identify some city wide topics that are applicable to all Character Areas. These special topics are summarized below.

## SINGLE-FAMILY INFILL

During the Round I Charrettes series a brief questionnaire was used to gauge stakeholder attitudes toward the compatibility of newly constructed residential properties with existing homes. When assessing the questionnaire results on a city wide basis, opinions were split with just slightly more (53%) of stakeholders believing that infill homes are compatible with surrounding homes. When presented with a list of potential solutions to address infill concerns, the following ideas rose to the top:

- Update the zoning code to reduce lot coverage maximums.
- Update the zoning code to reduce height maximums.
- Update the zoning code to increase front, rear and/or side setbacks.
- Reduce the frequency of variance approvals.

Another single-family infill solution that received support was for the development of single-family design guidelines to apply to all new construction. While the development of such guidelines is not recommended for the City as a whole at this time due to the variety of existing styles and lack of consensus city wide on compatibility, there is an opportunity to explore revisions to the Zoning Code for the specific Character Areas where infill concerns were expressed. Those Character Areas include:

- The Lakes District
- Blackburn Park Neighborhood Center
- Roxboro
- Ashford Park-Drew Valley

## STRONGER DEFINITIONS

The Comprehensive Plan uses the terms of “preserve, maintain and enhance”, often in the vision statements for the individual Character Areas. One of the requested outcomes of the study by the public was to establish specific definitions for each of these terms and how they relate to Brookhaven.

### Preserve

Preservation is important in all Character Areas. Stakeholders desire for the City to keep as much as possible to the

predominant patterns of development specific to their Character Areas. Doing so would provide stability and consistency. Stakeholders also want adequate buffers between areas of varying uses, intensity and density to ensure a gradual transition and in particular, no encroachment on single-family residential. Preservation of affordable housing is particularly important on Buford Highway, with concerns raised on how redevelopment pressure could negatively affect the current housing stock. Ultimately, Brookhaven’s stakeholders feel that each of their Character Areas have a unique culture and feel, and drastic changes could have adverse impacts.

### Maintain

Throughout the charrettes, the preference for one-for-one replacement was heard. Some individuals expressed that the City should encourage replacing “kind with kind”, and not replace for example, a single-family home on a one-acre lot with four homes on four quarter-acre lots. Others felt that the subdivision of lots was agreeable as long as the lots were no smaller than the existent zoning allowed. At the very least, residents felt there should be no subdivision of single-family lots for the purpose of rezoning to higher density. Opinions on redevelopment expressed that new development does not need to “match” the existing, but should remain the same use.

### Enhance

Stakeholders repeatedly expressed that the City should focus on development and infrastructure that first benefits the existing residents of Brookhaven. Residents desire more neighborhood scale and locally-serving commercial uses instead of large scale destination centers with regional draw. Bicycle lanes and sidewalks to connect to shopping, restaurants and recreation were also desired. Lastly, residents strongly urged that the City to take a more critical look at the impacts of new developments on stormwater, roads, trees and schools to limit the negative impacts of these new developments on existing residents.

# Character Area Outcomes

Input was solicited throughout the study process in three major areas for each Character Area: Character Area vision, Implementation Strategies and Land Uses. The following pages provide a summary of the recommendations, as informed by public input, for each Character Area in these three areas. Some existing Comprehensive Plan language is also shown to provide context.

- **Community Vision:** displays the vision statement currently outlined in the Comprehensive Plan. Proposed edits to the vision statement are shown in bold and italic font.
- **Existing Implementation Strategies:** displays the implementation strategies currently outlined in the Comprehensive Plan.
- **Additional Implementation Strategies:** strategies developed as a result of the Character Area Study process.
- **Appropriate Land Uses:** the land uses currently outlined in the Comprehensive Plan.
- **Additional Development Recommendations:** specific land uses, amenities and development forms that were identified as a result of the preference surveys, bringing more definition and specificity to the general “Appropriate” land uses identified in the Comprehensive Plan.
- **Considerations Moving Forward:** identifies opportunities for further study or evaluation beyond this study.

# Helpful Definitions

Each Character Area outcome summary includes an “Additional Development Recommendations” section which uses terminology that is consistent with land uses, amenities and development forms evaluated by the public during the Round I Charrette series. While not an exhaustive list of options, the examples were meant to spark conversation and inspire ideas. Some of the examples presented are defined below. The original preference survey documents can be found in the Appendix.

## ATTACHED HOUSING

- Townhome: characterized by a row of attached single-family housing units, fronting the street with a shared rear alley for parking.
- Duplex: two attached residences with a separate entrance for each unit.
- Live/Work: a mixture of uses that typically combines commercial space on the first floor and residential units on the upper floors.

## MULTIFAMILY UNITS

- Apartments: a single building or series of residential structures providing for-rent units.
- Mixed-Use: a combination of uses which may include commercial, retail or office on the first floor and apartments/condominiums on the upper floors.

## COMMERCIAL DEVELOPMENT TYPES

- Suburban: a single or mixed-use development ranging from 2 to 6 stories and incorporating amenities such as greenspace, expansive parking lots and landscaping.
- Urban: a dense, street-fronting, walkable mixed-use development featuring a combination of residential/retail uses, residential/office uses or one combining retail/office without a residential component with hidden parking.
- Neighborhood Scale: a mixed-use or stand-alone retail development style that emphasizes the small, pedestrian friendly, human-scale.

## PEDESTRIAN FACILITIES

- Wide Grassy Strip with Lighting: a wide grassy strip and pedestrian scale lighting that creates separation between pedestrians and the roadway often seen in commercial areas.
- Neighborhood Street with Sidewalk: most often more narrow than in commercial areas, 5 feet in width, with or without a grass strip for separation.

## MULTI-USE TRAILS

- Multi-Use Urban Trail: a paved path that creates an active transportation corridor through a built environment. Urban trails provide mobility for active transportation and allow users new, viable everyday travel options while creating greenways through developed areas.
- Multi-Use Gravel Trail: an unpaved, permeable path that uses gravel as a surface option. Gravel trails are suitable for a wide range of trail activities.
- Multi-Use Concrete/Asphalt Trail: a paved path that uses asphalt or concrete as a surface option. This type of facility can be used for a variety of purposes including pedestrian activity, cycling and running.

## ALTERNATIVE DEVELOPMENT TYPES

Alternative Developments provide opportunities to increase diversity by attracting residents of various ages, income levels, family size, and lifestyles. These development types capitalize on current trends and respond to changing demographics in a community.

- Adaptive Re-Use/Loft: often a more industrial feel, these promote the reuse of existing spaces such as warehouses, institutional or historical structures for residential use.
- Pocket Neighborhoods: small groups of neighboring houses tucked into pockets of existing neighborhoods and gathered around a shared open space (e.g., courtyard, garden, alley, pedestrian walkway). The open shared space is the focal point fostering a high level of interaction with neighbors.
- Accessory Dwelling Units: a complete, secondary house or apartment on a parcel containing an existing single-family detached home. Accessory dwelling units may provide multi-generational housing for young adult children and aging parents; increased affordability; options for small households; and small space market trends.

## LAKES DISTRICT

### Community 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.

### Existing Implementation Strategies

- Ensure that the proper zoning is in place to maintain the character of the single-family residential neighborhoods with infill development.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.
- Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.
- Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.
- Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center Character Area.

### Additional Implementation Strategies

- Limit the subdivision of lots that will result in increased density throughout neighborhoods.
- Maintain required setback and height requirements.
- Explore accessory dwelling units that are restricted for use by relatives (“in-law” suites).
- Consider semi-cluster homes on 1/3-acre lots.
- Establish comfortable walking connections to neighborhood commercial.
- Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.
- Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.
- Improve convenience and safety for bicycles and pedestrians.
- Enforce buffer between single-family areas adjacent to Perimeter Center Character Area and ensure transitional uses are contained wholly within the Perimeter Center area.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial\*
- Parks and Recreation

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

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents’ desires for future development and updates to the zoning code.

### Interior of Character Area

- Single-family detached homes
- Multi-use trails
- Neighborhood street with sidewalks and bike lanes
- Accessory dwelling units
- Pocket neighborhoods

### Transition Areas along the edges of the Character Area

- Multi-use trails

### Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- 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 trails

*\*At Chamblee-Dunwoody Road and I-285.*

### Considerations Moving Forward

Opinions from residents were split on the use of gravel or asphalt/concrete multi-use trails. More discussion will be needed as the linear trail along Nancy Creek advances into implementation. There was also some opposition to pocket neighborhoods expressed during the Round II Charrettes, though they scored high on the Round I preference survey.



## BLACKBURN PARK NEIGHBORHOOD CENTER

### Community 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.

*\*No revisions were made to this vision statement*

### Existing Implementation Strategies

- 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.

### Additional Implementation Strategies

- 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.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Mixed-Use
- Multi-Family Residential
- Townhomes
- Single-Family Residential

- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- 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

#### Transition Areas along the edges of the Character Area

- Bike racks, street furniture
- Pocket neighborhoods
- Accessory dwelling units
- Mixed-income attached and detached housing options

#### Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- 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

## LYNWOOD PARK

### Community 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.

*\*No revisions were made to this vision statement*

### Existing Implementation Strategies

- Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.
- Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Update the zoning code to provide for infill compatibility.

### Additional Implementation Strategies

- Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations:
  - Rezone favorably to allow additional retail and restaurant uses
  - Relax setbacks and minimum lot size requirements to match existing conditions
  - Reduce parking requirements per zoning to minimum restaurant needs
  - Consider resident-only parking zone along adjacent streets
    - Allow commercial use on smaller lots
- Allow subdivision of larger lots with minimum lot size of R-50.
- Explore options to improve mobility along Windsor Parkway such as traffic calming; flow improvement; sidewalks and/or bicycle lanes.
- 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.
- Explore potential of "Morrison Farms" property as active and passive recreation, townhomes, cluster homes or more affordable housing development.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family detached homes
- Sidewalks along neighborhood streets
- Multi-use urban, gravel and asphalt/concrete trails
- Accessory dwelling units
- Pocket neighborhoods

#### Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family detached homes
- Neighborhood scale retail
- Sidewalks with paved strip and lighting
- Bike racks, street furniture
- Neighborhood streets with sidewalks and bike lanes
- Multi-use urban trails
- Pocket neighborhoods
- Mixed-income detached/attached housing options

#### Along Major Corridors such as Windsor Parkway and Osborne Road

- Neighborhood scale retail
- Single-family attached, live/work
- Protected bike lanes
- Bike racks and street furniture
- Neighborhood streets with sidewalks and bike lanes
- Sidewalks with wide grassy strip and lighting

## HISTORIC BROOKHAVEN

### Community 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.

*\*No revisions were made to this vision statement*

### Existing Implementation Strategies

- 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 in the Character Area described above.
- 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.
- As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.
- Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.
- The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district.

### Additional Implementation Strategies

- Improve convenience and safety for bicycles and pedestrians.
- Improve connectivity to Brookhaven Park.
- Improve pedestrian connectivity to Town Brookhaven.
- Establish comfortable walking connections to adjacent neighborhood commercial.
- Consider connecting discontinuous sidewalks.
- Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.
- Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family detached homes
- Neighborhood streets with sidewalks and bike lanes
- Neighborhood streets with wide grassy strip, lighting
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Accessory dwelling units

#### Transition Areas along the edges of the Character Area

- Single-family detached homes
- Neighborhood scale mixed-use
- Neighborhood scale retail
- Pocket neighborhoods

#### Along Major Corridors such as Windsor Parkway

- Single-family attached
- Multi-family apartments

## OSBORNE

### Community 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 recreation land uses are seen as appropriate for this area.

### Existing Implementation Strategies

- Ensure that the appropriate zoning is in place to maintain the character of the existing single-family residential neighborhood.
- Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.

### Additional Implementation Strategies

- Allow subdivision of larger lots with minimum lot size of R-50.
- Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single-family neighborhoods to ensure appropriate and gradual height and density transitions.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Explore opportunities to protect Character Area residents against parking overflow from the Peachtree Corridor Overlay District.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family detached homes
- Neighborhood streets with sidewalks and bike lanes
- Pocket neighborhoods

#### Transition Areas along the edges of the Character Area

- Neighborhood streets with sidewalks and bike lanes
- Multi-use urban trails

#### Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- Neighborhood sidewalks with grassy strip and lighting
- Neighborhood sidewalks with narrow paved strip and lighting
- Protected bike lanes
- Neighborhood street with sidewalks and bike lanes
- Bike racks, street furniture



## ASHFORD PARK - DREW VALLEY

### Community 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.

### Existing Implementation Strategies

- Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
- Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this Character Area that have experienced significant infill.
- Provide incentives to promote the development of neighborhood commercial at the intersection of Dresden Road and Clairmont Road.
- Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.
- Update the zoning code to provide for infill compatibility.

### Additional Implementation Strategies

- Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single-family neighborhoods.
- Ensure greater enforcement of existing codes, such as front, side and rear setback requirements, to protect neighborhoods and promote consistency in development.
- Promote more affordable housing and aging in place through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods in appropriate locations.
- Create an opportunity for the redevelopment of Clairmont Road into a boulevard-style corridor with neighborhood-scale commercial (up to 3 stories).
- Limit the subdivision of lots for infill development.
- Explore traffic calming measures within neighborhoods.
- Pursue sidewalk connectivity throughout Character Area neighborhoods.
- Preserve single-family and restrict further commercial development on Dresden from Conasauga Avenue east to the intersection of Clairmont Road and Dresden Drive.
- Establish separate guidelines to differentiate passive greenspace and developed park areas.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

### Interior of Character Area

- Single-family detached homes
- Neighborhood street with sidewalks and bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

### Transition Areas along the edges of the Character Area

- 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
- Bike racks, street furniture
- Mixed-income detached/attached housing options

### Along Major Corridors such as Clairmont Road and Dresden Drive (from Peachtree Road to Camille Drive)

- 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

### Considerations Moving Forward

Opinions were split on the addition of accessory dwelling units and pocket neighborhoods with slightly more in favor. It is recommended that they are included as land uses, but further discussion may be required in the Update of Zoning Code.

## BROOKHAVEN HEIGHTS - BROOKHAVEN FIELDS

### Community 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.

### Existing Implementation Strategies

- Provide appropriate buffers between proposed Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.
- Conduct neighborhood specific surveys regarding infill development within Brookhaven Fields and Brookhaven Heights to assess if infill regulations need to be changed in these areas
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Implement improvements to Clack's Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.
- Update the zoning code to provide for infill compatibility.

### Additional Implementation Strategies

- Buffers between the Peachtree Corridor Overlay District and single-family neighborhoods should provide appropriate and gradual height and density transitions.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Explore opportunities to protect Character Area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.
- Revisit and refine the Peachtree Corridor Overlay District.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Townhomes
- Institutional
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family detached homes
- Neighborhood street with sidewalks and bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

#### Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached live/work units
- Suburban neighborhood commercial (3 stories with greenspace)
- Multi-use asphalt/concrete trails
- Retail/artist lofts
- Mixed-use residential with shared gardens
- Single-family detached (narrow structure on narrow lot)
- Mixed-income detached or attached housing options

#### Along Major Corridors such as North Druid Hills Road

- Sidewalks with wide grassy strip and lighting
- Sidewalks with narrow paved strip and lighting
- Multi-use urban trails
- Bike racks
- Protected bike lanes

## LENOX PARK

### Community 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.

*\*No revisions were made to this vision statement*

### Existing Implementation Strategies

- 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.
- Develop a new more user friendly mixed-use zoning district to be applied in this area.
- Encourage neighborhood commercial and mixed-use development with a retail component within this area.

### Additional Implementation Strategies

- Encourage neighborhood commercial that promotes walking, not driving.
- Maintain the central walking trail and passive open spaces.
- Improve pedestrian accessibility and crosswalks.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family detached homes
- Single-family attached duplexes
- Neighborhood scale retail
- Neighborhood scale mixed-use residential/retail/office (3 stories)
- Sidewalks with wide grassy strip and lighting
- Sidewalks with paved strip and lighting
- Bike lanes, bike racks, street furniture
- Multi-use urban trails
- Multi-use gravel trails
- Multi-use asphalt/concrete trails

#### Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached live/work units
- Neighborhood street with sidewalks and bike lanes
- Co-working space

#### Along Major Corridors such as Windsor Parkway

- Single-family attached townhomes
- Neighborhood scale mixed-use residential/retail/office (4 stories)
- Neighborhood street with sidewalks and bike lanes
- Protected bike lanes
- Multi-use gravel trails



## BRIARWOOD PARK

### Community 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.

*\*No revisions were made to this vision statement*

### Existing Implementation Strategies

- Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
- Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
- Ensure that new developments provide connectivity to Buford Highway activity center area.
- Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.

### Additional Implementation Strategies

- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Preserve the residential character of the Character Area.
- Explore relocating utilities underground.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Parks and Recreation
- Institutional

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family detached homes
- Sidewalks on neighborhood streets with bike lanes
- Multi-use asphalt/concrete trails
- Single-family detached (narrow structure on narrow lot)
- Tiny houses
- Accessory dwelling units
- Pocket neighborhoods

#### Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached duplexes
- Single-family attached live/work units
- Mixed-use residential with shared garden
- Mixed-income with detached and attached housing

#### Along Major Corridors such as Ashford Dunwoody Road, Chamblee Dunwoody Road and Johnson Ferry Road

- Multi-Family Apartments
- Sidewalks with wide grassy strip and lighting
- Sidewalks with narrow paved strip and lighting
- Bike racks, street furniture
- Protected bike lanes
- Co-working space
- Retail/artist lofts

## ROXBORO

### Community 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.

### Existing Implementation Strategies

- Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard.
- Update the zoning code to provide for infill compatibility.\*  
*\*Opposition was expressed at the charrettes for this Comprehensive Plan recommendation. Attendees asked for this strategy to be removed.*

### Additional Implementation Strategies:

- Maintain single-family detached housing in interior of Character Area.
- Maintain current density allowed by district.
- Consider low-density townhouses along North Cliff Valley.
- Restrict high-density development.
- Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.
- Encourage neighborhood commercial that promotes walking, not driving.
- Pursue pocket parks instead of regional parks.
- Establish passive parks, without night lighting for active recreation.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- Single-family detached homes
- Neighborhood scale retail
- Neighborhood street with sidewalks and bike lanes
- Multi-use gravel trails

#### Transition Areas along the edges of the Character Area

- Single-family attached townhomes
- Sidewalks with grass strip with lighting
- Bike racks, street furniture
- Multi-use asphalt/concrete trails

#### Along Major Corridors such as Windsor Parkway

- Sidewalks with wide grassy strip and lighting
- Sidewalks with paved strip and lighting
- Bike racks, street furniture
- Protected bike lanes
- Multi-use urban trails

### Considerations Moving Forward

Opinions from residents were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes. Surveys indicated support for these land use types, but attendees of Charrette II voiced strong opposition. It is recommended revisiting the opportunity for accessory dwelling units, pocket neighborhoods, compact homes and duplexes in the update of the Zoning Code as well as future Comprehensive Plan updates.

## BUFORD HIGHWAY CORRIDOR

### Community 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.

### Existing Implementation Strategies

- Encourage the redevelopment of key parcels identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.
- Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
- Limit visual clutter in the corridor by implementing adequate sign regulations.
- Explore rebranding and marketing the corridor as an international culinary destination.
- As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.
- Encourage neighborhood commercial in transition areas.
- Encourage inter-parcel connectivity with new developments.
- Create buffer zones between commercial and residential areas.
- Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.
- Consider civic or cultural performing arts center to showcase local and regional talent and provide event space.
- Create more opportunities for children and youth through recreational and social programming.
- Incorporate crime prevention through environmental design (CPTED) principles to strategically address concerns with crime.

### Additional Implementation Strategies:

- 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.
- Set affordable housing goals and create policies and incentives for developers to meet these goals.
- 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.
- Develop park space as both passive and active and look for opportunities to develop pocket parks.
- Encourage greenspace as part of new developments.
- Create neighborhood access points and connecting paths to the Peachtree Greenway.
- Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.

### Appropriate Land Uses

The Comprehensive Plan identified the following land uses as appropriate for this Character Area:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Commercial/Retail
- Institutional
- Industrial
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

### Additional Development Recommendations

The Character Area Study further identified the following land uses, amenities and development forms and specified where in the Character Area they would be most appropriate. This list does not replace what is currently existing, allowed by zoning or appropriate in this Character Area, but should be consulted when considering residents' desires for future development and updates to the zoning code.

#### Interior of Character Area

- 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 along the edges of the Character Area

- 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

#### Along Major Corridors such as Buford Highway, North Druid Hills Road and Clairmont Road

- Co-working space
- Retail/artist loft
- Mixed-use residential with shared garden
- Single-family attached live/work units
- Multi-family adaptive re-use/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 with grass or paved strip with lighting
- Cultural/performing arts center



# 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

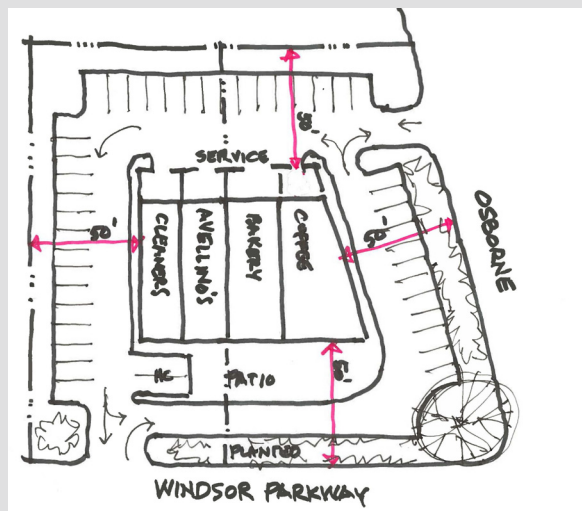


Image #1: Sketch plan of Windsor Parkway at Osborne Road

### 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

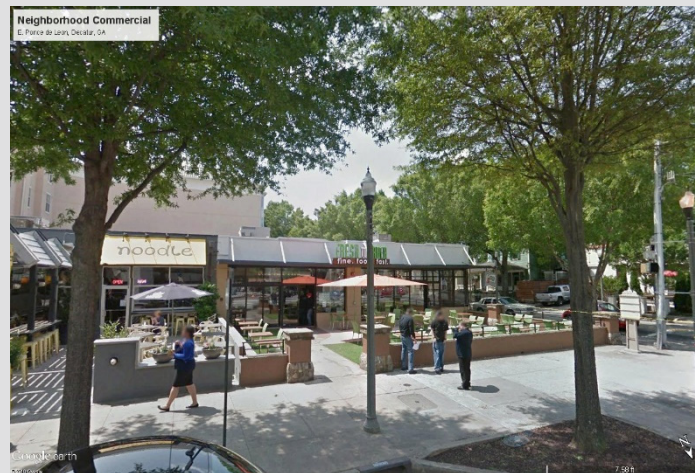


Image #2: The corner of East Ponce de Leon Avenue and Church Street in the City of Decatur

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"

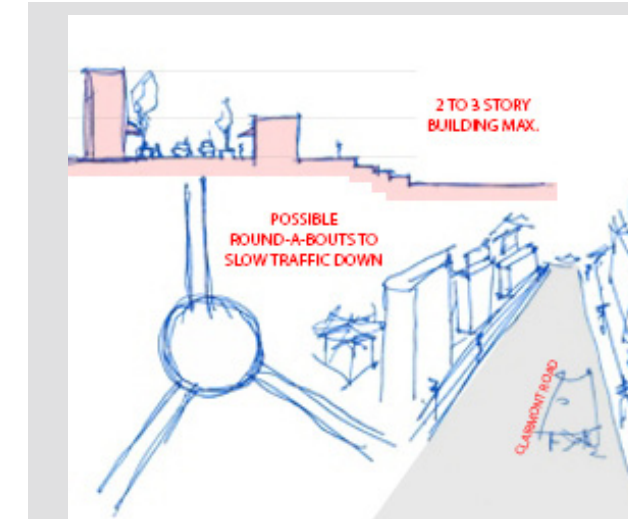


Image #3: Clairmont Road Corridor Improvements

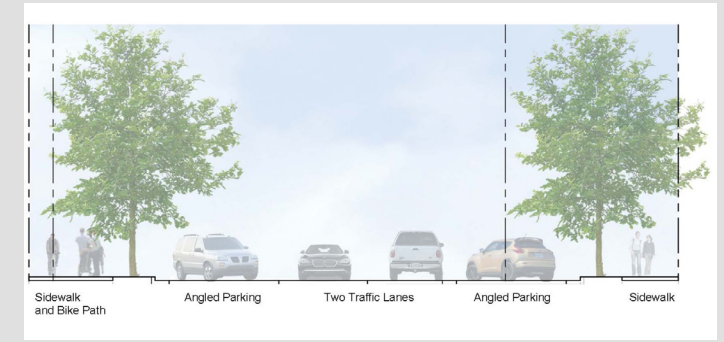


Image #4: A Clairmont Road "diet" could reduce the current capacity of the roadway and incorporate street trees and

### 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.

**BIG IDEA: POCKET NEIGHBORHOODS**



**Image #5: Pocket Neighborhood Concept**



**Image #6: Pocket neighborhoods are small groups of neighboring houses gathered around a shared open space such as a courtyard, garden, alley or pedestrian walkway.**

**Overview**

Pocket neighborhoods are small groups of neighboring houses gathered around a shared open space such as a courtyard, garden, alley or pedestrian walkway. The open shared space is the focal point of the little community fostering a high level of interaction with neighbors. Called so because they are tucked into pockets of existing neighborhoods and often located near walkable destinations, pocket neighborhoods could fill the need for more affordable housing options in Brookhaven.

The sketch in Image #5 considers the Morrison Farms property in the Lynwood Character Area as an example of an appropriately sized location for a pocket neighborhood in Brookhaven. The sketch assumes the following:

- The property will be rezoned favorably to contiguous similar residential properties on Club Place, Mabry Oaks Drive and Dunbarton Trace.
- The opportunity for a pathway connection to Mabry Oaks Drive should be considered.
- The street surround the park will be a one-way street.

**Public Reaction**

Public reaction to the pocket neighborhood was positive but mixed. There was support for a true pocket neighborhood and not just another group of cluster homes on a cul-de-sac. Responses favored walkways that connect existing cul-de-sacs to one another resulting in a new walkable grid to encourage other means of transportations than car-only.

The idea was also seen as an option to provide smaller, more affordable housing, a need expressed throughout the public engagement process.

Those opposed to the idea felt that pocket neighborhoods would only create more cul-de-sacs which are seen by some as hindrances to true connectivity.

**Recommendation**

Explore the idea of pocket neighborhoods within Character Areas that expressed some interest in this concept, which includes:

- Briarwood Park
- Brookhaven Heights-Brookhaven Fields
- The Buford Highway Corridor
- Lynwood Park
- Lakes District
- Osborne

The City’s current Residential Neighborhood Conservation District, which encourages creative residential planning and development while preserving unique environmental features as an appropriate starting point for this recommendation.

# Other Concerns

Throughout the study process discussions, concerns were raised that were outside of the scope of the Character Area Study. Below is a listing of the concerns and the past, current or pending City initiative that addresses them.

Concern	Where to Go for More Information
Traffic Congestion Signal Timing Transportation	City of Brookhaven Comprehensive Transportation Plan Ashford-Dunwoody Corridor Study
Stormwater Issues	Public Works, Stormwater Division
Watershed Issues	Nancy Creek Watershed Improvement Plan
Tree Protection Policies	City of Brookhaven Tree Ordinance
MARTA TOD Development	MARTA TOD Study Process
Zoning (general)	Zoning Code Rewrite Process
Peachtree Creek Greenway	Peachtree Creek Greenway Master Plan
Affordable Housing	City of Brookhaven Affordable Housing Task Force
Sidewalks Bike Lanes	Brookhaven Bicycle, Pedestrian and Trail Plan
Parks and Recreation	Comprehensive Parks and Recreation Master Plan
Peachtree Corridor Overlay District	Brookhaven-Peachtree Overlay District Study



# Appendix

[Appendix A: Summary of Kick Off Meetings](#)

[Appendix B: Summary of Charrette Series, Round I](#)

[Appendix C: Visual Preference Surveys](#)

[Appendix D: Infill Questionnaire](#)

[Appendix E: Summary of Charrette Series, Round II](#)

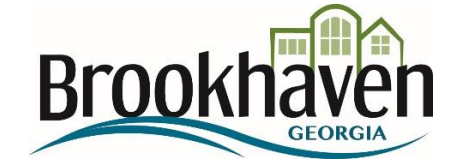
[Appendix F: Character Area Feedback Forms](#)





# Appendix A

## Summary of Kick Off Meetings



### City of Brookhaven Character Area Study

#### Summary of Kick-Off Meetings

##### Meeting Schedule

July 14, 2016 | 10:00 a.m. to 12:00 p.m. | St. Martin's Episcopal Church | 3110 Ashford Dunwoody Road

July 14, 2016 | 6:30 – 8:30 p.m. | Brookhaven City Hall | 4362 Peachtree Road

July 19, 2016 | 10:00 a.m. to 12:00 p.m. | Briarwood Park Rec Center | 2235 Briarwood Way, NE

July 19, 2016 | 6:30 – 8:30 p.m. | Brookhaven City Hall | 4362 Peachtree Road

##### Meeting Format

The meetings began with a brief Open House period followed by a presentation and question/answer session. The meeting concluded with another Open House session that allowed attendees the opportunity to sign up for the upcoming charrette series and speak one-on-one with City and project staff.

##### Promotion

The meetings were promoted through a variety of means.

- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City's social media sites.
- Large format signs were placed throughout the City of Brookhaven and strategic intersections.
- Hard copies of the flyer were distributed to businesses throughout Brookhaven
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library
- Information was made available to attendees at the July 6 and July 16 Food Truck Roundup Events.

##### Attendance

A total of 170 individuals signed into the meetings, 91 individuals attended the July 14<sup>th</sup> meetings and 79 individuals participated in the July 19<sup>th</sup> meetings. Attendees included residents, property owners, and representatives from the Planning Commission, neighborhood associations, and local agencies such as the Latin American Association.

##### Summary of Meetings

Each meeting began with an opening and welcome by Mayor Ernst who thanked the public for their attendance and participation in this process. The mayor stated the importance of the





study to help the city plan for projected growth, and allow the residents the opportunity to provide input on the shape of Brookhaven's future. City staff then provided background on the study, how it complements the Comprehensive Plan, and how the Comprehensive Plan ultimately relates to the regulatory guidelines. Project staff from Sycamore and Rosser provided more details on the specifics of the study process, the Comprehensive Plan components, and the Character Area descriptions and expressed visions.

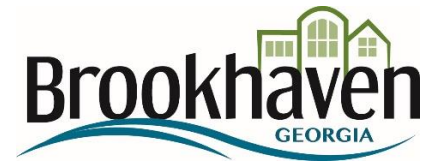
#### Input on Outcomes:

During the presentation, attendees were asked their thoughts on what they would like to see as an end product of the Character Area Study. The following is a summary list of those outcomes:

- Accountability for developers to stay true to design approved by the public
- Stiffer penalties for violations by developers
- Improve zoning to protect trees
- Improve environment in neighborhoods
- Address scale of infill development versus existing homes
- Ensure compatibility with new development in existing neighborhoods
- Address density and how it impacts traffic
- Include sidewalks as a part of infill development
- Include more public input in the variance process
- Include a mix of retail in new development
- Create more work-from-home options (e.g., loft spaces)
- Increase walkability
- Take another look at the flavor of character areas (ex: Apple Valley Road; Peachtree Overlay District)
- Make entire city more pedestrian friendly
- Address impervious surface issues - developers should kick in or pay for sewer/stormwater loads
- Better definition of how commercial will tie in to residential – needs to be closer to neighborhoods (restaurants, neighborhood commercial, etc.)
- Set realistic expectations for plan
- Address overlooked items such as transition between areas
- Protect/expand greenspace
- Consider use/occupancy – no empty storefronts
- Tree protection/replacement
- Strengthen and clarify process for developers in order to protect Brookhaven
- Address more than residential



- Address limitations of stormwater runoff
- Link or tie infrastructure and development
- Add capital improvement scope to Comprehensive Plan (impact fees) for impervious paving, roofing, etc.
- Benchmark walkability and bikeability of communities
- Encourage sustainable development
- Address minority/ethnic populations
- Protect from gentrification
- Encourage additional use of park space and trails
- Address Peachtree Corridor Overlay District; it influences other districts
- Create short and near term policies
- Recognize value of residences in Buford Highway
- Clarify meaning/intent of terms for accurate and common understanding
- Ensure a fair and equal process that includes participation of minority populations and all of Brookhaven
- Ensure same protections on Buford Highway as in other neighborhoods
- Ensure sharing of information among all character areas during charrette process
- Consider an option to change character area boundaries
- Protect granite curbing
- Address the maintenance of right-of-way
- Protect lot sizes
- Impose sidewalks as a part of any new construction
- Address signage clutter
- Consider architectural design standards
- Encourage varying price points; make Brookhaven affordable for all
- More review in instances of density
- Develop truly mixed use communities
- Develop a Dresden "village" brand
- Lower building height standards on Dresden
- Keep perspective of the volume of housing in Brookhaven by style as the City continues to grow
- Identify park needs and public space in Buford Highway area
- More parks/green space needed in south Brookhaven
- Reduce density allowance south of Apple Valley on Dresden to 20,000 sq ft of residential per acre, 3 stories maximum
- Increase walkability by connecting to trails
- Strategically include park space with community amenities



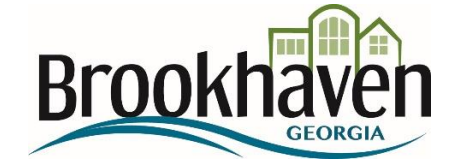
- More tree preservation – keep existing mature trees; require one-for-one replacement
- Stormwater watershed plan should inform character area discussions
- Have stormwater watershed plan as a reference in charrettes
- Address transitions between and within character areas
- Preserve nature elements
- Uniformity of overlay district and character area/neighborhood rules
- Protect trees and greenspace
- Understanding of interrelationships of character areas
- Stormwater management
- Concern for congestion at MARTA TOD
- Concern for mixed use, dense developments (Town Brookhaven, Dresden)
- Define assumptions for planning
- Coordinate with public schools
- Define “residential”
- Connectivity
- Residential protection guidelines
- Pedestrian and bike friendly especially to and from MARTA
- Maintain greenspace around character areas to keep us out of cars

#### Comment and Question Themes:

The following summary lists the themes of the comments heard during the comment and question and answer sessions of the meetings. Questions asked at the meetings were used to update the Frequently Asked Questions (FAQ) section of the study website. Please check the FAQ's for complete answers.

#### Zoning and Development

- We need to make it difficult for developers to modify approved plans. They need to be required to pay for infrastructure improvements. They need to be held accountable for when they don't do as they say.
- We need to get to a point as a city where we know that the zoning will stand and will 'be okay' when we walk away. We need to uphold the zoning in neighborhoods.
- I feel that the City of Brookhaven is passing everything through. The wording is there, but they're ignoring it. We shouldn't have to watch everything that the City does.
- Developers should be charged when there are issues with stormwater or sewer.
- We need to make sure the school district is included so that planning for schools and city initiatives is coordinated.



- There is no reason for MARTA to redevelop the station. Lindbergh is a mess and traffic is bad enough here now.
- Developers have more say in how they impact our community than we do.
- The infill practice of replacing small homes with much larger homes should be monitored.
- Developers should be encouraged to build different types of housing, not just the usual models.
- Is there a way to include the zoning board in the charrette process? It would help them understand the words of enhance, preserve, and maintain.
- Is there a way to prioritize the ordinances? A lot of people are upset about the number of trees that are coming down. That should be a priority.
- We need to consider traffic patterns when we talk about development: some streets are very dangerous. Let's not kill existing residents by bringing in new ones!
- I would like to see some discussion on a potential environmental sensitivity overlay.
- Do we need to grow 30%, can't we just grow 15% or better yet, maintain what we already have? We are already being choked in traffic.
- There are too many plans and processes (planning, development, and zoning) to keep up with and it lack of explanation of how it all flows.
- We need, as citizens, better tools to self-police what developers are actually implementing, particularly with regards to sewer and Stormwater.
- What happens to development while we are working through this study and the zoning rewrite?

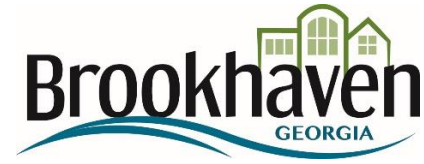
#### Pedestrian

- The entire city should be pedestrian-friendly; that concept should be consistent throughout different character areas.
- Don't forget that some people might not want connectivity in their neighborhoods, let's not make it a city-wide agenda
- Remember not everyone can walk a mile, we need to take into consideration the needs of all citizens in our planning.
- Connectivity between neighborhoods is a good thing, I urge all of you to be future thinking.
- Citizens need to insist that bicycle and pedestrian plans are implemented. Citizens need to let the City do projects in its right-of-way and stop blocking their efforts.

#### Character Areas

- There may be backlash for not including the Peachtree Road Overlay District Corridor. There is much concern about traffic here.





- My character area does not include community features like schools, parks. Why were those features included?
- We need to define a 'glossary' of terms or definitions in the charrettes: growth, maintain, enhance, preserve, height, density, style, etc. so that we can work off of the same baseline.
- Please present examples of developments, innovative ideas, etc. at charrettes for people who may not be used to this type of process and thinking along those lines.
- We need to be future-thinking, bringing innovation and technology into the discussion. Many people, including Millennials, work from home or are looking for work/live space. Some of us are, or will be retired; we should think of what the next generation may want.
- Most visions say maintain, enhance, preserve. Why is this not in action now? We're talking about the future, but what we're seeing now as residents is that vision not coming through enough. Brookhaven is highly sought after but we have to control what is happening before it is not a great place anymore.
- There are a lot of new alternative housing types to accommodate all sorts of needs that we don't have in Brookhaven. We should be looking to provide these options.
- I live in a character area not included in the study, I want to participate too!
- Please include visioning work conducted through the Peachtree Corridor LCI from 2006. We did a tremendous amount of work talking about character of the community using visual preference surveys. Please post the LCI study on the project website.
- We need to go down to detail of look, form, height, etc.
- I am impressed with the Livable Buckhead organization. Perhaps there is a way to start something like this for Brookhaven.
- The Boys and Girls Club is up for sale.

#### Arts and Culture

- We need to think how we can bring in Arts and Culture into the conversation, not only for aesthetics, but for economic development as well.
- A community playhouse or art gallery, through a possible partnership between Oglethorpe University and the City would be wonderful for cultural development.
- I would like to see a City Center Village where we can hold festivals and events, like City of Decatur's square.
- We should incorporate public art and street furniture wherever possible.

#### Parks and Greenspace



- Each neighborhood in Lenox Park has an HOA that pays to use the park. If you improve connectivity, will users have to pay to access the park? City of Brookhaven provides no funding for the park.
- Some character areas are park starved, particularly in south part of Brookhaven such as the Buford Highway corridor.
- We need more greenspace in character areas, so we all don't have to drive to the same parks, in the same traffic, at the same time.
- If all open spaces are thought of as parks, then they all need to be maintained as parks.
- You can ask developers to provide pocket parks, give public lands to neighborhoods.
- Osborne Park contains an old growth forest, about 10% of the area that it used to encompass. It is important that we preserve this area.

#### Equity and Outreach

- We need to remember displaced residents. Is there really 1:1 replacement for residents when their properties are torn down? We need to remember affordable housing and the people who live in Buford Hwy want their homes/areas to be preserved, maintained and enhanced as well. We need to remember that this is home to them.
- Please look at best practices for including allocations for affordable housing when redevelopment happens, especially around Buford Highway.
- Try connecting with We Love BuHi organization, and other organizations that work in Buford Highway to spread the word about the study and charrettes.
- The City needs to do a better job of inviting minority residents into the process. You must have translated materials and interpreters present at meetings if you want meaningful participation.



# Appendix B

## Summary of Charrette Series, Round I

### City of Brookhaven Character Area Study

#### Charrette Series Round I Summary

##### Format

Meetings began with a 15 minute open house where attendees were invited to provide input on the Vision statement as outlined in the Comprehensive Plan. Following the open house period the project team gave a brief overview of the process and purpose and facilitated discussion at tables. All attendees received a Character Area summary page from the current Comprehensive Plan as well as a glossary of terms.

##### Outreach

The Character Area Study kick off meetings served as a main source of promotion and outreach for the Round I Charrettes. Additional outreach was conducted via the City of Brookhaven’s Communication Department, the dedicated project website (brookhavencharacterareastudy.com) and at the Wednesday night Food Truck Roundup events.

##### Attendance & Response

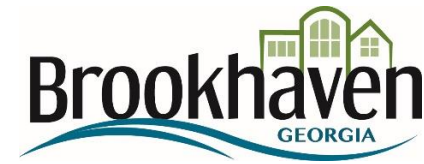
Charrette attendees had the opportunity to sign up in advance of the sessions online and at the kick off meetings, however, many residents signed up on-site on the night of the event. In some cases, those who pre-registered did not show on charrette night and other sessions had significant on-site registrants. Additionally, attendees were asked to complete and submit a series of visual preference surveys and questionnaires that captured their input. These attendance and response outcomes are summarized in the table below.

Charrette Date	Character Areas Discussed	# Pre-Charrette RSVPs	# On-Site Registrants	# Total Attendees	# Surveys Returned
August 16	Historic Brookhaven	13	5	10	4
August 22	Brookhaven Heights-Brookhaven Fields, Briarwood Park	44	9	30	29
August 24	Ashford Park – Drew Valley	32	7	17	16
August 29	Lynwood Park, Osborne	21	16	24	22
August 30	Roxboro, Lenox Park	18	16	26	25
August 31	Buford Hwy Corridor	33	29	33	32
September 1	Lakes District, Blackburn Park	46	8	29	36

##### Summary of Input

A summary of the input received at each Character Area charrette is attached by session. The results of the visual preference surveys have also been tabulated by Character Area. Preliminary results of this input is also available.





## Historic Brookhaven

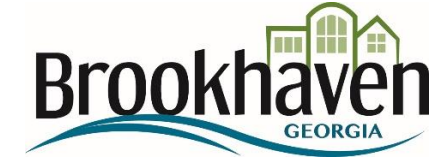
### Feedback on Community Vision:

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.

- Allow garage/granny flats in back yards
- Sidewalks/walkable streets

### Session Feedback:

- Residential
  - Keep R100
  - Townhomes are okay – Aldredge on Bellair, 2/3 stories
- Commercial Development
  - North near Windsor would be an appropriate location (near Avellino's)
  - Transition area at Osborne/Windsor is an ideal location for more neighborhood commercial, townhomes too
- Bicycle/Pedestrian
  - Residents will submit list of priority streets to Councilmember Bates Mattison
  - Need to connect existing sidewalks
  - Promote walkability
  - Some residents would like to bike in Historic Brookhaven
  - Need a connection to Brookhaven Park and Blackburn Park
  - Need a connection to Town Brookhaven
  - Destinations on Peachtree are hard to walk to; walk to Windsor instead
  - Pedestrian pathway along the creek
  - Vegetation around Club is a problem for pedestrians
- Transitional Areas
  - Need better buffer between community and Brookhaven Plaza (near McDonald's)
  - Hudson's does not have enough parking, on-street parking extends into neighborhood
  - Morrison Farms property
    - Potential greenspace
    - Can a bridge over the creek be built?
    - Connection with Mabry
- Alternative Development
  - Flats are needed for seniors who wish to age in place in Brookhaven stacked and horizontal 3 or 4 stories, min lot size – 2300-3500 sq ft.
  - Can rooftop gardens be allowed?
  - Can urban agriculture be promoted?
- Other



- One neighborhood, two jurisdictions: Brookhaven and Atlanta
  - Compatibility issues
    - 18k sqft City of Atlanta, 15k sqft Brookhaven, setback issues
    - Variance process for Atlanta side uses NPU process and is more formal
    - 911, road maintenance, tree ordinance
- Signal timing is an issue
- Peachtree gateways



## Brookhaven Heights, Brookhaven Fields, Briarwood Park

### Feedback on Community Vision:

#### Brookhaven Heights-Brookhaven Fields

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compatibility.

- One green dot in agreement
- What does residential infill development mean and what impact on traffic?
- Why isn't the Heights-Field area also described as a vision of "preserve & promote single family homes"?
- Highlight in plan to protect existing residential single family
- All development must take into consideration improvements to Peachtree Road/North Druid Hills/Dresden traffic issues
- Pine Hill and the single family neighborhoods of Lenox should be part of this area
- Why are our neighborhood schools (Woodward and Cross Keys) not included in our area? All other areas have this benefit.
- Every street should have a sidewalk on at least one side of the street
- Can we address how the overlay encroaches into the neighborhood and how that negatively affects a single family neighborhood
- 1950s residential area Hillsdale not included in description

#### Briarwood Park

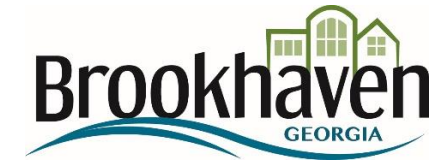
The vision for the Briarwood Park character area is to continue to be an area of high-quality, higher-density townhome and condominium development. Major land use changes which deviate from the existing land use mix are not seen as appropriate for this area. Briarwood Park itself should be maintained 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.

- Two green dots in agreement
- Need limits on higher density. Impact on traffic is critical!
- Replace low-quality apartments with high-quality developments
- Height and setback limits – relatively low density
- Larger right turn lane from Briarwood to Buford Hwy
- Bike lanes FULL length of Briarwood
- What are the housing needs?
- Transition south – what is appropriate on the 'edges' that abut Buford Hwy?

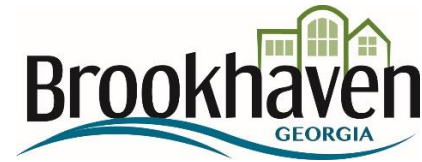
### Session Feedback:

- Lot sizes/Infill
  - 20,000 sq ft maximum

- Non-conforming lots – lot size variances
- Require step back of tall buildings pulled up to street
- No lot coverage or side setback variances
- Houses come to lot lines/roads. Scale is too big
- Average front yard setback – maintain
- In Brookhaven Fields we are quirky and "architectural compatibility" isn't a positive thing on our street!! Variety is the spice of life we need. Visit Oostanaula Drive!
- Infill homes are way too big
- Alternative Development
  - Aging in place ordinance?
  - Consider housing options
    - Larger lots
    - Quad/Triplex
    - Granny flats/carriage houses – separate rules than accessory structures
    - Affordable housing
    - Limit #/% of those types within an area
  - Tiny houses in transit efficient areas
  - Pocket neighborhoods and mixed income w/detached are great for Briarwood Park/Buford Hwy transitional areas
- Residential
  - Encroachment of commercial and multi-family on single family residential
    - 8-plex on Etowah
    - Transition: 50'+ commercial to medium density (30'+) to low density with buffer (more than 30')
  - Protection of neighborhoods through:
    - Setbacks
    - Enforcement consistency
    - Less variance
  - Development on North Cliff Valley – maintain residential
  - North Cliff Valley
    - Trails
    - Streets aren't pleasant
    - Safety lights to contact police
  - Range of housing for seniors and affordability
  - Price of entry is too high
  - Townhomes in Briarwood Park; no 3-story apartments.
  - Tri and quad plex ok in interior
- Pedestrian/Bicycle
  - Sidewalks on every street at least on one side/sidewalk bank (need map & program)
  - Flowers along roads
  - Pedestrian amenities/sidewalks/crosswalks
  - Add sidewalks
  - Intersections need better pedestrian amenities
  - Briarwood needs sidewalks, bike lanes
  - More 5ft, not multi-use trail appropriate



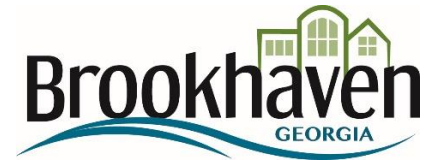




- Bike/ped plan, not on Sylvan Circle
- OK only if does not take trees or landscaping to build
- Neighborhood Commercial
  - On street parking is not attractive and walkable
  - True mixed use – multiple housing types plus commercial component
  - Needs pure commercial on major corridors rather than mixed use/retail
  - All commercial property should give a portion of their property for park/greenspace to neighborhood; a minimum of 50 x 100 used as a transitional setting to bring people/community into area.
  - Current mixed-use – not supporting residents: need grocery, need jobs for residents
- Transitional Areas
  - Density and height transitions should be gradual
  - Village Park is a good example of how to do it (the Brookhaven-Dresden side)
  - Buffer concerns about PCOD & TOD development - smell, sound and light
  - Traffic will back up into neighborhood from MARTA TOD
  - Development like to see – edges of character area
    - 10-14 units/acres, village-like,
    - w/greenspace or landscaping: 5ft tree buffer or 10ft landscaping buffer
  - Fernwood Park Townhomes (excellent example of transition – has interior greenspace)
  - Rosewood, ingress and egress issues, parking issues
- Park/Greenspace
  - Trees aren't being protected. City is approving everything. Not enforcing ordinance
  - Limit sale/easements of park land
  - Fernwood Park is not a park, just greenspace. OK to keep it as is, but do not call it or count it as a park
- Other
  - Eliminate administrative variance options – perception that staff has a lot of leeway
  - Losing quiriness, becoming homogenous
  - Traffic signs overload!
  - Ease event permit for neighborhoods
  - Parking in overlay – too low; doesn't include staff (?)
  - Effect of townhomes on traffic
  - Roads won't handle traffic
  - Traffic calming made bike lanes useless
  - Protect lack of connection from Brookshire to Coosawatte
  - No more density on North Druid Hills
  - Need to preserve suburban feel, once you go urban you cannot go back
    - Urban = 3+ stories; no landscaping – no trees, high commercial component
    - Surrounding infrastructure cannot handle the additional cars, cannot support urban development
  - Revisit and refine PCOD
  - Stormwater issue:
    - Building size should be proportional to lot size
    - Character-area wide notification, not just neighboring homes
  - Street capacity does not match urban environment/TOD development
  - Tree conservation



- We want to preserve and maintain single-family!
- Major corridor – Peachtree, Clairmont, Buford
- Minor corridor – Dresden, Briarcliff, N. Druid Hills
- Better defined major vs. minor corridor
- Some new construction not far enough from street
- Comp Plan should define: activity node, town center, neighborhood center.
- In general, I would like the ordinances to focus less upon individual property rights and more upon the neighborhood's property rights and its protections under the ordinances.
- Requirement to continue & replace curbs with granite curbs
- Preservation of current yard setbacks without so many variances granted
- Preservation of existing zoning classifications, few rezonings.
- Accommodation by ordinance for all legally non-conforming zoning and removal as a meeting the requirement for variance cases, i.e., NOT interpreting their size and shape as small or unusual.
- Common and acceptable standard for 'impervious paving', and, counting at 50% always.
- Redefinition of "lot coverage" based upon common understanding (include all roofed areas, i.e. covered porches, impervious paving.
- Preservation of parking requirements for homes under zoning.
- Requirement for significant step-down for height & density from all adjoining Character Areas & 8-P Overlay.
- Greater enforcement of existing codes, including during construction.
- Requirement for greater proof of infrastructure adequacy in any rezoning & variances cases INCLUDING traffic, water, sewer, schools, parking.
- Greater protections against parking, traffic intrusion & cut-through traffic from any adjoining character areas or 8-P overlay
- Definition of porch to be single story without roof for any intrusion exception into front yard setbacks. Currently there are interpretation issues of 'porch'.
- Reduction of retaining wall setback to 3' height (cumulative height when an assembly from 4' within setbacks.
- Increased requirement for number of inches required per lot for trees and canopy preservation.
- Greater preservation of stream buffer with fewer variances.
- Preservation & strengthening of Average Front Yard Setback & reinterpretation of "no average of 1".
- Corner lot yard setback reinterpretation, used to be 2 front yards, then only "principal" front yard with side yard on other 'front' side, which, is unfair to neighbors. Other 'front' yard should be greater than a side-yard and more towards an averaging.
- Consistent interpretation of building height, leaning more towards what is perceived height by neighborhood.
- Protection of Right-of-Way sanctity.
- Future of moving utilities below ground.



## Ashford Park - Drew Valley

### Feedback on Community Vision:

The vision for the Ashford Park-Drew Valley area is for the existing character of the single-family neighborhoods to be maintained and preserved. Infill residential development should be permitted only if it is in keeping with the character of the surrounding residential structures including height, setback and architectural compatibility.

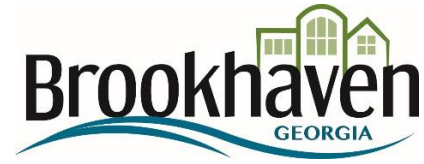
- Five green dots in agreement
- Limited infill – eclectic is good.
- Clairmont Road little houses, misc commercial are a mess – ugly, disorganized, not good land use
- Disagree with “Only if in keeping with the surrounding residential structures”. The character of Drew Valley structures are that they are 1800 sq ft not 4000 – 7000 sq ft. That is how we lose 100 year old trees
- Need to address the Overlay as it abuts and transitions to single family residential – buffer, height, density, character
- Save tree canopy on any development including infill. Have substantial per tree penalty cost for non compliance
- Save large trees
- Make new houses smaller – no more 4000 sq ft micro mansions

### Session Feedback:

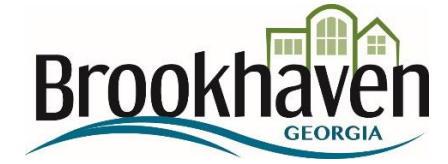
- Concerns
  - Traffic on Dresden
  - Speed through neighborhoods
  - Sidewalks
  - High-rises
  - Transitions between commercial and residential
  - Too many rentals
  - Don't want to be the Highlands
  - Vibrant, commercial/restaurant scene
  - Small units
- Clairmont Road
  - Neighborhood commercial
  - Live/work
  - Institutional
  - Higher density is OK
  - Haven-style
  - Tiny houses?/Affordable housing
  - Scale – 2-3 stories
  - Uses – compatible with nearby residential
  - Clairmont – some concern about commercial development

- Concerns about development beyond 1 lot parcel deep around “Ashford Forest” in between 9<sup>th</sup> and Tobey Rd.
- Clairmont: Dresden to Toby, shallow lots should/could become townhomes, drive under parking
- Goals
  - Balance – walkability, density
  - Embracing MARTA
  - Traffic calming, enforcement
  - Housing for people who work in Brookhaven
  - Tech/smart on Dresden
  - Preserve residential character
  - Internal to Character Area:
    - Protect the canopy
    - Traffic calming
    - Maintain single-family character
    - Sidewalk connectivity
    - Maintain setbacks, including uniformity
    - Streams and trails ok, but not in peoples' back yards
    - Dresden – no commercial between Clairmont node and overlay
    - Gateway @ Dresden
    - Continuous sidewalks needed to get to MARTA
    - Access to Brookhaven Park
    - Lots along Drew Valley & creek, residences in flood plain and have been demo'ed – not a straight line yet, maybe a future opportunity to demo and create a trail
    - Edges, transitions:
      - Scale that doesn't overwhelm residential
      - Live/work 2-3 stories
      - Transitions – step down into residential
      - Townhomes
      - Buford Highway –
        - transitions, nightclubs and noise
        - Town Center and more height sought of NE plaza
        - Lower scale development north of NE plaza – 2 to 3 stories on west, higher east
        - Buffers
- Infill
  - Infill: OK opportunity for smaller homes @ perimeter, cluster style development/cottage homes would be ok at Skyland
  - Infill cottages: Caldwell at Apple Valley
  - too many variances,
  - keep lot sizes the same, no subdividing
  - height ok
  - concerns over water runoff
  - raising grades/height
  - non-conforming: width & size
  - Revisit current set-backs, but once decided make it a hard rule





- Other
  - Government Center – should be located at Brookhaven Park
  - Johnson Ferry across from Pure Taqueria, Golf Club owns all of this space. Could be a good space for flats here.
  - Do not grant variances on stream buffers
  - City leaders need to push to become first LEED developer city
  - Tree ordinance needs revision
    - Bump up tree costs fines
    - Types of trees/plant replanted need to be like-kind, oak for oak
  - LEED using permeable construction elements to prevent run-off
  - Don't kick the runoff can down the road. Make developers/homeowner redevelopment pay for the increasing impervious surfaces. "Money banks" need to be tied to specific area it is being paid in for development.
  - Don't change the drainage redirection of runoff
  - Two-five year escrow for drainage redirection and runoff issues
  - Differentiate between park/greenspace/rec area as developed/undeveloped/facilities.
    - Developed park has benches, pathways, etc.
    - Greenspace (passive) wild untouched
    - Rec area – playgrounds, tennis courts, swimming pools, etc.
  - Incentivize LEED and prefab structures, it lessons environmental impacts
  - Better definitions of major and minor corridors
  - Incentivize all price levels for mixed-income
  - New DeKalb school – traffic
  - Need coordination with Chamblee
    - Clean up our side to encourage Chamblee to do the same
  - \$\$\$ for tree & canopy removal, say \$5000/tree



## Osborne and Lynwood Park

### Feedback on Community Vision

#### Lynwood Park

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.

- Four green dots in agreement
- N/S with emphasis on restaurants and not office
- Single-family key and must be enforced
- No bars. Small stores or restaurants like Avellino's
- No townhomes
- Do not want to increase density. Commercial development along Windsor/Osborne needs to take into account parking constraints.
- Ice cream or coffee shop. Something small and quaint, good for walking to.

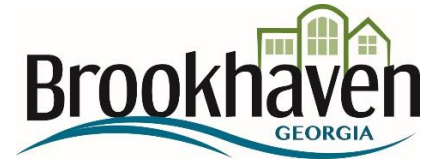
#### Osborne

The vision for the Osborne character area is to preserve and maintain the existing residential neighborhoods, while promoting improved connectivity. The cul-de-sac development pattern limits 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 as the area changes over time. Only single-family residential and parks and recreation land uses are seen as appropriate for this area.

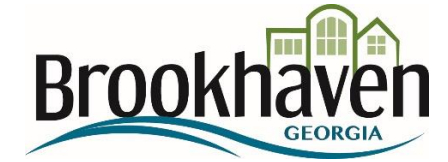
- Four green dots in agreement
- No – do not connect cul-de-sacs. That's why we chose to live there for no thru traffic!
- Yes, only single-family and parks, no connections.
- Leave dead ends and cul-de-sacs as is.
- No changes needed – sidewalks are fine
- Bike lane on Osborne

### Session Feedback

- Positives
  - Like cul-de-sacs – safety for kids, privacy
  - Affordability, proximity to Peachtree
  - Great sidewalks
  - Single-family homes

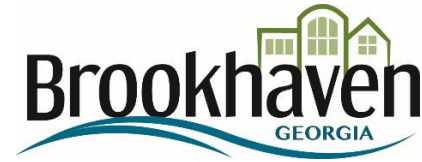


- Commercial
  - Any commercial is going to cause parking issue
  - Buffers between residential and retail (privacy)
  - Lower density commercial like insurance agents could be good because they typically aren't around at night.
  - Savvy Market and neighborhood services, mom and pop, locally-owned
  - Limit uses on neighborhood business, no national chains, local shops, coffee, bakeries, wine bar
- Residential
  - No place for cars with more density
  - Access road to back of properties on Victoria that back up Windsor Parkway. People can't get out of their driveways.
  - Against subdivision of R-100 lots into really small ones. Density has caused water and power issues as well as parking issues
  - Issues with townhomes encroaching near Havenbrook and Hermance
  - Parking restrictions such as park on one side of street, resident only after 7 pm (issue passes for people visiting residents)
  - Keep high density at major corridors and step down as it gets closer to single-family
  - Connectivity of cul-de-sacs problematic due to terrain, safety issues. What is the benefit of connectivity? There are only problems.
  - Style of homes – in favor of compatible design – craftsman or made of natural materials, nothing concrete or ultra contemporary
  - Subdivision ok with minimum lots that are compatible with existing lots (no smaller than R50)
  - Keep single-family – one for one replacement, do not put it townhomes or apartments as redevelopment happens
  - R50 is min limit – subdivide is ok, just not smaller
- Traffic/Parking
  - Stop sign at Fuller & Osborne? Traffic circle?
  - Close Kendrick for cars at Peachtree?
  - Intersections at Antioch and Windsor Parkway and Osborne and Windsor Parkway need traffic calming. Both have issues. Possible traffic circle or lights. Curb cuts need to be controlled at those intersections
  - Not in favor of having Osborne a “no park”. Maybe one-way streets are better.
    - Firetruck, emergency vehicle can't get down road
    - Only park on one side of the street
  - Clear up law about street parking distances, enforce them
  - Parking issues on Kendrick and Peachtree
- Morrison Farms property reuse
  - residential ok, Wimberly OK, cluster homes, min 50ft wide, 100ft deep
  - park space – active recreation
  - library
  - Nursery on Osborne (Morrison Farms) would make a good greenspace or park
  - Townhomes (Morrison Farms)



- Pedestrian and Bicycle
  - Bike lane on Osborne Road
  - Path and bike lanes at back of Oglethorpe
  - Pedestrian connection to Town Brookhaven
  - Crosswalks (Dresden example)
  - Bike lanes on road not possible, better use would be multi-use trails.
  - Sidewalks on both sides of Windsor, not enough room for bike lanes
  - Put sidewalks at back of right-of-way instead of next to road. Possible serpentine walkways.
  - Add sidewalks to Kendrick
  - Any sidewalks in Brookhaven need to be continued in Sandy Springs
  - Hermance Drive – bike lane
- Osborne and Windsor
  - commercial development: 2-story, close to the street, parking behind or under, Ex. Dresden
  - Be creative w/parking – do not want to bleed into residential or affect Victoria
  - Traffic circle?
  - Library?
  - UPS Store
  - Traffic islands - Osborne and Windsor Parkway – example on Lindbergh, from MARTA to Peachtree Rd.
- Alternative Development:
  - Pocket, cottage-style neighborhoods
  - Flats (condos) are good, not so much townhomes
- Other
  - Institutional Uses – not appropriate for this area, only in favor if it benefits directly the City of Brookhaven
    - Quality – is there a way to write it in the zoning code? Issues with definition
    - Area is dense enough, no more density
    - Just enough commercial to serve neighborhoods, but not draw in others
    - Do not change anything! Keep as is!
  - Osborne & Peachtree (PCOD, Subarea 1): Auto place and liquor store redevelopment – low scale neighborhood shopping, mixed use, maybe 3-5 stories, residential OK





## Lenox Park - Roxboro

### Feedback on Community Vision:

#### Lenox Park

This vision for this character area if 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.

- Three green dots in agreement
- Since I moved into The Village at Lenox Park, I have longed to have some destination within walking distance – a coffee shop, restaurant, gourmet store – any would be welcome. The walk would need to be safe, sidewalks and pedestrian crossings with lights (no more playing chicken on Lenox Park Blvd with cars that do not stop).
- The park is private, buy it and develop it! Making it safe for kids is important, need "play" as well as services. (retail, grocery, etc.)
- Maintain the large central walking trail and passive open space in Lenox Park. Add small coffee shop/ice cream shop style businesses, not large scale destinations for car using other southside the area.
- It would be nice to keep most of the open greenspace.

#### Roxboro

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compatibility.

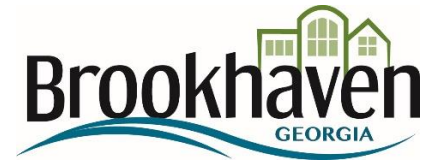
- Seven green dots in agreement
- No – opaque wooden fences in front yards; Yes – decorative street light
- Need stop light at end of Shady Valley and Buford Highway
- We need more street lights; fire hydrants; possibility of making East Roxboro and No Druid Hills Rd one way streets
- More street lights on Gail Dr.
- Keep it low density
- I agree with the single family but not the "surrounding" wording.

### Session Feedback

- Lenox Park
  - Do not make active greenspace
  - Common areas are under master association for commercial and residential (65% vote)
  - Vacant/available land
    - Covenants of what can't go there
    - Support neighborhood commercial
    - Limits on residential being added in covenants



- Connectivity is concerning
- Preserve Park, trees and medians all very nice
- Service/retail oriented development and walkability – restaurant, gourmet food
- Better pedestrian access
  - Connect to neighborhoods to the north
  - Crosswalks
    - Park vista to Lenox Park
    - Pedestrian crossings
- No soccer fields, etc.
- "livable" neighborhood community
- Preservation of existing greenspace in Lenox Park
- Lower density zoning
- Nature preserve on BOE land
- Preserve creeks
- Coffee shops/restaurants/tiki bars
- Roxboro
  - Park space – more maintenance
  - Water issues (flooding)
  - Fourplexes
  - DeKalb school property – park
  - Keep single-family detached
  - Some infill, but not too small
  - Greenway connection
  - Buford Highway transition
    - Not storage
    - Dresden-type development
    - Put bars on west side and residential on east side
    - Neighborhood commercial
  - Residential – Devereaux Commons on Wright Circle (good example)
  - Retain single-family houses detached
  - Attached townhomes w/low density along N. Cliff Valley
  - Timing of traffic lights
  - Turn lanes along N. Druid Hills
  - Street lights
  - Lights along trails
  - Keep trees when redevelopment
  - Better tree ordinances
  - Ornamental lighting along Roxboro
  - "Stockade" fencing restrictions
  - One-for-one residential density
  - Make East Roxboro Road more attractive and N. Druid Hills Rd.
  - FEMA properties for community gardens
  - Don't widen East Roxboro Road and North Druid Hills Road
  - Listen to current residents



- Density already too high
  - Address traffic concerns first and foremost
    - Alter timing of traffic lights?
    - Widen lanes? Create more access lanes through community?
  - Understanding that highways are assets that come with costs
  - 1 car per resident maximum?
    - Set parking maximums and create neighborhood destinations, not regional magnet destinations that attract too many outsiders
- Determine the maximum number of acres to be developed at high density
  - % of acreage - i.e. no more than 60% high-density
- No “mixed use” - residential and commercial don’t mix and create too much traffic, developers want to put in more mixed use but people don’t want it
  - Promote walkability; small neighborhood coffee shop(s)?
  - Create Neighborhood Shopping as opposed to mixed-use
    - Don’t bundle shopping with 400+ apartment units
    - Create appropriate retail that caters to the existing community
  - Preserve existing character of Brookhaven
- Greenspace/Parks
  - Convert underutilized areas in center of Roxboro into pocket parks for residents
  - Pocket parks are desired over larger, regional parks
  - Peachtree Dunwoody example
  - Playgrounds
  - Community gardens
  - Close off Goodwin Road to create park?
  - Promote connectivity to the Beltline and other regional trail networks
  - No tennis courts or ball fields (active recreation) in residential areas, no nighttime lighting



### Buford Highway Corridor

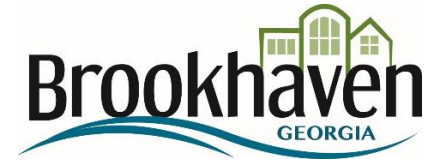
The vision for the Buford Highway Corridor character area is for it to transition from an auto-orientated suburban corridor into a denser, more walkable urban corridor, that features compact pedestrian-friendly development. Large shopping centers within the corridor are seen as appropriate areas for 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.

- One green dot in agreement
- It is important to have some kind of development which includes affordable rental for those of us who are not upper class.
- Reduced alcohol sales in the area.

### Session Feedback

- Positives
  - Like the existing variety of types and uses/businesses
  - International character (Welcoming)
  - Existing workforce living in area adds to character of community
- Parks/Greenspace
  - Passive and active
  - Include greenspace in commercial / new developments
  - Pocket parks
    - North of Buford Highway parks associated with new development
    - North Peachtree Road Park
- Maintain affordability
  - Workforce housing in new development
  - North of Cliff Valley targeted for new affordable housing
  - Need more affordable housing
  - 70% affordable units in redevelopment
  - Don’t allow gentrification to occur
- Pedestrian and Bicycle
  - Prioritize pedestrian/bike connectivity
  - Concerns about cut-through traffic
    - Connect routes even where more difficult to connect street networks
    - On major corridors:
    - Pedestrian bridges don’t look good; tunnels are frightening
    - Streetscapes/pull buildings up to streets/reduce setbacks
  - Pedestrian friendly development; connect new developments
  - Crosswalks – pedestrian safety
  - Need more pedestrian scale green amenities. Trees to mark the ped crossings/HAWK signals. They are good but could be better
  - On Clairmont – Bike path/big path up to Chamblee from Greenway. Connects parks, library, health department, Chamblee parks.
- Greenway
  - Urban style

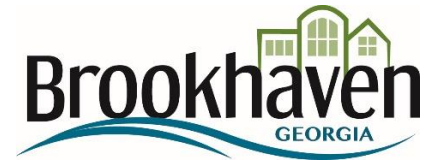




- Parking lot
- Safety
- Provide entry point and paths from neighborhoods to Peachtree Creek Greenway
- Do not encroach on homeowners' back yards.
- Maintain the tree canopy
- Uses
  - Economic development should not drive what happens here. Need a balance between what matters.
  - Create opportunities for "stop/shop" tours
  - Kid friendly element (exists now within the apartment complexes. Need something that is outside of their doors to bring community out)
  - Civic/convention center – can bring more guests, draw more people to the area
  - Industrial area along I-85 – could look like Miami Circle
  - Greenway – 'our beltline'. Condos along trail, higher end, higher density.
  - More urban – more like a city, less strip mall.
  - Neighborhood commercial near and in single family and residential areas
  - Maybe reduce recommended densities in southeast corner of character area (single family) and next to other residential areas (pocket neighborhoods as shown on survey)
  - Institutional uses – community college/vocational/tech school
  - Maintain and improve (not replace)
  - Northeast Plaza – Mixed use
  - Reduce number of clubs and other noxious uses (pawn, adult) – crime and gun shots
  - Buffer zones between commercial and residential
  - Schools
  - Briarwood to Clairmont: Gateway
  - Clairmont overpass by Wal-Mart. High rise apartment buildings
  - Discourage new industrial uses, keep existing percentage
  - Discourage big box commercial establishments
  - Height limits – 3? 4? 5? Stories
  - No gated developments
  - Create more employment centers
  - Enclaves/pockets of neighborhoods w/commercial off corridor
  - Updated apartments that are still affordable
  - Residential options between single family and multi family
  - Possibility of Buford Highway Overlay District:
    - Height maximums
    - Business square foot maximums
    - Affordable housing
    - Control use types
    - Tree removal restrictions
    - Incentives for affordable housing
- Other
  - Improve safety
  - Coordination with Livable Center Initiative
  - Ensure traffic flow stays the same (good)



- Maximize hospital/non-profit uses of CHOA/Executive Park area
- More mobility options
- GDOT plant medians
- Light Rail/Bus Rapid Transit
- More bus shelters and benches.
- Coordination with Chamblee and Doraville



## Lakes District/Blackburn Park

### Feedback on Community Vision:

#### Lakes District

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 complements the 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. What does residential infill development mean and what impact on traffic?

- Four green dots in agreement
- Traffic speed on Ashford Dunwoody Rd now 45 mph – too fast for safe biking
- High limit for infill housing
- Walking and biking to Blackburn Park
- Go back to R-75 setbacks – 20' L/R; 40' F/back
- Linear park trail along the creek would be good
- Preserve the original setbacks. No “hardships” exceptions.

#### Blackburn Park

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.

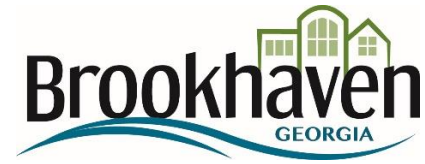
- Need limits on higher density. Impact on traffic is critical!
- Five green dots in agreement
- No commercial or mixed use developments beyond what is already there
- Too much high density further crowds schools
- Do not let higher density residential encroach into single family residential
- Enough commercial and mixed use now
- Limit cars in park. No soccer
- Get rid of the dumpster at Blair Circle parking area

### Session Feedback:

- Positives
  - Sense of privacy
  - Woods, nature, quiet
  - Walking to schools/park
  - Trails
- Infill/Lot sizes
  - No subdividing
  - Should not increase the density through subdividing property
  - Infill is happening here. In Sexton Woods, new homes are compatible; fit in well with price points

- Needs to be more compatible – height issues
- Variances for front setback
- Need to consider privacy of neighboring homes
- Alternative Development
  - In Murphey Candler, semi-cluster homes on 1/3 acre lots may work
  - Duplexes are okay – maintain those rather than allowing townhomes. Maintain character
  - In-law suites okay if property is large enough. Allow relatives only.
- Murphey Candler Park
  - Need improved connectivity from neighborhoods to the north/northeast
  - Some people would not like access to Murphey Candler Park via Remington because it will create more parking and traffic issues with people trying to access the park.
- Neighborhood Commercial
  - Redevelop Donaldson at Johnson Ferry
  - Signage clutter is an issue
  - Eliminate digital/bright lighting here
  - Can have retail here and mixed use (restaurants with residential above)
  - Too many curb cuts at Kroger – add traffic lights here
  - Upgrade Publix & Kroger to force other tenants to upgrade
  - Quality restaurants, deli, other services
  - Commercial at Brookleigh is too unapproachable, sterile
  - Need comfortable walking connections
  - Strip with Righteous Room is not-attractive, ok to redevelop, 2 to 3 stories serve neighborhood, not regional
- Residential
  - Connect cul-de-sacs – there are pros and cons
  - Maintain architectural character of neighborhoods
- Blackburn Park
  - Density here impacts other areas
  - Keep setbacks consistent here. Keep homes pulled back off of the roads
  - Connect to Murphey Candler Park
  - Utilize and preserve the creek
  - Recommended densities on Comp Plan character area sheet are too high
  - Need safe crossing from YMCA to Blackburn Park
  - Move active users (soccer) and increase passive (gardens)
  - Generators and lights from night soccer games at park are a nuisance
- Transitional Areas
  - North at Perimeter Center, new staff is coming to State Farm office. Traffic will increase.
  - I-285 impacts
  - Hospital impacts – bus employees from off site parking
- Pedestrian/Bicycle
  - Biking not convenient from neighborhoods
  - Sidewalks needed for pedestrian safety (Donaldson)
  - Johnson Ferry/Ashford Dunwoody – infrastructure is unsafe





- Path along the creek to connect Blackburn & Candler Park
- Gaps in sidewalks
- Ashford Dunwoody Road
  - Limit number of townhomes and multifamily
  - Expand Ashford Dunwoody to more lanes
  - No more high density housing here
  - Sidewalks needed
  - Could use green median – trees, grass
  - Is there room for a bike lane?
  - Develop to become like an avenue
  - Speed limit and turn lane removal impacts pedestrians
  - Center islands needed for crossing safety
- Johnson Ferry Road
  - Signals are not timed/coordinated on weekends when traffic is lighter
  - Okay with a roundabout here!
  - Sidewalks needed on both sides of major roads.
- Other
  - Area suffers from a lot of cut through traffic
  - Water/sewer problems; no more town homes
  - Stiffer penalties for tree ordinance
  - Tree ordinance – companies not getting permits; limited to work in the city.
  - Brookhaven needs a “feel”, like a real place
  - Need more culture, re-use the playhouse at Oglethorpe University
  - Brookhaven trolley or shuttle is a good idea
  - Keep old growth trees
  - Development is tearing up sidewalks

# Appendix C

## Visual Preference Surveys



City of Brookhaven Character Area Study















Charrette Preference Scorecard

Character Area: \_\_\_\_\_



**RESIDENTIAL HOUSING OPTIONS**

Please put a ✓ next to the appropriate location for each housing type:

Attached Housing Options	 <p>Townhomes</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Duplex</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Live/Work</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
	 <p>Adaptive Re-Use/Loft</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Apartments</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Mixed-use</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
	 <p>Compact</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Mid-size</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Estate</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
Multi-Family Housing Options	 <p>Wide</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Medium</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Narrow</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
	 <p>Single-Family Detached Scale Options</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	 <p>Single-Family Detach Setback Options</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	

City of Brookhaven Character Area Study


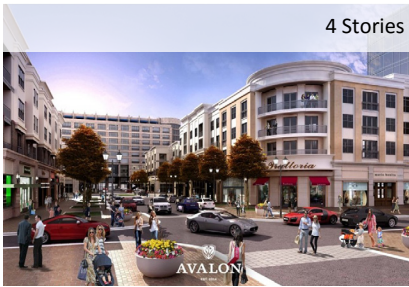


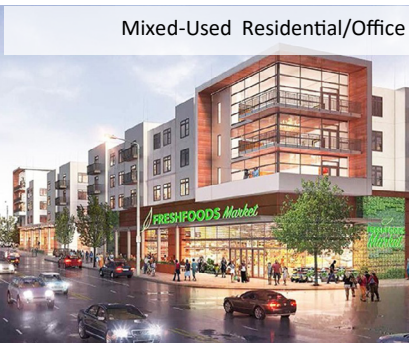




Charrette Preference Scorecard

Character Area: \_\_\_\_\_



**NEIGHBORHOOD COMMERCIAL DEVELOPMENT**

Please put a ✓ next to the appropriate location for each development type:

Suburban Type Development	<p>3 Stories; Greenspace</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>4 Stories</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>6 Stories</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
	<p>Mixed-Use Residential/Retail</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Mixed-Used Residential/Office</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Mixed-Use Retail/Office</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
	<p>Mixed-Use, Residential /Retail</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Mixed-Use, Residential/Retail/Office</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Retail</p>  <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
Urban Type Development	<p>Urban Type Development</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Urban Type Development</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Urban Type Development</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>
	<p>Neighborhood Scale</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Neighborhood Scale</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>	<p>Neighborhood Scale</p> <p><input type="checkbox"/> Interior of Character Area  <input type="checkbox"/> Along Major Corridors  <input type="checkbox"/> Transition Areas Along Edges  <input type="checkbox"/> Not Appropriate Anywhere  <input type="checkbox"/> Another Place:</p>



City of Brookhaven Character Area Study

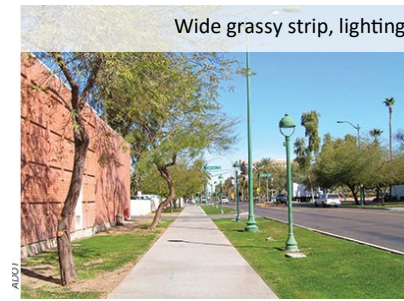
Charrette Preference Scorecard

Character Area: \_\_\_\_\_



**PEDESTRIAN & BICYCLE FACILITIES**

Please put a ✓ next to the appropriate location for each facility type:



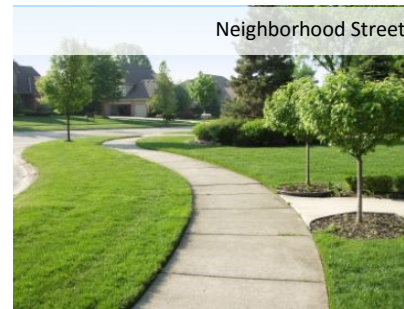
- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:

City of Brookhaven Character Area Study

Charrette Preference Scorecard

Character Area: \_\_\_\_\_



**ALTERNATIVE DEVELOPMENT OPTIONS**

Please put a ✓ next to the appropriate location for each development type:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



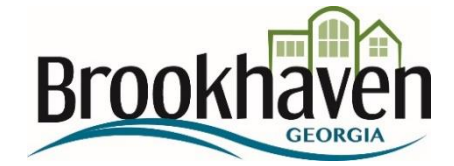
- Interior of Character Area
- Along Major Corridors
- Transition Areas Along Edges
- Not Appropriate Anywhere
- Another Place:



# Appendix D

## Infill Questionnaire

### City of Brookhaven Character Area Study



#### Single-Family Infill Housing Questionnaire

1.) Do you feel the infill in your character area is compatible with the existing homes?

Yes

No

2.) What are your concerns with the infill housing in your character area? (check all that apply)

Infill homes are too close to other homes.

Infill homes are too close to the street.

Infill homes are out of scale with existing homes. (too big or too high)

Infill homes cover too much of the lot.

Infill styles do not match or blend with existing styles.

Infill home costs are too high.

I don't have any concerns with the infill.

Other:

3.) What do you think the City should do to regulate infill housing development? (check all that apply)

Alter the zoning code to reduce lot coverage maximums.

Alter the zoning code to reduce height maximums.

Alter the zoning code to increase front, rear, and/or side setbacks.

Develop single-family design guidelines to apply to all new construction.

Encourage affordable housing options by allowing alternative types, ex. accessory dwelling units, cluster cottage homes, duplexes, etc.

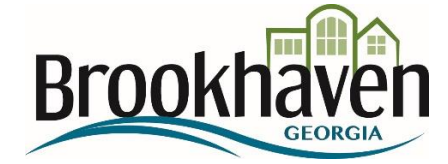
Nothing, no changes to regulation are needed.

Other:



# Appendix E

## Summary of Charrette Series, Round II



### City of Brookhaven Character Area Study

#### Charrette Series Round II Summary

##### Format

Meetings began with a brief review of Round I Charrette results followed by an open discussion period, allowing the Project Team an opportunity to validate findings and ask clarifying questions. All attendees received a summary of the visual preference survey and infill questionnaire results. As a result of the significant amount of feedback received on issues not related to the Character Area Study, the Consultant Team also distributed a “Go-To Guide” which summarized the most common “off topic” issues heard as well as existing on ongoing City resources, plans and/or initiatives that have or will address these concerns.

##### Outreach

Outreach for the Round II Character Area Charrettes relied heavily upon email communication to the attendees of the Kick Off meetings and Round I Charrettes. Outreach methods used to promote the Charrette series are summarized below:

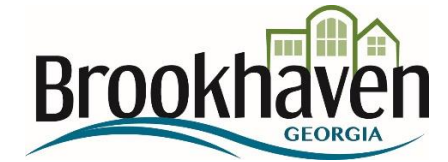
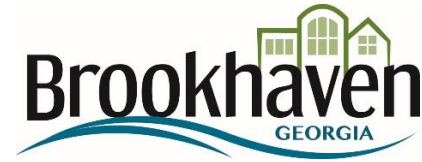
- The City Communications Department distributed flyers electronically to its well established database of City stakeholders.
- Information was posted on the City’s social media sites.
- Hard copies of the flyer were posted at all Brookhaven Park & Recreation Centers and at the Brookhaven Public Library
- The project website was used to promote the charrettes and to answer “Frequently Asked Questions”

##### Attendance & Response

Input from the Round I Charrette Series roundtable discussions and the preference survey results were used to better understand the desires of Brookhaven’s stakeholders and to inform recommendations. The Round II Charrette Series was used to present these outcomes and to validate findings. Attendees were also asked to provide feedback on the Character Area vision statement, draft implementation strategies and appropriate land uses. Additionally, the team used this time to get reaction to “Big Ideas” for Brookhaven, three high level sketch concepts that the project team heard as a result of Round I Charrette feedback.

As with Round I, the Character Areas were combined into the following seven groupings (meeting dates shown in parenthesis):

- Historic Brookhaven (September 14<sup>th</sup>)
- The Lakes District & Blackburn Park (September 15<sup>th</sup>)
- Brookhaven Heights-Brookhaven Fields & Briarwood Park (September 19<sup>th</sup>)
- Ashford Park-Drew Valley (September 20<sup>th</sup>)
- Lynwood Park & Osborne (September 22<sup>nd</sup>)
- Roxboro & Lenox Park (September 26<sup>th</sup>)
- Buford Highway Corridor (\*September 28<sup>th</sup>)



A total of 80 stakeholders attended the Round II Charrette Series. The attendance and response outcomes are summarized in the table below.

Character Area	# Comments Received
Blackburn Park	13
Briarwood Park	6
Brookhaven Heights-Brookhaven Fields	13
Lenox Park	10
Lynwood Park	11
Osborne	9
The Lakes	23
Ashford Park – Drew Valley	53
Roxboro	31
Buford Highway Corridor	10
Historic Brookhaven	7

### Summary of Input

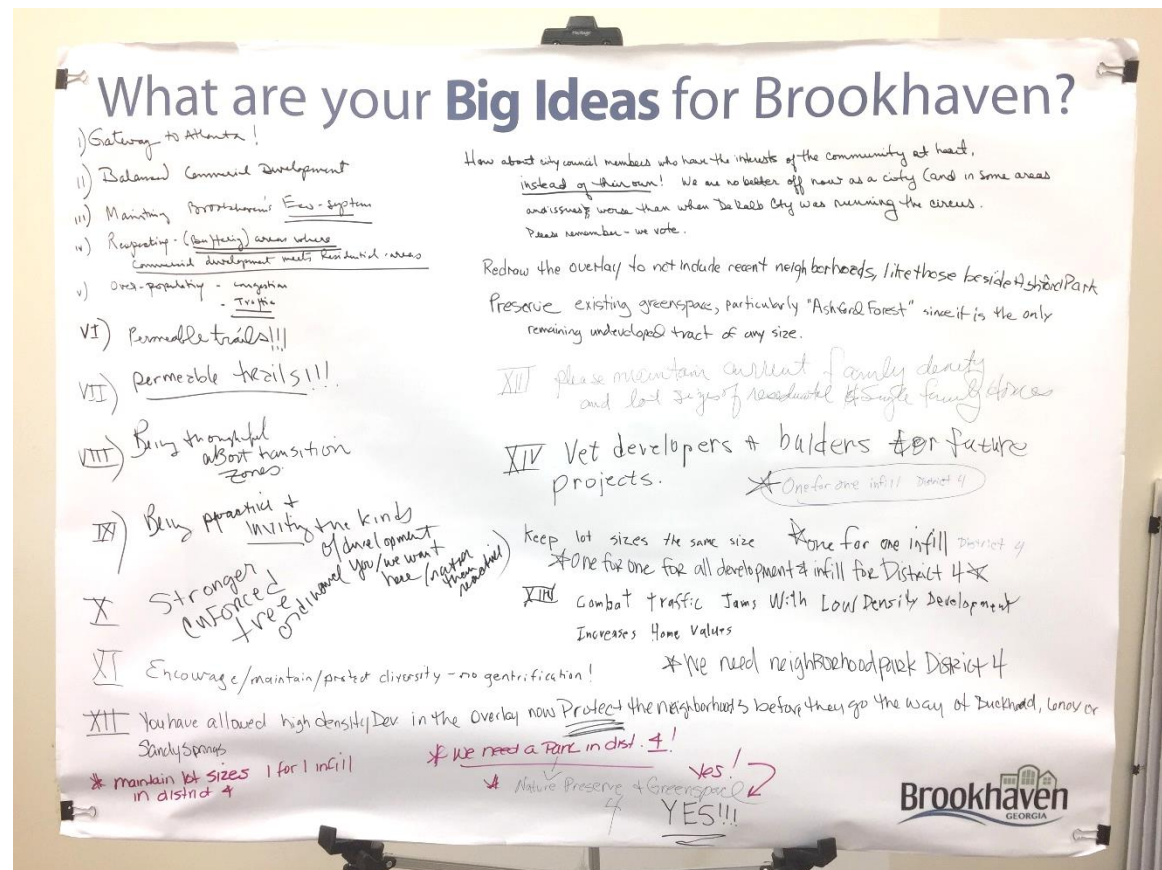
Input solicited throughout the study process fell into three major areas for each Character Area:

- Character Area vision
- Implementation Strategies
- Land Uses

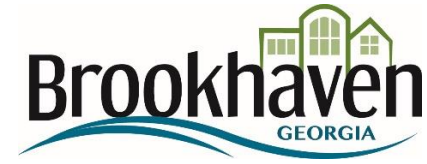
The following pages provide a summary of the input received for each Character Area drafted by the Consultant Team for these three major areas.

- Proposed edits to the vision statement are shown in bold and italic font.
- Proposed Implementation Strategies are shown under the heading “Additional Implementation Strategies to consider as the result of stakeholder feedback”
- Proposed Land Uses are shown under the heading “Appropriate Land Uses – Specific”
- Other notes pertinent to the evaluation of input are indicated with an asterisk and a section titled “Notes” at the end of the summaries.

A total of 186 feedback forms were returned at the charrette and online. Stakeholders provided input on “Big Ideas” during the charrette and online. Charrette responses were captured via an open-ended question (see below) while online input targeted three “Big Ideas” and totaled 18 responses.







## Roxboro

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 is ***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.

### Comprehensive Plan Strategies:

- Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard. \*
- Update the zoning code to provide for infill compatibility.

*\*Opposition was expressed at the charrettes for this Comprehensive Plan recommendation. Attendees asked for this strategy to be removed.*

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Maintain single-family detached housing in interior of character area.
2. Maintain current density allowed by district.
3. Consider low-density townhouses along N. Cliff Valley.
4. Restrict high-density development.
5. Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.
6. Encourage neighborhood commercial that promotes walking, not driving.
7. Pursue pocket parks instead of regional parks.
8. Establish passive parks, without night lighting for active recreation.

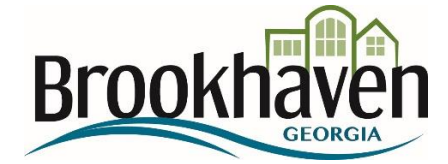
### Appropriate Land Uses – General:

- Single-Family Residential
- Neighborhood Commercial
- Institutional
- Parks and Recreation

### Appropriate Land Uses – Specific:

#### Interior of Character Area

- Single-family, detached homes
- Neighborhood scale retail
- Neighborhood sidewalks/bike lanes
- Multi-use gravel trail



#### In Transition Areas

- Single-family attached townhomes
- Sidewalks with grass strip w/lighting
- Bike racks and street furniture
- Multi-Use concrete trail

#### On Major Corridors

- Sidewalks with grass strip or paved w/lighting
- Bike racks and street furniture
- Protected bike lanes
- Multi-use urban trail

---

#### **Notes:**

Opinions were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes. Survey indicated support for these land use types, but attendees of Charrette II voiced strong opposition. Recommend revisiting the opportunity for accessory dwelling units, pocket neighborhoods, compact homes and duplexes in Zoning Update, as well as future Comp Plan updates.



# Roxboro RESIDENTIAL HOUSING PREFERENCES Interior of Character Area



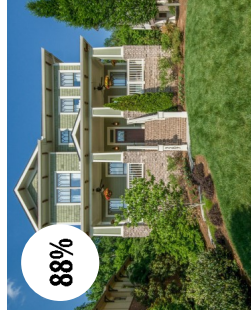
Single Family Detached, Mid-size Scale



Single Family Detached, Estate Scale



Single Family Detached, Wide Setback



Single Family Detached, Medium Setback

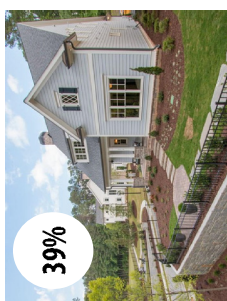
## Transition Areas



Single Family Attached, Townhomes

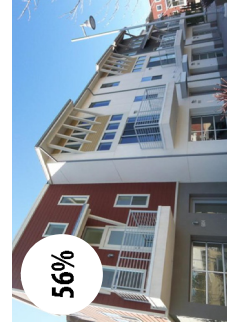


Single Family Attached, Duplex

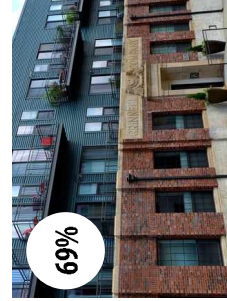


Single Family Detached, Compact Scale

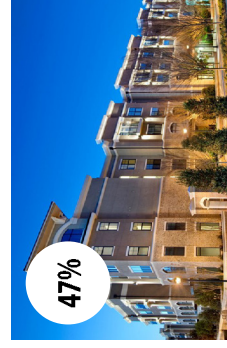
## Not Appropriate Anywhere



Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Apartments



Multi-Family, Mixed-Use

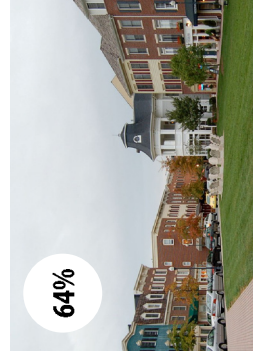


Single Family Detached, Narrow Setback

# Roxboro NEIGHBORHOOD COMMERCIAL PREFERENCES



## Not Appropriate Anywhere



Suburban Type Development, 3 Stories; Greenspace



Suburban Type Development, 4 Stories



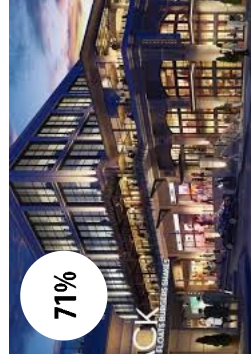
Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use Residential/Retail



Urban Type Development, Mixed-Use Residential/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential/Retail



Neighborhood Scale, Mixed-Use Residential/Office



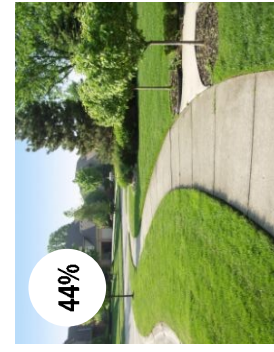
Neighborhood Scale Retail





# Roxboro BICYCLE & PEDESTRIAN PREFERENCES

## Interior of Character Area



Neighborhood Street



Multi-Use Gravel Trail

## Along Major Corridors



Wide Grassy Strip, Lighting



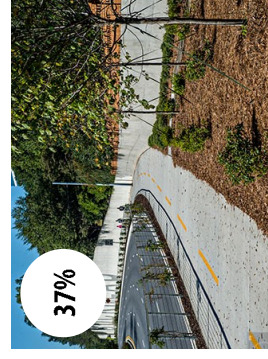
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture

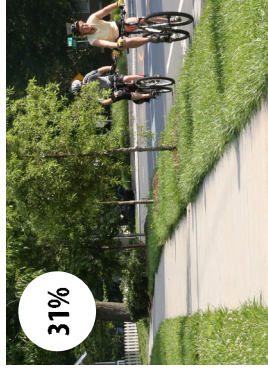


Protected Bike Lane

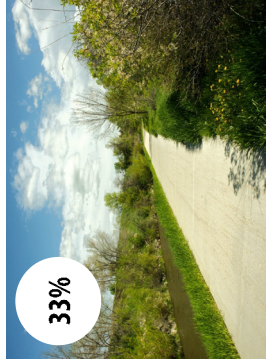


Multi-Use Urban Trail

## Transition Areas



Neighborhood Sidewalk/Bike Lane



Multi-use Asphalt/Concrete Trail



# Roxboro ALTERNATIVE DEVELOPMENT PREFERENCES

## Interior of Character Area

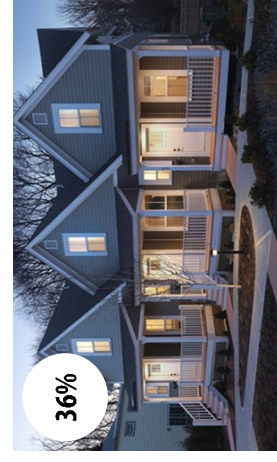


Pocket Neighborhoods



Accessory Dwelling Units

## Another Place



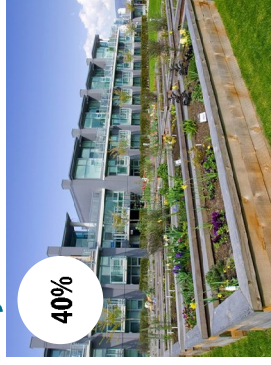
Mixed Income w/Detached or Attached Housing



## Not Appropriate Anywhere



Co-Working Space



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



Tiny House



Accessory Dwelling Units



Mixed Income w/Detached or Attached Housing



Mixed Income w/Detached or Attached Housing

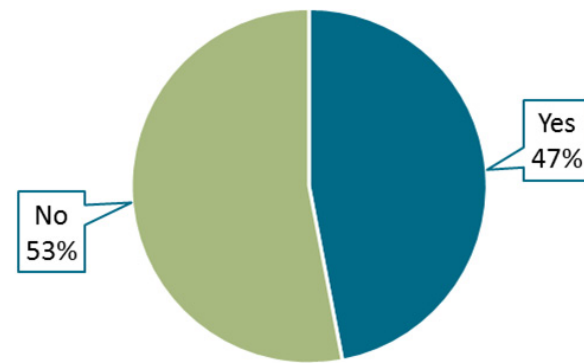


# Roxboro

## SINGLE FAMILY INFILL QUESTIONNAIRE



**Is the infill in your character area compatible with the existing homes?**



### Top 3 Infill Concerns

- Infill homes are too close to other homes (22%)
- Infill homes are out of scale with existing homes (22%)
- Infill styles do not match or blend with existing styles (14%)

### Top 3 Potential Solutions

- Alter the zoning code to reduce lot coverage maximums (28%)
- Develop single family design guidelines to apply to all new construction (25%)
- Alter the zoning code to reduce height maximums (20%)

### THE LAKES

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.

#### Comprehensive Plan Strategies

- Ensure that the proper zoning is in place to maintain the character of the single family residential neighborhoods with infill development.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this character area that have experienced significant infill.
- Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.
- Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.
- Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center character area.

#### Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Limit the subdivision of lots that will result in increased density throughout neighborhoods.
2. Maintain required setback and height requirements.
3. Explore accessory dwelling units that are restricted for use by relatives (“in-law” suites).
4. Consider semi-cluster homes on 1/3-acre lots.
5. Establish comfortable walking connections to neighborhood commercial.
6. Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.
7. Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.
8. Improve convenience and safety for bicycles and pedestrians.
9. Enforce buffer between single-family areas adjacent to Perimeter Center character area and ensure transitional uses are contained wholly within the Perimeter Center area.

#### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Institutional
- Neighborhood Commercial\*
- Parks and Recreation

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

#### Appropriate Land Uses – Specific

Interior of Character Area



- Single-family, detached homes
- Multi-use trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units
- Pocket neighborhoods\*

\*some opposition, but scored high on survey.

Along Major Corridors

- Neighborhood scale retail\*
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use trails

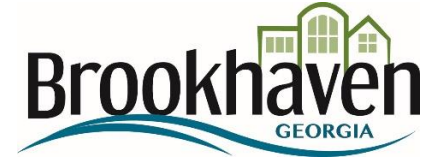
\*At Chamblee-Dunwoody Road and I-285.

Transition Areas

- Multi-use trails

**Notes:**

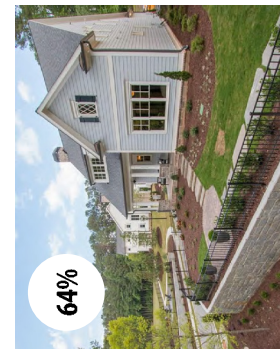
Opinions were split on the use of gravel or concrete multi-use trails. More input will be needed as Nancy Creek linear trail advances into implementation.



# The Lakes District

## RESIDENTIAL HOUSING PREFERENCES

### Interior of Character Area



64%

Single Family Detached, Compact Scale



64%

Single Family Detached, Mid-size Scale



45%

Single Family Detached, Estate Scale



68%

Single Family Detached, Wide Setback



41%

Single Family Detached, Medium Setback

### Not Appropriate Anywhere



53%

Single Family Attached, Townhomes



44%

Single Family Attached, Duplex



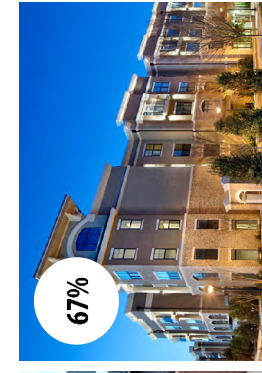
47%

Single Family Attached, Live/Work



57%

Multi-Family, Adaptive Re-Use/Loft



67%

Multi-Family, Apartments



67%

Multi-Family, Mixed-Use



50%

Single Family Attached, Narrow Setback





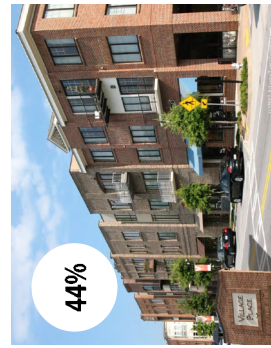
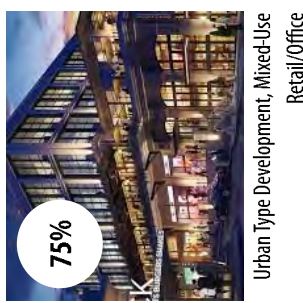
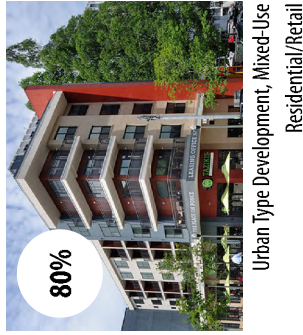
# The Lakes District

## NEIGHBORHOOD COMMERCIAL PREFERENCES

### Along Major Corridors



### Not Appropriate Anywhere

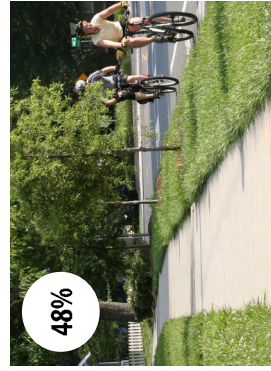
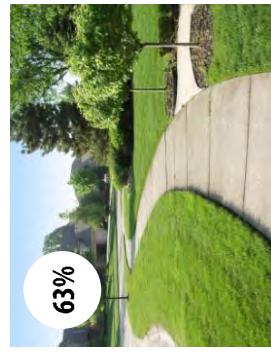


# The Lakes District

## PEDESTRIAN & BICYCLE PREFERENCES



### Interior of Character Area



### Along Major Corridors



### Transition Areas







# The Lakes District

## ALTERNATIVE DEVELOPMENT OPTIONS

### Interior of Character Area

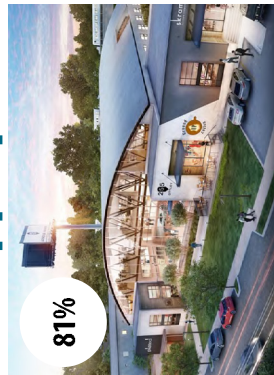


Accessory Dwelling Units



Pocket Neighborhoods

### Not Appropriate Anywhere



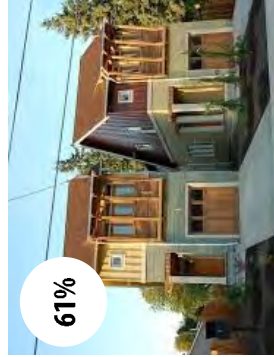
Co-Working Space



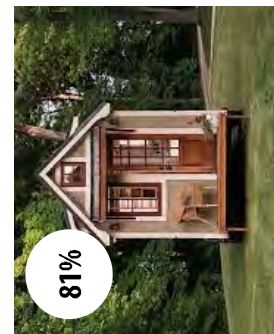
Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



Tiny House



Mixed Income w/Detached or Attached Housing

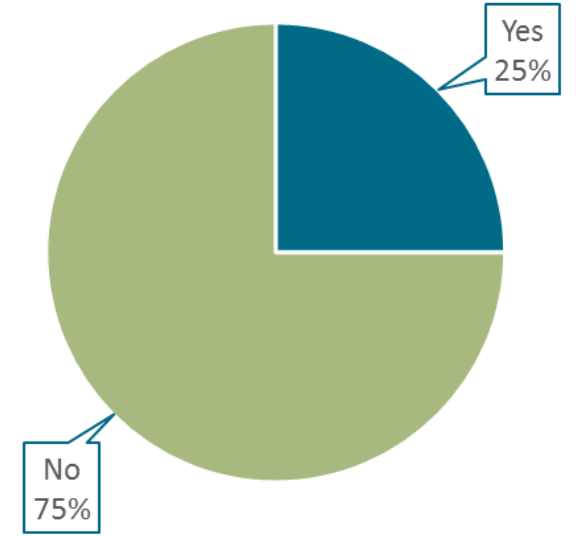


# The Lakes District

## SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?

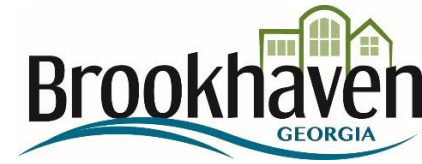


### Top 3 Infill Concerns

- Infill homes are out of scale with existing homes (22%)
- Infill styles do not match or blend with existing styles (20%)
- Infill homes are too close to other homes (16%)
- Infill homes cover too much of the lot (16%)

### Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (26%)
- Alter the zoning code to reduce height maximums (23%)
- Alter the zoning code to increase front, rear, and/or side setbacks (21%)



## BLACKBURN PARK

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.

### Comprehensive Plan Strategies

- 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.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Focus on redevelopment of existing commercial uses in the Blackburn Park character area before considering new construction
2. Coordinate with Park and Recreation Department to address light pollution issues/nuisance resulting from usage of Blackburn Park fields.
3. Increase the availability of passive recreational spaces.
4. Establish comfortable walking connections to neighborhood commercial.
5. Develop path to connect Blackburn Park and Murphey Candler Park.
6. Improve connection from Blackburn Park to the Cowart Family/Ashford-Dunwoody YMCA.
7. Improve convenience and safety for bicycles and pedestrians.

### Appropriate Land Uses - General

- Mixed-Use
- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Appropriate Land Uses – Specific

### Interior of Character Area

- Single-family, detached homes
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units

### Along Major Corridors

- Single-family attached
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Neighborhood scale retail
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use urban trails

### Transition areas

- Bike racks and street furniture
- Pocket neighborhoods
- Accessory dwelling units
- Mixed income attached and detached

---

### **Notes:**

N/A



# Blackburn Park Neighborhood Center RESIDENTIAL HOUSING PREFERENCES



## Interior of Character Area



41%

Single Family Detached, Compact Scale



56%

Single Family Detached, Mid-size Scale



47%

Single Family Detached, Estate Scale



50%

Single Family Detached, Wide Setback



56%

Single Family Detached, Medium Setback

## Along Major Corridors



31%

Single Family Attached, Townhomes

## Not Appropriate Anywhere



31%

Single Family Attached, Duplex



53%

Single Family Attached, Live/Work



63%

Multi-Family, Adaptive Re-Use/Loft



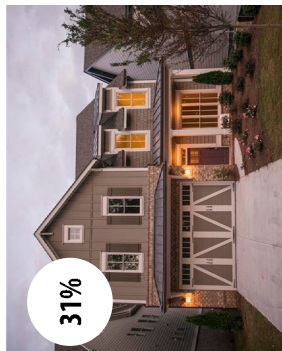
60%

Multi-Family, Apartments



56%

Multi-Family, Mixed-Use



31%

Single Family Detached, Narrow Setback

# Blackburn Park Neighborhood Center NEIGHBORHOOD COMMERCIAL PREFERENCES



## Along Major Corridors



36%

Suburban Type Development, 3 Stories; Greenspace



33%

Neighborhood Scale Retail

## Not Appropriate Anywhere



88%

Suburban Type Development, 4 Stories



82%

Suburban Type Development, 6 Stories



58%

Urban Type Development, Mixed-Use Residential/Retail



58%

Urban Type Development, Mixed-Used Residential/Office



75%

Urban Type Development, Mixed-Use Retail/Office



33%

Neighborhood Scale, Mixed-Use Residential/Retail



36%

Neighborhood Scale, Mixed-Use Residential/Retail/Office



33%

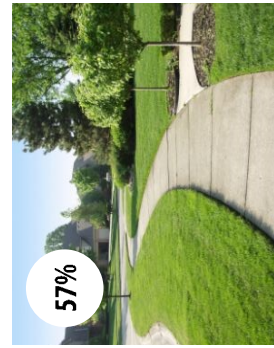
Neighborhood Scale Retail



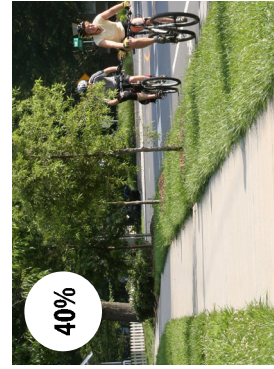
# Blackburn Park Neighborhood Center PEDESTRIAN & BICYCLE PREFERENCES



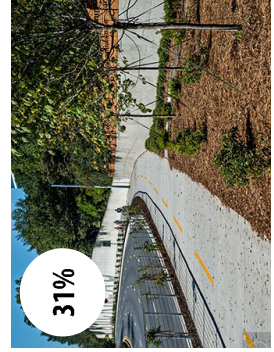
## Interior of Character Area



Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail

## Along Major Corridors



Wide Grassy Strip, Lighting



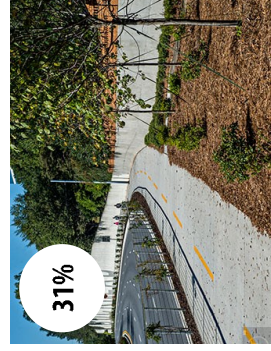
Narrow Paved Strip, Lighting



Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail

## Transition Areas



Bike Racks, Street Furniture

# Blackburn Park Neighborhood Center ALTERNATIVE DEVELOPMENT OPTIONS



## Interior of Character Area



Accessory Dwelling Units

## Transition Areas



Accessory Dwelling Units

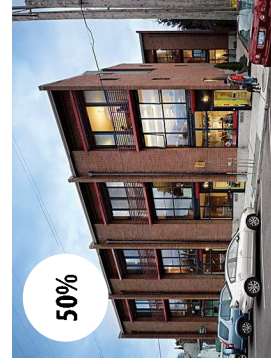


Pocket Neighborhoods

## Not Appropriate Anywhere



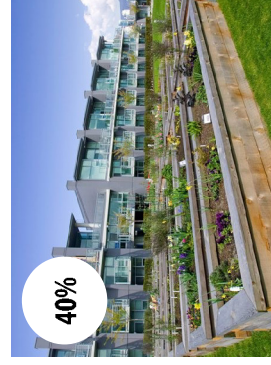
Co-Working Space



Retail/Artist Loft



Mixed Income w/Detached or Attached Housing



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot

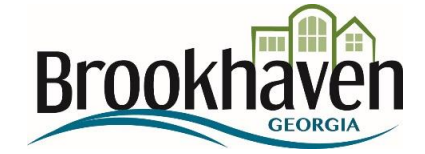


Tiny House

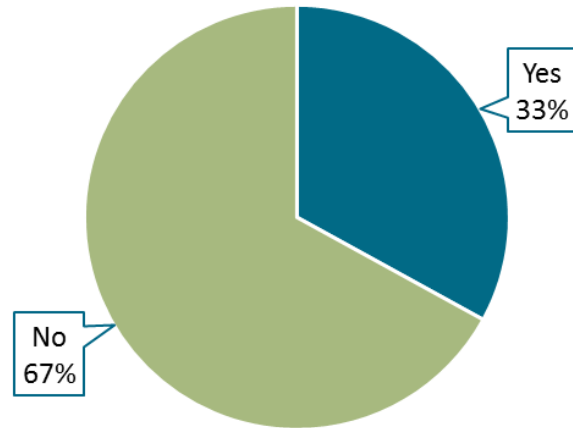


# Blackburn Park Neighborhood Center

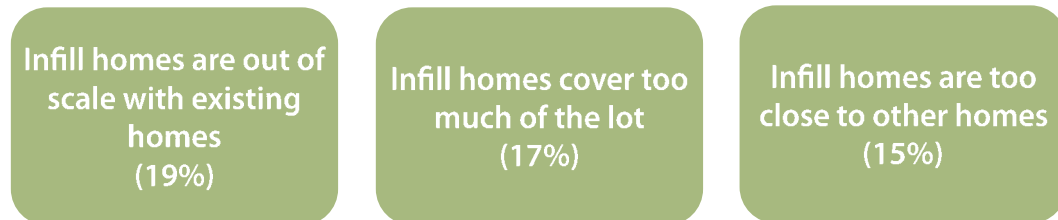
## SINGLE FAMILY INFILL QUESTIONNAIRE



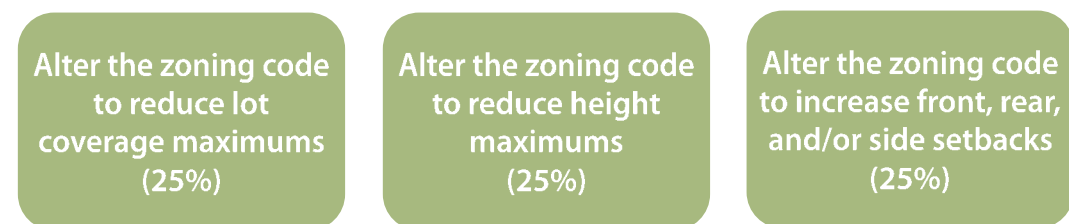
Is the infill in your character area compatible with the existing homes?



### Top 3 Infill Concerns



### Top 3 Potential Solutions



## OSBORNE

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 recreation land uses are seen as appropriate for this area.

### Comprehensive Plan Strategies

- Ensure that the appropriate zoning is in place to maintain the character of the existing single family residential neighborhood.
- Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Allow subdivision of larger lots with minimum lot size of R50.
2. Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single family neighborhoods to ensure appropriate and gradual height and density transitions.
3. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
4. Explore opportunities to protect character area residents against parking overflow from the Peachtree Corridor Overlay District.

### Appropriate Land Uses - General

- Single-Family Residential
- Townhomes
- Parks and Recreation

### Appropriate Land Uses – Specific

#### Interior of Character Area

- Single-family, detached homes
- Neighborhood sidewalks with bike lanes
- Pocket neighborhoods

#### Along Major Corridors

- Neighborhood sidewalks with grassy strip or narrow paved strip and lighting

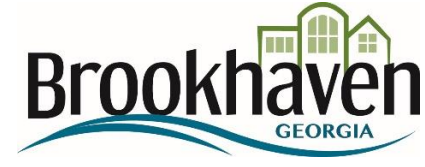
- Protected bike lanes
- Neighborhood sidewalk with bike lanes
- Bike racks, street furniture

In Transition Areas

- Neighborhood sidewalks with bike lanes
- Multi-use urban trail

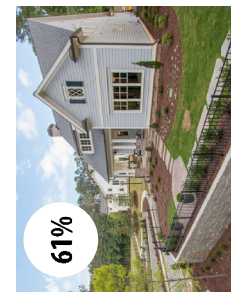
**Notes:**

N/A



**Osborne**  
RESIDENTIAL HOUSING PREFERENCES

**Interior of Character Area**



Single Family Detached, Compact Scale



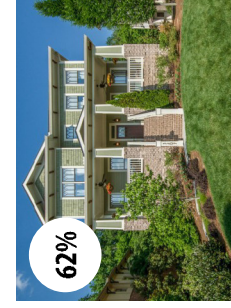
Single Family Detached, Mid-size Scale



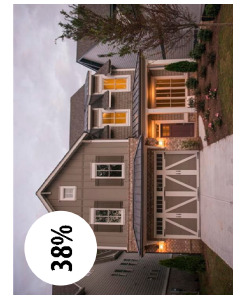
Single Family Detached, Estate Scale



Single Family Detached, Wide Setback

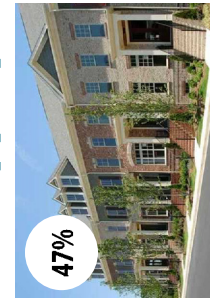


Single Family Detached, Medium Setback



Single Family Detached, Narrow Setback

**Not Appropriate Anywhere**



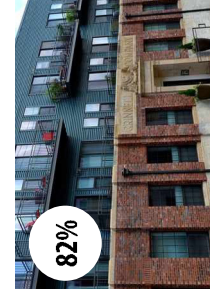
Single Family Attached, Townhomes



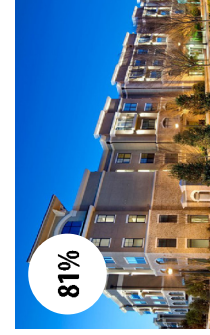
Single Family Attached, Duplex



Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Apartments



Multi-Family, Mixed Use





# Osborne NEIGHBORHOOD COMMERCIAL PREFERENCES

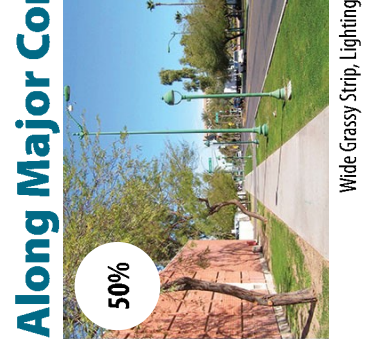
## Not Appropriate Anywhere



# Osborne BICYCLE & PEDESTRIAN PREFERENCES



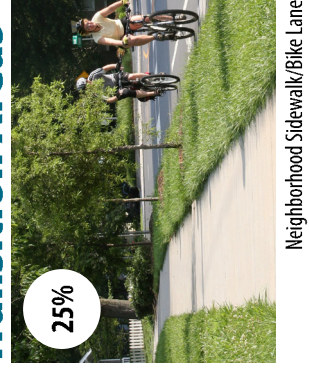
## Interior of Character Area



## Not Appropriate Anywhere



## Transition Areas







# Osborne ALTERNATIVE DEVELOPMENT PREFERENCES

## Interior of Character Area



Pocket Neighborhoods

## Not Appropriate Anywhere



Co-Working Space



Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



Tiny House



Accessory Dwelling Units



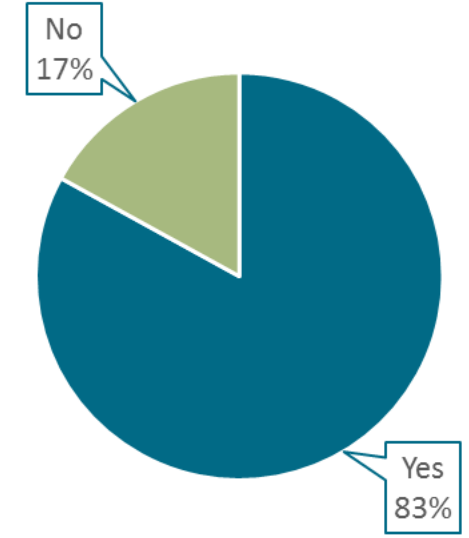
Mixed Income w/Detached or Attached Housing



# Osborne SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



### Top 3 Infill Concerns

- Infill homes are too close to the street (22%)
- Infill homes are too close to other homes (20%)
- Infill homes cover too much of the lot (20%)
- Infill homes are out of scale with existing homes (20%)

### Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (24%)
- Alter the zoning code to increase front, rear, and/or side setbacks (24%)
- Alter the zoning code to reduce height maximums (21%)





## LYNWOOD PARK

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.

### Comprehensive Plan Strategies

- Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.
- Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Update the zoning code to provide for infill compatibility.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations:
  - Rezone favorably to allow additional retail and restaurant uses
  - Relax setbacks to match existing conditions
  - Reduce parking requirements per zoning to minimum restaurant needs
  - Consider resident-only parking zone along adjacent streets
- Allow subdivision of larger lots with minimum lot size of R 50.
- Explore options to improve mobility along Windsor Parkway, ex. traffic calming; flow improvement; sidewalks and/or bicycle lanes.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units; pocket neighborhoods; and mixed-income neighborhoods with attached and detached housing types.
- Explore potential of “Morrison Farms” property as active and passive recreation and/or townhomes or cluster homes residential development.



### Appropriate Land Uses - General

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Appropriate Land Uses – Specific

#### Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets
- Multi-use urban, gravel and asphalt/concrete trails
- Accessory dwelling units
- Pocket neighborhoods

#### Along Major Corridors

- Neighborhood scale retail
- Single-family attached, live/work
- Protected bike lanes
- Bike racks and street furniture
- Neighborhood sidewalks with bike lanes
- Wide grassy strip with lighting

#### In Transition Areas

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family, detached homes
- Neighborhood scale retail
- Sidewalks with paved strip & lighting
- Bike racks & street furniture
- Neighborhood sidewalks with bike lanes
- Multi-use urban trail
- Pocket Neighborhoods
- Mixed income detached/attached housing options

---

### **Notes:**

N/A



# Lynwood Park

## RESIDENTIAL HOUSING PREFERENCES

### Interior of Character Area



50%

Single Family Detached, Compact Scale



42%

Single Family Detached, Mid-size Scale



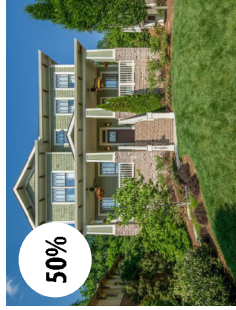
38%

Single Family Detached, Estate Scale



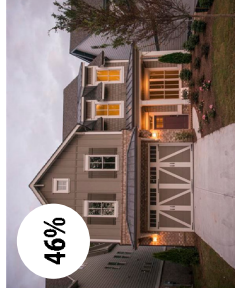
29%

Single Family Detached, Wide Setback



50%

Single Family Detached, Medium Setback



46%

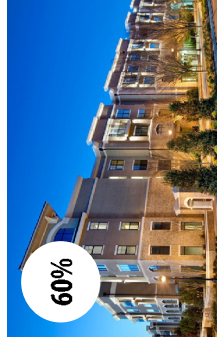
Single Family Detached, Narrow Setback

### Not Appropriate Anywhere



50%

Multi-Family, Adaptive Re-Use/Loft



60%

Multi-Family, Apartments



50%

Multi-Family, Mixed-Use



### Along Major Corridors



33%

Single Family Attached, Live/Work

### Transition Areas



38%

Single Family Attached, Townhomes



38%

Single Family Attached, Duplex

### Another Place



33%

Single Family Attached, Live/Work

# Lynwood Park

## NEIGHBORHOOD COMMERCIAL PREFERENCES



### Along Major Corridors



40%

Neighborhood Scale Retail

### Transition Areas



40%

Neighborhood Scale Retail

### Not Appropriate Anywhere



40%

Suburban Type Development, 3 Stories; Greenspace



60%

Suburban Type Development, 4 Stories



60%

Suburban Type Development, 6 Stories



50%

Urban Type Development, Mixed-Use Retail/Office



60%

Neighborhood Scale, Mixed-Use Residential / Retail



60%

Neighborhood Scale, Mixed-Use Residential/Retail/Office



60%

Urban Type Development, Mixed-Use Residential/Retail



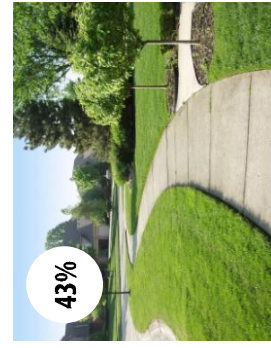
40%

Urban Type Development, Mixed-Used Residential/Office

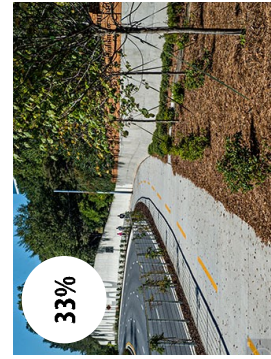


# Lynwood Park BICYCLE & PEDESTRIAN PREFERENCES

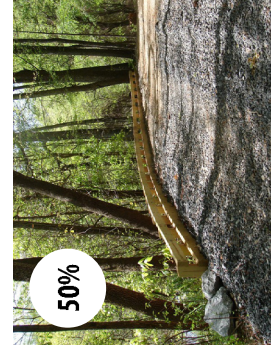
## Interior of Character Area



Neighborhood Street



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail

## Along Major Corridors



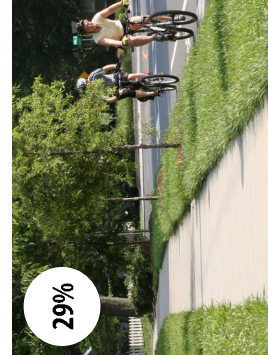
Wide Grassy Strip, Lighting



Bike Racks, Street Furniture



Protected Bike Lane



Neighborhood Sidewalk/Bike Lane

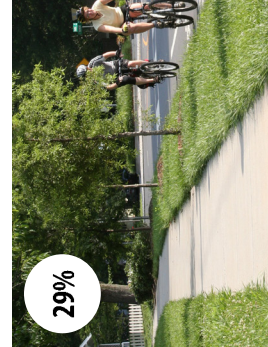
## Transition Areas



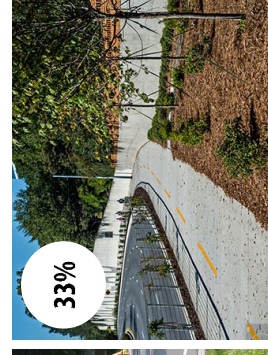
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail

**Not Appropriate Anywhere**



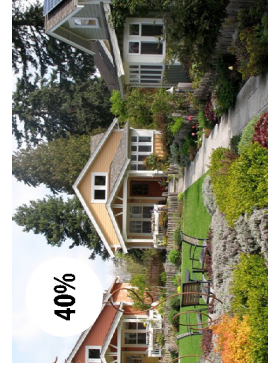
Protected Bike Lane

# Lynwood Park ALTERNATIVE DEVELOPMENT PREFERENCES

## Interior of Character Area



Accessory Dwelling Units



Pocket Neighborhoods

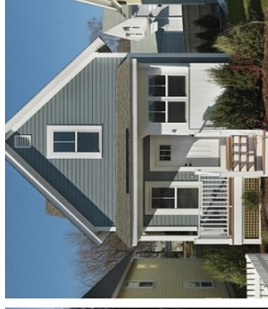
## Transition Areas



Pocket Neighborhoods



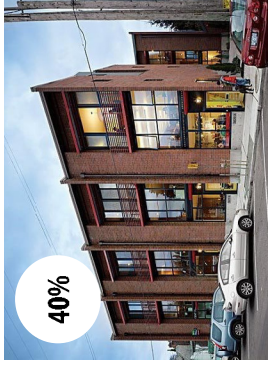
Mixed Income w/ Detached or Attached Housing



## Not Appropriate Anywhere



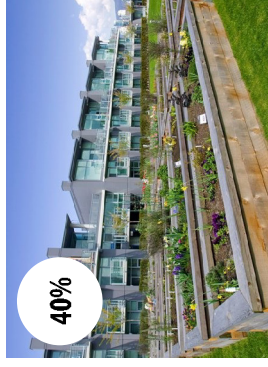
Co-Working Space



Retail/Artist Loft



Mixed Income w/ Detached or Attached Housing



Mixed-Use Residential w/ Shared Garden



Tiny House

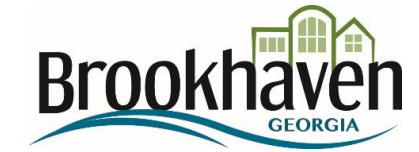


Mixed Income w/ Detached or Attached Housing

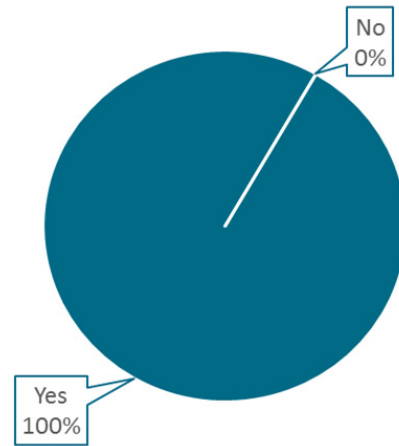


# Lynwood Park

## SINGLE FAMILY INFILL QUESTIONNAIRE



**Is the infill in your character area compatible with the existing homes?**



### Top 3 Infill Concerns

- Infill styles do not match or blend with existing styles (27%)
- Infill homes are too close to other homes (18%)
- Infill homes cover too much of the lot (18%)
- I don't have any concerns with the infill (18%)

### Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (33%)
- Alter the zoning code to reduce lot coverage maximums (22%)
- Alter the zoning code to increase front, rear, and/or side setbacks (22%)

## BRIARWOOD PARK

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.

### Comprehensive Plan Strategies

- Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
- Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
- Ensure that new developments provide connectivity to Buford Highway activity center area.
- Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Preserve the residential character of the character area.
- Explore relocating utilities underground.

### Appropriate Land Uses - General

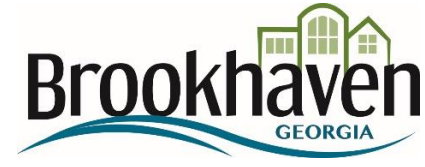
- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Parks and Recreation
- Institutional

### Appropriate Land Uses – Specific

#### Interior of Character Area

- Single-family attached housing options such as townhomes and duplexes
- Single-family detached homes
- Sidewalks on neighborhood streets with bike lanes
- Multi-use asphalt/concrete trails
- Narrow homes on narrow lots
- Tiny houses
- Accessory dwelling units





- Pocket neighborhoods

**Major Corridors:**

- Multi-Family Apartments
- Wide grassy strip, narrow paved strip lighting
- Bike racks, furniture
- Protected bike lanes
- Co-Working space
- Retail artists' lofts

**In Transition Areas**

- Single-family attached townhomes; duplexes; live/work housing
- Mixed use residential w/shared garden
- Mixed income with detached and attached housing

**Notes:**

N/A

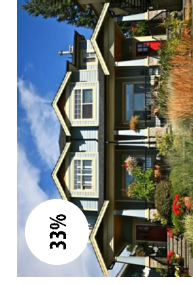
**Briarwood Park  
RESIDENTIAL HOUSING PREFERENCES**



**Interior of Character Area**



Single Family Attached, Townhomes



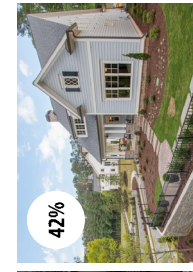
Single Family Attached, Duplex



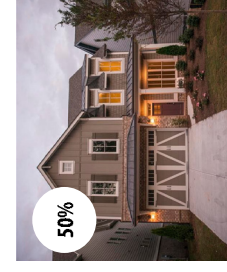
Single Family Detached, Wide Setback



Single Family Detached, Medium Setback



Single Family Detached, Compact Scale



Single Family Detached, Narrow Setback



Single Family Detached, Mid-size Scale

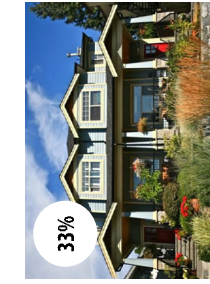


Single Family Detached, Estate Scale

**Transition Areas**



Single Family Attached, Townhomes



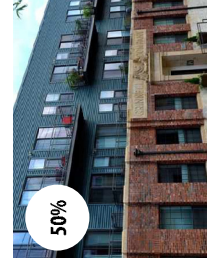
Single Family Attached, Duplex

**Along Major Corridors**



Multi-Family, Apartments

**Not Appropriate Anywhere**



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Mixed-Use

**Another Place**



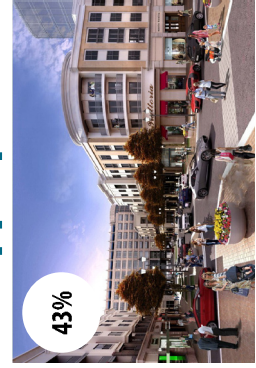
Multi-Family, Mixed-Use





# Briarwood Park NEIGHBORHOOD COMMERCIAL PREFERENCES

## Not Appropriate Anywhere



Suburban Type Development, 4 Stories



Suburban Type Development, 6 Stories



Neighborhood Scale, Mixed-Use Residential/Retail

## Another Place



Suburban Type Development, 3 Stories; Greenspace



Suburban Type Development, 4 Stories



Urban Type Development, Mixed-Use Residential/Retail



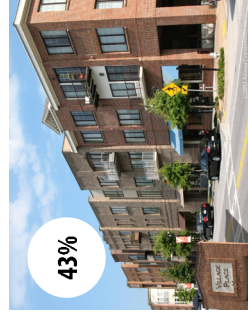
Urban Type Development, Mixed-Use Residential/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential/Retail



Neighborhood Scale, Mixed-Use Residential/Retail/Office

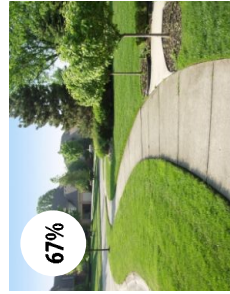


Neighborhood Scale Retail

# Briarwood Park BICYCLE & PEDESTRIAN PREFERENCES



## Interior of Character Area



Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-use Asphalt/Concrete Trail

## Along Major Corridors



Wide Grassy Strip, Lighting



Narrow Paved Strip, Lighting

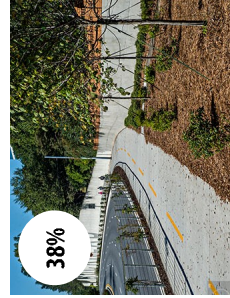


Bike Racks, Street Furniture



Protected Bike Lane

## Another Place



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail





# Briarwood Park ALTERNATIVE DEVELOPMENT PREFERENCES

## Interior of Character Area

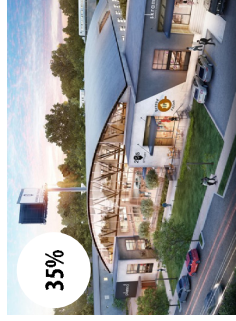


Accessory Dwelling Units

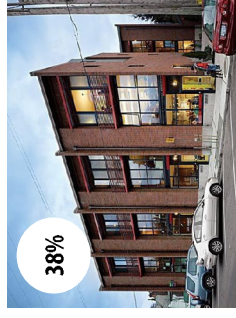


Pocket Neighborhoods

## Along Major Corridors

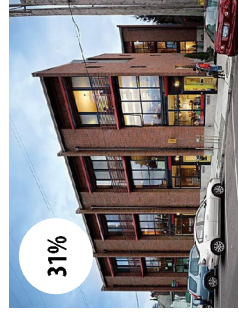


Co-Working Space

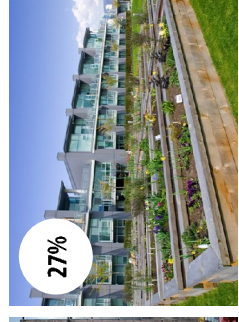


Retail/Artist Loft

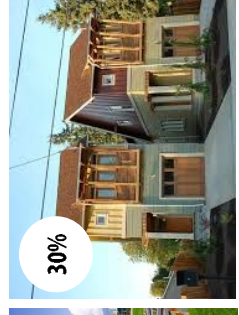
## Transition Areas



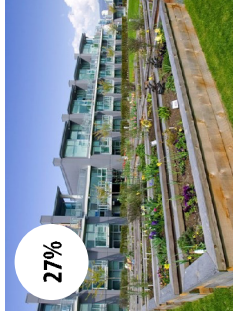
Retail/Artist Loft



Mixed-Use Residential w/Shared Garden



Narrow House/Narrow Lot



Mixed-Use Residential w/Shared Garden

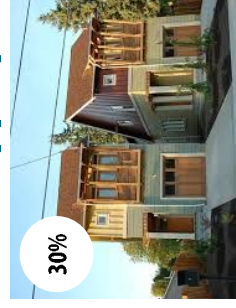
## Not Appropriate Anywhere



Mixed Income w/Detached or Attached Housing



Tiny House

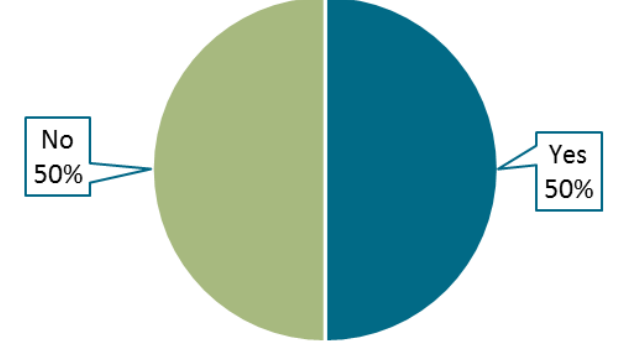


Narrow House/Narrow Lot

# Briarwood Park SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?

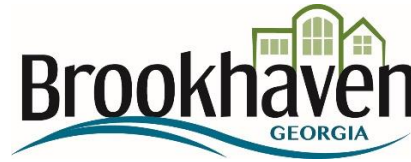


## Top 3 Infill Concerns

- Infill homes do not blend or match with existing styles (19%)
- Infill homes are too close to other homes (16%)
- Infill homes cover too much of the lot (16%)
- Infill homes are too close to the street (16%)
- Infill homes are out of scale with existing homes (16%)

## Top 3 Potential Solutions

- Develop single family design guidelines to apply to all new construction (30%)
- Alter the zoning code to increase front, rear, and/or side setbacks (22%)
- Alter the zoning code to reduce lot coverage maximums (17%)
- Alter the zoning code to reduce height maximums (17%)



## BROOKHAVEN HEIGHTS – BROOKHAVEN FIELDS

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.

### Comprehensive Plan Strategies

- Provide appropriate buffers between proposed Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.
- Conduct neighborhood specific surveys regarding infill development within Brookhaven Fields and Brookhaven Heights to assess if infill regulations need to be changed in these areas
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Implement improvements to Clack's Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.
- Update the zoning code to provide for infill compatibility.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Buffers between the Peachtree Corridor Overlay District and single family neighborhoods should provide appropriate and gradual height and density transitions.
- Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
- Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
- Explore opportunities to protect character area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.
- Revisit and refine the Peachtree Corridor Overlay District.

### Appropriate Land Uses - General

- Single-Family Residential
- Townhomes
- Institutional
- Parks and Recreation

### Appropriate Land Uses – Specific

#### Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods



### Along Major Corridors

- Wide grassy strip with light, narrow paved
- Multi use urban trail
- Bike racks
- Protected bike lanes

### In Transition Areas

- Single-family attached townhomes
- Single-family attached duplex
- Single-family attached live/work units
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Multi-use asphalt/concrete trails
- Retail/artist lofts
- Mixed-use residential with shared gardens
- Single-family detached (narrow structure on narrow lot)
- Mixed income detached or attached housing options

---

### **Notes:**

N/A



# Brookhaven Heights-Brookhaven Fields RESIDENTIAL HOUSING PREFERENCES



## Interior of Character Area



49%

Single Family Detached, Compact Scale



68%

Single Family Detached, Mid-size Scale



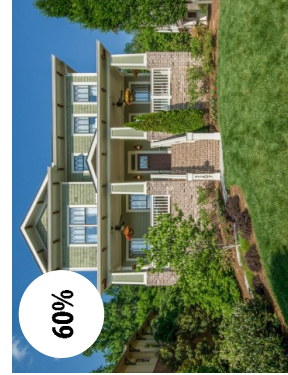
48%

Single Family Detached, Estate Scale



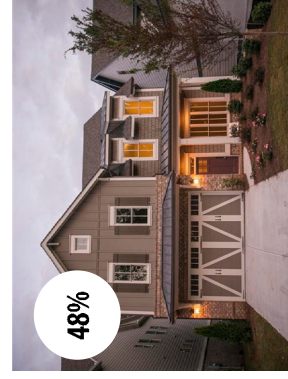
66%

Single Family Detached, Wide Setback



60%

Single Family Detached, Medium Setback



48%

Single Family Detached, Narrow Setback

## Transition Areas



55%

Single Family Attached, Townhomes



47%

Single Family Attached, Duplex



47%

Single Family Attached, Live/Work

## Along Major Corridors



35%

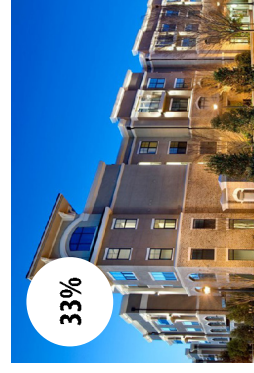
Multi-Family, Mixed-Use

## Not Appropriate Anywhere



37%

Multi-Family, Adaptive Re-Use/Loft



33%

Multi-Family, Apartments

# Brookhaven Heights-Brookhaven Fields NEIGHBORHOOD COMMERCIAL PREFERENCES



## Along Major Corridors



31%

Suburban Type Development, 3 Stories; Greenspace



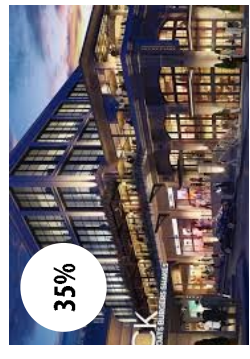
35%

Urban Type Development, Mixed-Use Residential/Retail



35%

Urban Type Development, Mixed-Use Residential/Office



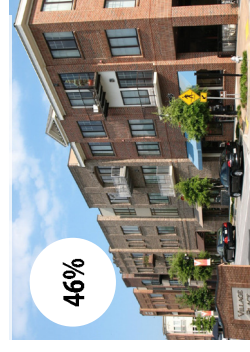
35%

Urban Type Development, Mixed-Use Retail/Office



40%

Neighborhood Scale, Mixed-Use Residential/Retail



46%

Neighborhood Scale, Mixed-Use Residential/Office

## Transition Areas



31%

Suburban Type Development, 3 Stories; Greenspace

## Not Appropriate Anywhere



50%

Suburban Type Development, 6 Stories

## Another Place



40%

Suburban Type Development, 4 Stories



41%

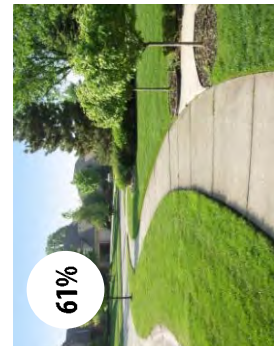
Neighborhood Scale Retail



# Brookhaven Heights-Brookhaven Fields BICYCLE & PEDESTRIAN PREFERENCES

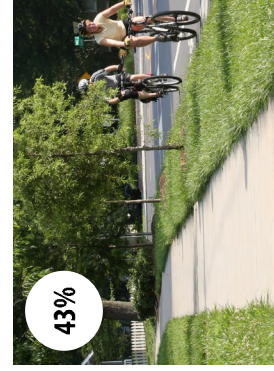


## Interior of Character Area



61%

Neighborhood Street



43%

Neighborhood Sidewalk/Bike Lane

## Along Major Corridors



51%

Wide Grassy Strip, Lighting



39%

Narrow Paved Strip, Lighting



27%

Multi-Use Gravel Trail



45%

Bike Racks, Street Furniture



47%

Protected Bike Lane

## Not Appropriate Anywhere

## Another Place



33%

Multi-use Asphalt/Concrete Trail



27%

Multi-Use Gravel Trail



27%

Multi-Use Gravel Trail



32%

Multi-Use Urban Trail

# Brookhaven Heights-Brookhaven Fields ALTERNATIVE DEVELOPMENT PREFERENCES



## Interior of Character Area



48%

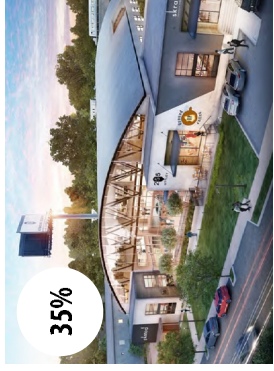
Accessory Dwelling Units



48%

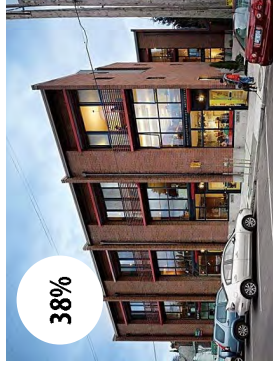
Pocket Neighborhoods

## Along Major Corridors



35%

Co-Working Space



38%

Retail/Artist Loft

## Transition Areas



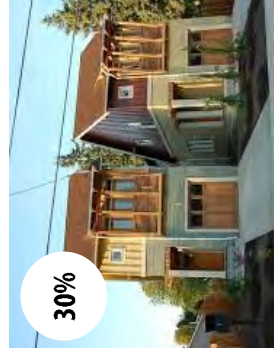
31%

Retail/Artist Loft



27%

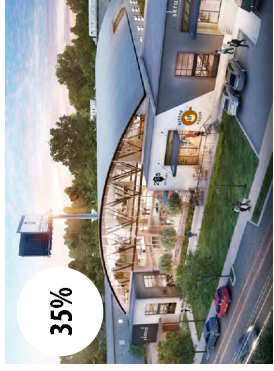
Mixed-Use Residential w/Shared Garden



30%

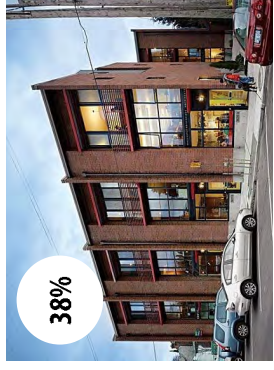
Narrow House/Narrow Lot

## Along Major Corridors



35%

Co-Working Space



38%

Retail/Artist Loft



27%

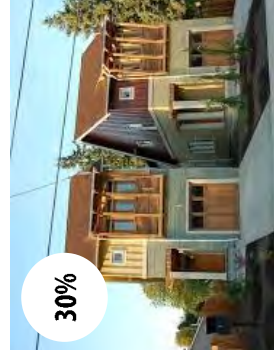
Mixed-Use Residential w/Shared Garden

## Not Appropriate Anywhere



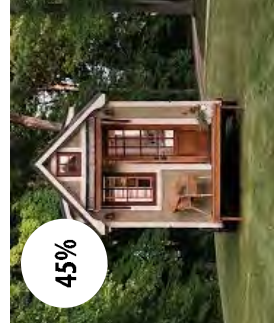
50%

Mixed Income w/Detached or Attached Housing



30%

Narrow House/Narrow Lot

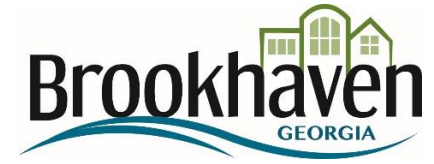


45%

Tiny House

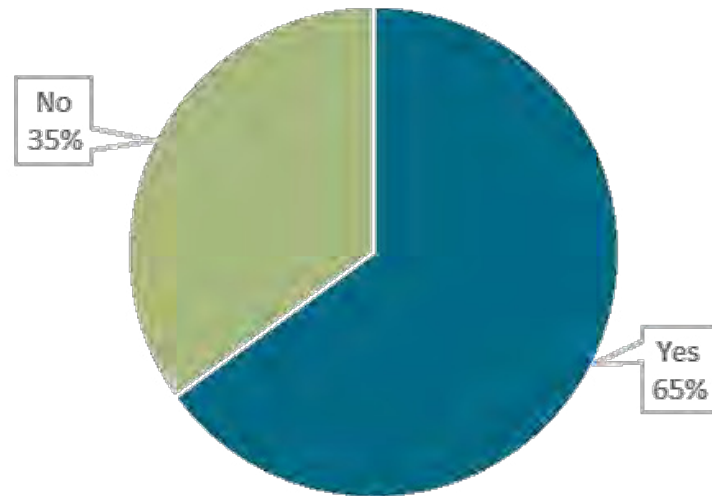


# Brookhaven Heights- Brookhaven Fields



## SINGLE FAMILY INFILL QUESTIONNAIRE

**Is the infill in your character area compatible with the existing homes?**



### Top 3 Infill Concerns

- Infill homes cover too much of the lot (20%)
- Infill homes are out of scale with existing homes (17%)
- Infill homes are too close to other homes (17%)

### Top 3 Potential Solutions

- Alter the zoning code to increase front, rear, and/or side setbacks (19%)
- Alter the zoning code to reduce lot coverage maximums (18%)
- Alter the zoning code to reduce height maximums (17%)

## LENOX PARK

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.

### Comprehensive Plan Strategies

- 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.
- Develop a new more user friendly mixed-use zoning district to be applied in this area.
- Encourage neighborhood commercial and mixed-use development with a retail component within this area.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Encourage neighborhood commercial that promotes walking, not driving.
- Maintain the central walking trail and passive open spaces.
- Improve pedestrian accessibility and crosswalks.

### Appropriate Land Uses - General

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

### Appropriate Land Uses – Specific

#### Interior of Character Area

- Single-family, detached homes
- Duplexes
- Neighborhood scale retail
- Mixed-Use residential/retail/office – 3 stories
- Sidewalks with grass or paved w/lighting
- Bike lanes, racks and street furniture
- Multi-use trails – urban, gravel and/or concrete

#### In Transition Areas

- Single-family attached townhomes
- Single-family attached live/work units

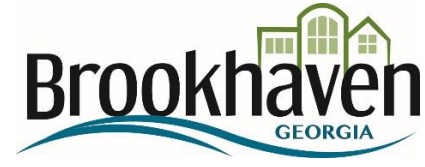
- Neighborhood sidewalks/bike lanes
- Co-working space

**On Major Corridors**

- Single-family attached townhomes
- Mixed-use residential/retail/office – 4 stories
- Neighborhood sidewalks/bike lanes
- Protected bike lanes
- Multi-use trail

**Notes:**

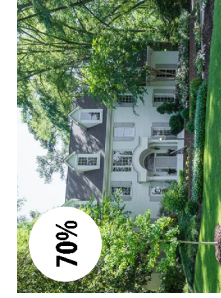
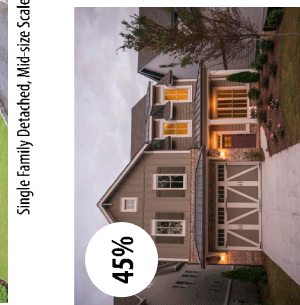
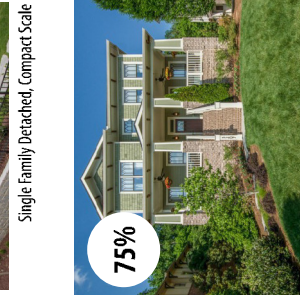
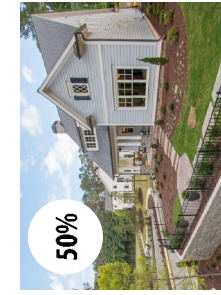
N/A



**Lenox Park**  
RESIDENTIAL HOUSING PREFERENCES



**Interior of Character Area**



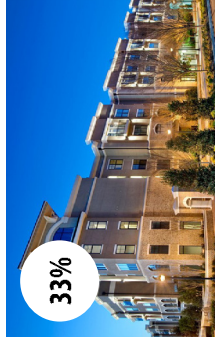
**Along Major Corridors**



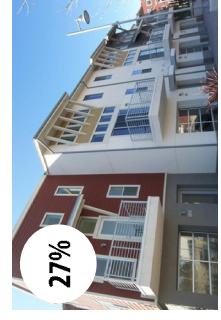
**Transition Areas**



**Not Appropriate Anywhere**



**Another Place**

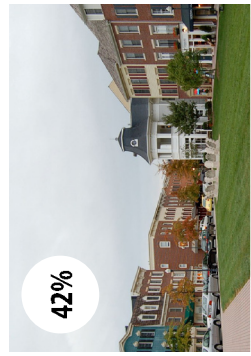






# Lenox Park NEIGHBORHOOD COMMERCIAL PREFERENCES

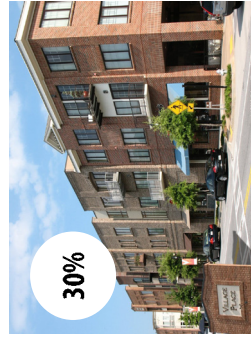
## Interior of Character Area



Suburban Type Development, 3 Stories;  
Greenspace



Urban Type Development, Mixed-Use Retail/  
Office



Neighborhood Scale, Mixed-Use  
Residential/Retail/Office



Neighborhood Scale Retail

## Along Major Corridors



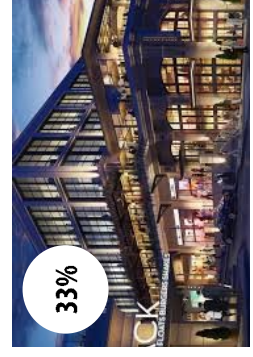
Suburban Type Development, 4 Stories



Urban Type Development, Mixed-Use  
Residential/Retail



Urban Type Development, Mixed-Used  
Residential/Office



Urban Type Development, Mixed-Use Retail/  
Office

## Not Appropriate Anywhere



Suburban Type Development, 4 Stories



Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use  
Residential/Retail



Neighborhood Scale, Mixed-Use  
Residential /Retail



Neighborhood Scale, Mixed-Use  
Residential/Retail/Office

# Lenox Park BICYCLE & PEDESTRIAN PREFERENCES



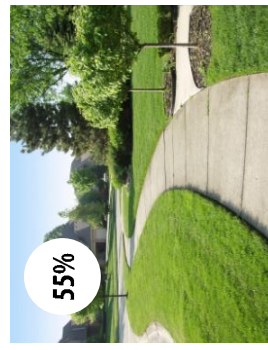
## Interior of Character Area



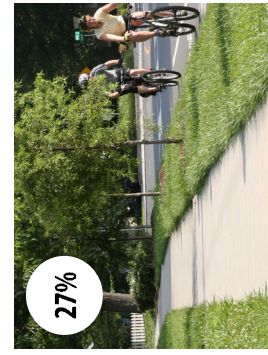
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail



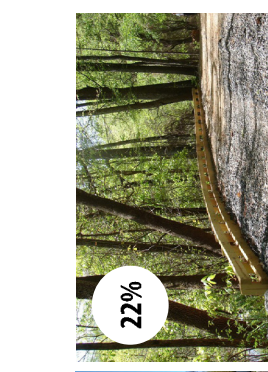
Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail



Wide Grassy Strip, Lighting

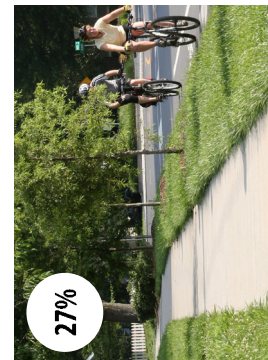


Multi-Use Gravel Trail

## Along Major Corridors



Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Multi-Use Gravel Trail



Multi-Use Gravel Trail

## Another Place

## Not Appropriate Anywhere





# Lenox Park ALTERNATIVE DEVELOPMENT PREFERENCES

## Not Appropriate Anywhere



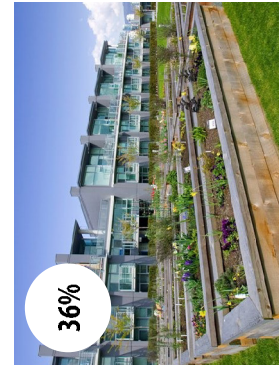
Co-Working Space

31%



Retail/Artist Loft

36%



Mixed-Use Residential w/Shared Garden

36%



Narrow House/Narrow Lot

70%



Tiny House

80%



Accessory Dwelling Units

50%



Pocket Neighborhoods

42%



Mixed Income w/Detached or Attached Housing

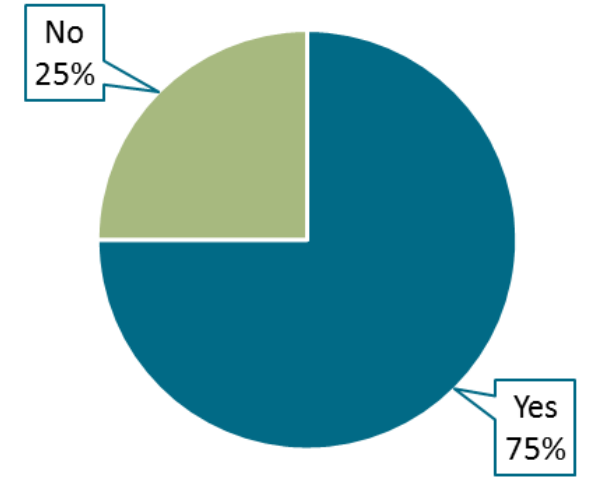
45%



# Lenox Park SINGLE FAMILY INFILL QUESTIONNAIRE



Is the infill in your character area compatible with the existing homes?



## Top 3 Infill Concerns

- Infill homes are too close to other homes (23%)
- Infill homes are out of scale with existing homes (23%)
- Infill homes cover too much of the lot (13%)

## Top 3 Potential Solutions

- Alter the zoning code to reduce lot coverage maximums (29%)
- Develop single family design guidelines to apply to all new construction (29%)
- Alter the zoning code to reduce height maximums (21%)





## HISTORIC BROOKHAVEN

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.

### Comprehensive Plan Strategies

- Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 Sq. Ft. or roughly 1/3 of an acre) to ensure the large lot residential character is retained in the character area described above.
- 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.
- As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.
- Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.
- The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Improve convenience and safety for bicycles and pedestrians.
- Improve connectivity to Brookhaven Park.
- Improve pedestrian connectivity to Town Brookhaven.
- Establish comfortable walking connections to adjacent neighborhood commercial.
- Consider connecting discontinuous sidewalks.
- Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.
- Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.

### Appropriate Land Uses – General

- Single-Family Residential
- Parks and Recreation

### Appropriate Land Uses – Specific

#### Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Sidewalks along neighborhood streets with wide grassy strip, lighting
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Accessory dwelling units



### Along Major Corridors

- Single-family attached
- Multi-family, apartments

### Transition Areas

- Single-family detached homes
- Neighborhood scale mixed-use
- Neighborhood scale retail
- Pocket neighborhoods

---

### **Notes:**

N/A

# Historic Brookhaven RESIDENTIAL HOUSING PREFERENCES



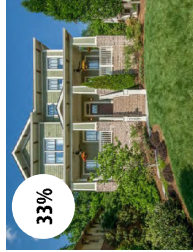
## Interior of Character Area



Single Family Detached, Estate Scale



Single Family Detached, Wide Setback

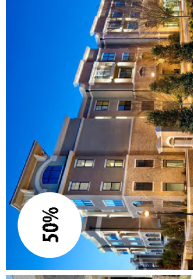


Single Family Detached, Medium Setback

## Along Major Corridors

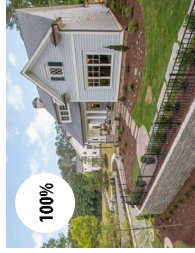


Single Family Attached, Townhomes



Multi-Family, Apartments

## Transition Areas



Single Family Detached, Compact Scale

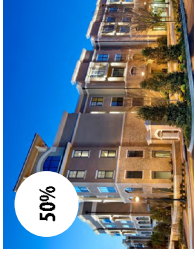


Single Family Detached, Mid-size Scale



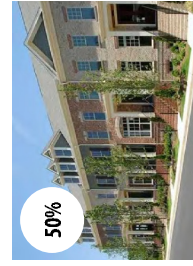
Single Family Detached, Medium Setback

## Not Appropriate Anywhere



Multi-Family, Apartments

## Another Place



Single Family Attached, Townhomes



Single Family Attached, Duplex



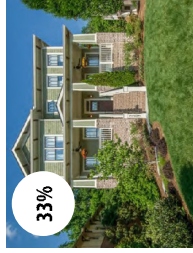
Single Family Attached, Live/Work



Multi-Family, Adaptive Re-Use/Loft



Multi-Family, Mixed-Use

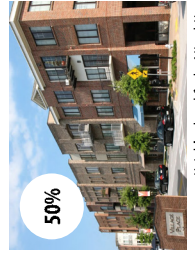


Single Family Detached, Medium Setback

# Historic Brookhaven NEIGHBORHOOD COMMERCIAL PREFERENCES



## Transition Areas

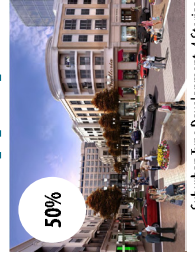


Neighborhood Scale, Mixed-Use Residential/Retail/Office



Neighborhood Scale Retail

## Not Appropriate Anywhere



Suburban Type Development, 4 Stories

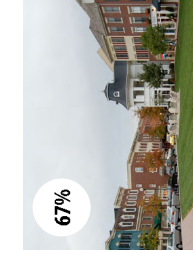


Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use

## Another Place



Suburban Type Development, 3 Stories; Greenspace



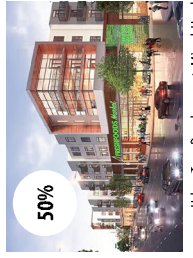
Suburban Type Development, 4 Stories



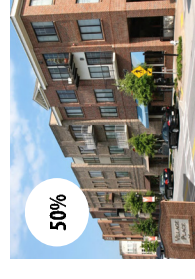
Urban Type Development, Mixed-Use



Urban Type Development, Mixed-Use Retail/Office



Urban Type Development, Mixed-Use Residential/Office



Neighborhood Scale, Mixed-Use Residential/Retail/Office



Suburban Type Development, 6 Stories



Urban Type Development, Mixed-Use Residential/Retail



Urban Type Development, Mixed-Use Retail/Office



Urban Type Development, Mixed-Use Retail/Office



Neighborhood Scale, Mixed-Use Residential/Retail



# Historic Brookhaven PEDESTRIAN & BICYCLE PREFERENCES



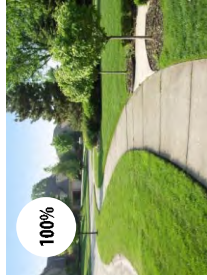
## Interior of Character Area



Wide Grassy Strip, Lighting



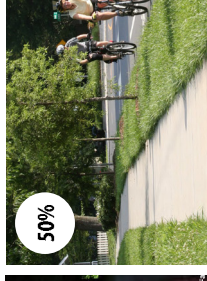
Bike Racks, Street Furniture



Neighborhood Street



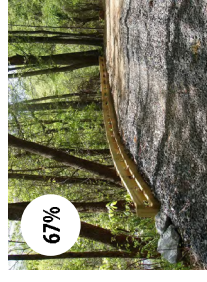
Protected Bike Lane



Neighborhood Sidewalk/Bike Lane



Multi-Use Urban Trail



Multi-Use Gravel Trail



Multi-Use Asphalt/Concrete Trail

## Not Appropriate Anywhere



Wide Grassy Strip, Lighting



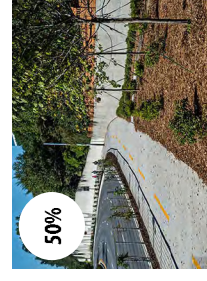
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Protected Bike Lane



Multi-Use Urban Trail

## Another Place



Multi-Use Asphalt/Concrete Trail

# Historic Brookhaven ALTERNATIVE DEVELOPMENT OPTIONS



## Interior of Character Area

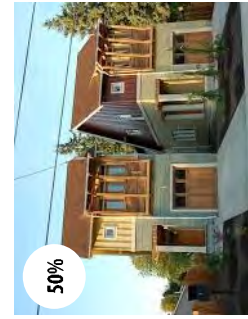


Accessory Dwelling Units

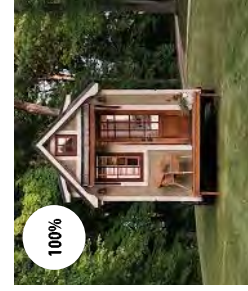


Pocket Neighborhoods

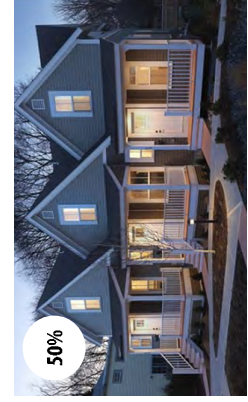
## Not Appropriate Anywhere



Narrow House/Narrow Lot

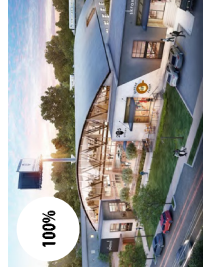


Tiny House



Mixed Income w/ Detached or Attached Housing

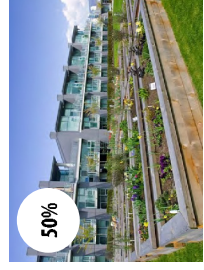
## Another Place



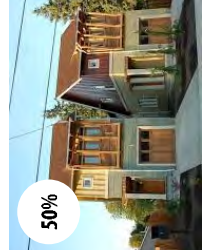
Co-Working Space



Retail/Artist Loft



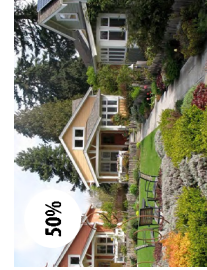
Mixed-Use Residential w/ Shared Garden



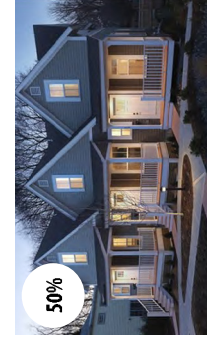
Narrow House/Narrow Lot



Accessory Dwelling Units



Pocket Neighborhoods

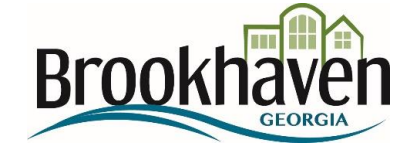


Mixed Income w/ Detached or Attached Housing

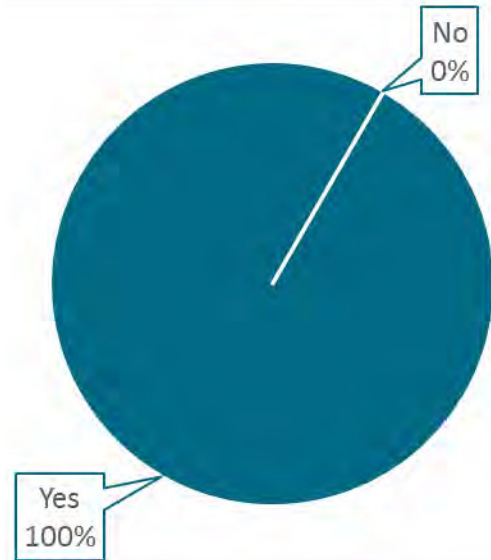


# Historic Brookhaven

## SINGLE FAMILY INFILL QUESTIONNAIRE



**Is the infill in your character area compatible with the existing homes?**



### Top 3 Infill Concerns

- Infill homes are too close to other homes (33%)
- Infill homes are too close to the street (33%)
- Infill homes cover too much of the lot (33%)

### Top 3 Potential Solutions

- Alter the zoning code to reduce lot coverage maximums (33%)
- Alter the zoning code to reduce height maximums (17%)
- Alter the zoning code to increase front, rear, and/or side setbacks (17%)
- Develop single family design guidelines to apply to all new construction (17%)

### ASHFORD PARK - DREW VALLEY

The vision for the Ashford Park-Drew Valley area is for the existing residential form of the single-family 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.

#### Comprehensive Plan Strategies

- Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
- Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this character area that have experienced significant infill.
- Provide incentives to promote the development of neighborhood commercial at the intersection of Dresden Road and Clairmont Road.
- Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.
- Update the zoning code to provide for infill compatibility.

#### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Establish transitional buffers that provide appropriate and gradual height and density transitions between the Peachtree Corridor Overlay District and single family neighborhoods.
- Ensure greater enforcement of existing codes, such as front, side and rear setback requirements, to protect neighborhoods and promote consistency in development.
- Promote more affordable housing and aging in place through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods in appropriate locations.\*
- Create an opportunity for the redevelopment of Clairmont Road into a boulevard-style corridor with neighborhood-scale commercial (up to 3 stories).
- Limit the subdivision of lots for infill development.
- Explore traffic calming measures within neighborhoods.
- Pursue sidewalk connectivity throughout Character Area neighborhoods.
- Preserve single-family and restrict further commercial development on Dresden from Conasauga Ave. east to the intersection of Clairmont Road and Dresden Drive.
- Establish separate guidelines to differentiate passive greenspace and developed park areas.

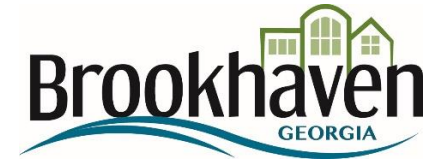
\* Opinions were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes.

#### Appropriate Land Uses – General

- Single-Family Residential
- Neighborhood Commercial



- Institutional
- Parks and Recreation



**Appropriate Land Uses – Specific**

Interior of Character Area

- Single-family, detached homes
- Sidewalks, bike lanes along neighborhood streets
- Multi-use gravel trails
- Accessory dwelling units\*
- Pocket neighborhoods\*

In Transition Areas

- 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
- Bike racks & street furniture
- Mixed income detached/attached housing options

On Major Corridors such as Clairmont Road

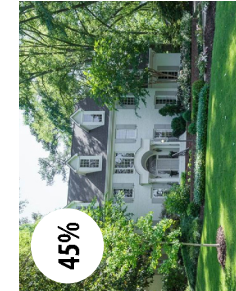
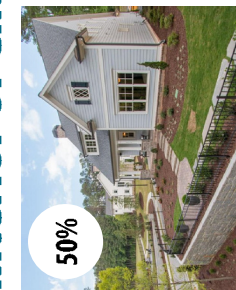
- Single-family attached townhomes
- Single-family attached duplexes
- Single-family attached live/work units
- Multi-family adaptive reuse lofts
- Mixed-use neighborhood scale residential/retail
- Neighborhood scale retail
- Co-working space

**Notes:**

Opinions were split on the addition of accessory dwelling units, pocket neighborhoods, compact homes, and duplexes. Survey indicated support for these land use types, but attendees of Charrette II voiced opposition. Recommend revisiting accessory dwelling units, pocket neighborhoods, compact homes, and duplexes in Zoning Update, as well as future Comp Plan updates.

**Ashford Park - Drew Valley**  
RESIDENTIAL HOUSING PREFERENCES

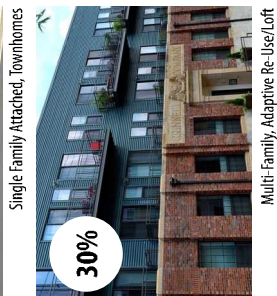
**Interior of Character Area**



**Along Major Corridors**



**Transition Areas**



**Not Appropriate Anywhere**







# Ashford Park - Drew Valley NEIGHBORHOOD COMMERCIAL PREFERENCES

## Along Major Corridors



## Not Appropriate Anywhere



## Transition Areas



# Ashford Park - Drew Valley BICYCLE & PEDESTRIAN PREFERENCES



## Interior of Character Area



## Along Major Corridors



## Not Appropriate Anywhere



## Transition Areas





# Ashford Park - Drew Valley ALTERNATIVE DEVELOPMENT PREFERENCES

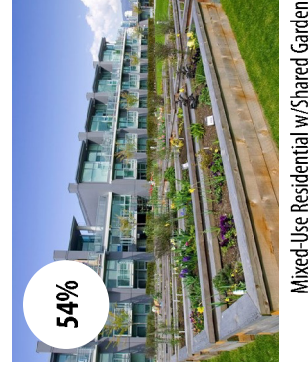
## Along Major Corridors



## Transition Areas

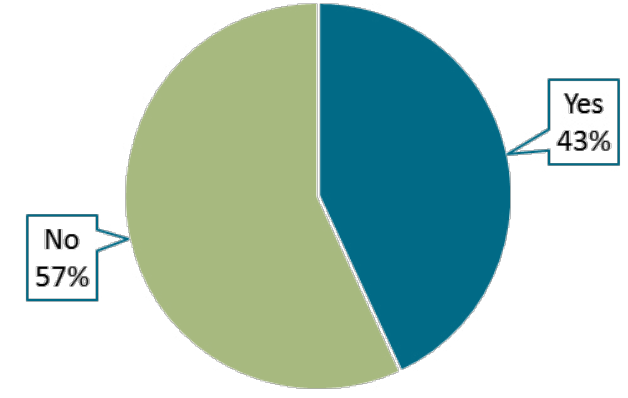


## Not Appropriate Anywhere



# Ashford Park - Drew Valley SINGLE FAMILY INFILL QUESTIONNAIRE

Is the infill in your character area compatible with the existing homes?



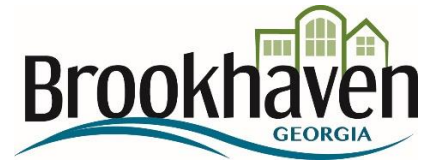
## Top 3 Infill Concerns

- Infill homes are out of scale with existing homes (21%)
- Infill homes cover too much of the lot (18%)
- Infill homes are too close to the street (15%)

## Top 3 Potential Solutions

- Alter the zoning code to reduce height maximums (27%)
- Alter the zoning code to reduce lot coverage maximums (23%)
- Other (15%)

- “Other” Responses Include:**
- Possibly relook at setbacks in place, but enforce total compliance with established setbacks.
  - Alter zoning to protect houses in the overlay district from commercial building.
  - Compatibility. No glorified HOA covenants for zoning code.
  - Save more trees.



## BUFORD HIGHWAY

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 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, redevelopment and economic investment with the desire to preserve and maintain affordable housing options and cultural diversity within the City.

### Comprehensive Plan Strategies

- Encourage the redevelopment of key parcels identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.
- Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
- Limit visual clutter in the corridor by implementing adequate sign regulations.
- Explore rebranding and marketing the corridor as an international culinary destination.

### Additional Implementation Strategies to consider as the result of stakeholder feedback:

- Conduct a needs assessment for affordable housing along with an inventory of current units detailing size, location, cost and condition.
- Set affordable housing goals and create policies and incentives for developers to meet these goals.
- 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 lots with narrow houses.
- Develop park space as both passive and active and look for opportunities to develop pocket parks.
- Encourage greenspace as part of new developments.
- Create neighborhood access points and connecting paths to the Peachtree Greenway.
- Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.
- As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.
- Encourage neighborhood commercial in transition areas.
- Encourage inter-parcel connectivity with new developments.
- Create buffer zones between commercial and residential areas.
- Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.
- Consider civic or cultural performing arts center to showcase local and regional talent and provide event space.

- Create more opportunities for children and youth through recreational and social programming.

### Appropriate Land Uses – General

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Retail
- Institutional
- Industrial
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

### Appropriate Land Uses – Specific

#### Interior of Character Area

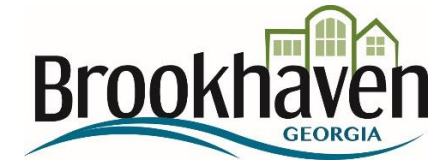
- Single-family, detached homes
- Neighborhood sidewalks/bike lanes
- Multi-use trails – urban, gravel and/or concrete
- Accessory dwelling units
- Pocket neighborhoods
- Mixed income developments

#### In Transition Areas

- Single-family attached townhomes
- Duplexes
- Single-family attached live/work units
- Neighborhood scale mixed-use residential/retail
- Neighborhood scale retail
- Mixed use residential w/shared garden
- Accessory dwelling units
- Pocket neighborhoods
- Tiny Houses
- Narrow houses on narrow lots
- Mixed income developments

#### On Major Corridors

- Co-working space
- Retail/Artist lofts
- Mixed use residential w/shared garden
- Single-family attached live/work units
- Adaptive re-use/lofts
- Apartments
- Single-family attached townhomes
- Mixed-use residential/retail/office
- Protected bike lanes





- Bike racks and street furniture
- Multi-use trail – urban or concrete
- Sidewalks with grass or paved strip w/lighting
- Cultural/Performing Arts Center

**Notes:**

N/A

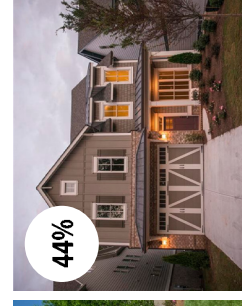
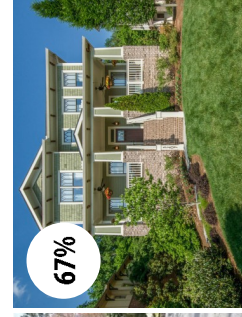
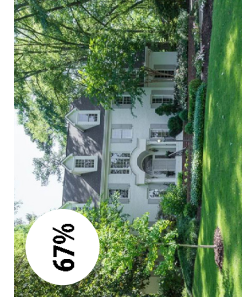


# Buford Highway Corridor

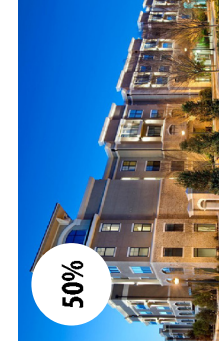
## RESIDENTIAL HOUSING PREFERENCES



### Interior of Character Area



### Along Major Corridors



### Transition Areas





# Buford Highway Corridor NEIGHBORHOOD COMMERCIAL PREFERENCES

## Along Major Corridors



Suburban Type Development, 3 Stories;  
Greenspace



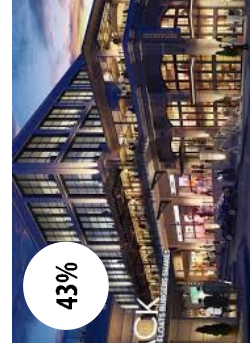
Suburban Type Development, 4 Stories



Urban Type Development, Mixed-Use  
Residential/Retail



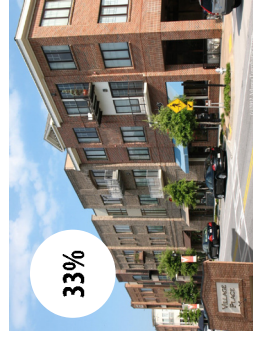
Urban Type Development, Mixed-Used  
Residential/Office



Urban Type Development, Mixed-Use Retail/  
Office



Neighborhood Scale, Mixed-Use  
Residential / Retail



Neighborhood Scale, Mixed-Use  
Residential/Retail/Office

## Transition Areas



Neighborhood Scale Retail

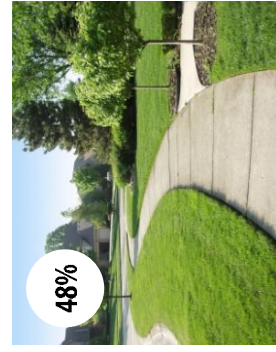
## Not Appropriate Anywhere



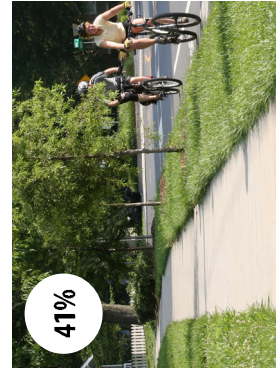
Suburban Type Development, 6 Stories

# Buford Highway Corridor BICYCLE & PEDESTRIAN PREFERENCES

## Interior of Character Area



Neighborhood Street



Neighborhood Sidewalk/Bike Lane



Multi-Use Gravel Trail



Multi-use Asphalt/Concrete Trail

## Along Major Corridors



Wide Grassy Strip, Lighting



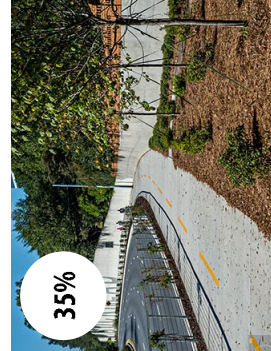
Narrow Paved Strip, Lighting



Bike Racks, Street Furniture



Protected Bike Lane



Multi-Use Urban Trail



Multi-use Asphalt/Concrete Trail



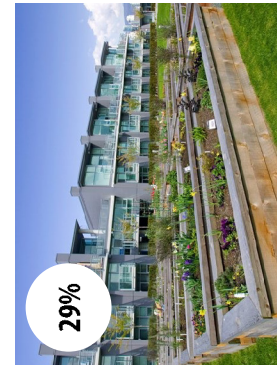
**Along Major Corridors**



Co-Working Space



Retail/Artist Loft



Mixed-Use Residential w/Shared Garden

**Not Appropriate  
Anywhere /  
Another Place**



Tiny House

**Buford Highway Corridor  
ALTERNATIVE DEVELOPMENT PREFERENCES**

**Interior of Character Area**



Pocket Neighborhoods



Accessory Dwelling Units

**Transition Areas**



Narrow House/Narrow Lot



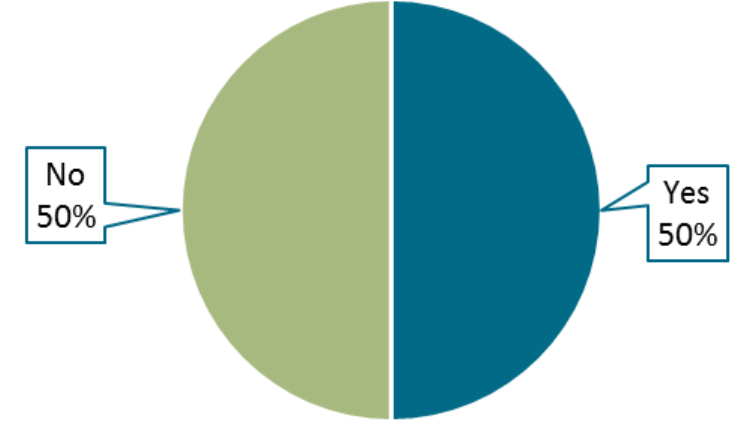
Accessory Dwelling Units



Mixed Income w/Detached or Attached Housing

**Buford Highway Corridor  
SINGLE FAMILY INFILL QUESTIONNAIRE**

**Is the infill in your  
character area  
compatible with the  
existing homes?**

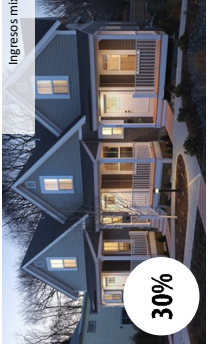
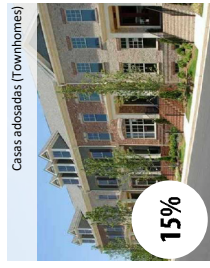
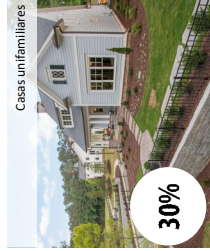
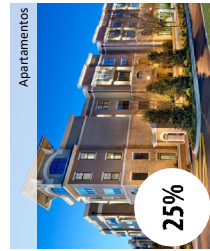


**Top 3 Infill Concerns**

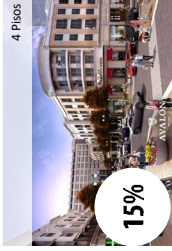
- Infill homes are out of scale with existing homes (23%)
- Infill homes cover too much of the lot (17%)
- Infill homes do not match or blend with existing styles (13%)

**Top 3 Potential Solutions**

- Encourage affordable housing options by allowing alternative types (22%)
- Develop single family design guidelines to apply to all new construction (20%)
- Alter the zoning code to reduce lot coverage maximums (18%)



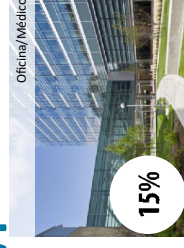
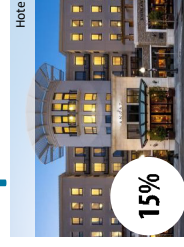
### Neighborhood Commercial



### Bicycle & Pedestrian Facilities



### Other Development Types



# Appendix F

## Character Area Feedback Forms





## The Lakes District

Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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 complements the 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.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Ensure that the proper zoning is in place to maintain the character of the single family residential neighborhoods with infill development.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this character area that have experienced significant infill.
- Follow recommendations for improvements to Murphey Candler Park per the recommendations of the Parks and Recreation Master Plan.
- Explore the possibility of developing a linear park and trail adjacent to Nancy Creek.
- Protect single-family neighborhoods from encroachment by higher-intensity land uses, particularly in the area adjacent to the Perimeter Center character area.



## The Lakes District

Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Protect single-family neighborhoods from cut through traffic.
2. Limit the subdivision of lots that will result in increased density throughout neighborhoods.
3. Explore accessory dwelling units that are restricted for use by relatives (“in-law” suites).
4. Promote duplexes instead of townhouses for future multi-family housing alternatives.
5. Consider semi-cluster homes on 1/3-acre lots in Murphey Candler Park.
6. Pursue improved connectivity to Murphey Candler Park from neighborhoods to north/northeast.
7. Establish comfortable walking connections to neighborhood commercial.
8. Develop path to connect Blackburn Park and Murphey Candler Park; utilize and preserve Nancy Creek.
9. Improve convenience and safety for bicycles and pedestrians.
10. Explore alternative transit modes such as Brookhaven trolley or shuttle.
11. Update the zoning code to increase front, rear and/or side setbacks.
12. Update the zoning code to reduce height maximums.
13. Explore the feasibility of creating single family design guidelines to apply to all new construction.

#### **Additional Implementation Strategies Feedback**

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):





## Blackburn Park Neighborhood Center



*Additional Implementation Strategies to consider as the result of stakeholder feedback:*

1. Focus on redevelopment of existing commercial uses in the Blackburn Park character area before considering new construction
2. Address signage clutter and light pollution due to digital display signage.
3. Address light pollution issues/nuisance resulting from usage of Blackburn Park fields.
4. Increase the availability of passive recreational spaces.
5. Establish comfortable walking connections to neighborhood commercial.
6. Develop path to connect Blackburn Park and Murphey Candler Park.
7. Improve connection from Blackburn Park to the Cowart Family/Ashford-Dunwoody YMCA.
8. Improve convenience and safety for bicycles and pedestrians.
9. Update the zoning code to increase front, rear and/or side setbacks.
10. Update the zoning code to reduce lot coverage maximums.
11. Update the zoning code to reduce height maximums.

### Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:
  
  
  
  
  
  
  
  
  
  
- I do not agree with the following additional implementation strategies (provide #):

## Blackburn Park Neighborhood Center



### Appropriate Land Uses - General

*As outlined in the Comprehensive Plan:*

- Mixed-Use
- Multi-Family Residential
- Townhomes
- Single-Family Residential
- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Appropriate Land Uses – Specific

*These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along major corridors impacting their Character Area.*

#### Interior of Character Area

- Single-family, detached homes
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Sidewalks along neighborhood streets with bike lanes
- Accessory dwelling units

#### Along Major Corridors

- Single-family attached
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Neighborhood scale retail
- Sidewalks with grassy strip or paved strip
- Bike racks & street furniture
- Protected bike lanes
- Multi-use urban trails

### Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

## Lynwood Park



Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:
  
- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Provide incentives to promote the development of neighborhood commercial on the commercially zoned properties at Windsor Parkway and Osborne Road.
- Implement improvements to the Lynwood and Osborne Parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct a neighborhood specific survey regarding infill development in this area to assess the need for infill regulations in this neighborhood.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Update the zoning code to provide for infill compatibility.

## Lynwood Park



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Encourage the development of the intersection at Windsor Parkway and Osborne Road into a neighborhood-only commercial node with the following considerations:
  - a. Rezone favorably to allow additional retail and restaurant uses
  - b. Relax setbacks to match existing conditions
  - c. Reduce parking requirements per zoning to minimum restaurant needs
  - d. Consider resident-only parking zone along adjacent streets
2. Explore design guidelines to set standards for building materials to ensure quality of new construction.
3. Allow subdivision of larger lots with minimum lot size of R 50.
4. Explore options to improve mobility along Windsor Parkway, ex. traffic calming; flow improvement; sidewalks and/or bicycle lanes.
5. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units; pocket neighborhoods; and mixed-income neighborhoods with attached and detached housing types.
6. Explore potential of “Morrison Farms” property as active and passive recreation and/or townhomes or cluster homes residential development.

#### **Additional Implementation Strategies Feedback**

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:
  
- I do not agree with the following additional implementation strategies (provide #):



## Lynwood Park

### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Townhomes
- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area and along transition areas that are adjacent to other Character Areas.

#### Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets
- Multi-use urban, gravel and asphalt/concrete trails
- Accessory dwelling units
- Pocket neighborhoods

#### In Transition Areas

- Single-family attached townhomes
- Single-family attached duplexes
- Single-family, detached homes
- Neighborhood scale retail
- Sidewalks with paved strip & lighting
- Bike racks & street furniture
- Neighborhood sidewalks with bike lanes
- Multi-use urban trail
- Pocket Neighborhoods
- Mixed income detached/attached housing options



#### **Appropriate Land Uses Feedback**

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

## Historic Brookhaven



Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

1. Maintain the existing large lot single-family residential zoning designation (R-100, which permits lot minimums of 15,000 Sq. Ft. or roughly 1/3 of an acre) to ensure the large lot residential character is retained in the character area described above.
2. 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.
3. As development occurs along Peachtree Road, ensure appropriate buffers and transitions from higher density uses to Historic Brookhaven.
4. Work with the City of Atlanta, to preserve and promote the unique heritage and history that Historic Brookhaven brings to the area and region.
5. The character of smaller lots should be limited from extending further into the historic, large lot character within the historic district

## Historic Brookhaven



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Improve convenience and safety for bicycles and pedestrians.
2. Improve connectivity to Brookhaven Park.
3. Improve pedestrian connectivity to Town Brookhaven.
4. Establish comfortable walking connections to adjacent neighborhood commercial.
5. Consider connecting discontinuous sidewalks.
6. Explore reducing shrubs to accommodate a new sidewalk along the golf course along Brookhaven Drive.
7. Address spillover parking onto Brookhaven Drive, from Brookhaven Station retailers.

### Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):

### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential

## Historic Brookhaven



- Parks and Recreation

### Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along major corridors impacting their Character Area.

#### Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Sidewalks along neighborhood streets with wide grassy strip, lighting
- Multi-use gravel trails
- Multi-use urban trails
- Multi-use asphalt/concrete trails
- Accessory dwelling units

#### Along Major Corridors

- Single-family attached
- Multi-family, apartments

### Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:



## Osborne



Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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 recreation land uses are seen as appropriate for this area.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:
  
  
  
- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Ensure that the appropriate zoning is in place to maintain the character of the existing single family residential neighborhood.
- Promote strategies that encourage walking and biking to Peachtree Road activity center and neighborhood commercial in the Lynwood Park Area and Town Brookhaven.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.

## Osborne



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Allow subdivision of larger lots with minimum lot size of R50.
2. Provide buffers between the Peachtree Corridor Overlay District (PCOD) and single family neighborhoods to ensure appropriate and gradual height and density transitions.
3. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
4. Explore opportunities to protect character area residents against parking overflow from the PCOD.
5. As properties redevelop in the PCOD at Osborne & Peachtree consider low-scale neighborhood shopping or mixed use with residential at 3-5 stories maximum.

#### **Additional Implementation Strategies Feedback**

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:
  
  
  
  
  
  
  
  
  
  
- I do not agree with the following additional implementation strategies (provide #):

## Osborne

### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Townhomes
- Parks and Recreation

### Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area and along transition areas that are adjacent to other Character Areas.

#### Interior of Character Area

- Single-family, detached homes
- Neighborhood sidewalks with bike lanes
- Pocket neighborhoods

#### In Transition Areas

- Neighborhood sidewalks with bike lanes
- Multi-use urban trail



**Appropriate Land Uses Feedback**

Yes! I agree with these land uses.

I agree with these land uses, but with these changes:

I do not agree with the following land uses:

## Ashford Park – Drew Valley



Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

The vision for the Ashford Park-Drew Valley area is for the existing character of the single-family neighborhoods to be maintained and preserved. Infill residential development should be permitted only if it is in keeping with the character of the surrounding residential structures including height, setback and architectural compatibility.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Identify and implement appropriate traffic calming techniques to reduce vehicular speeds and increase pedestrian safety.
- Pursue pocket green space interventions on former FEMA lots that can double as stormwater management facilities and small parks, per the recommendations of the Parks and Recreation Master Plan.
- Conduct neighborhood specific surveys regarding infill development for neighborhoods in this character area that have experienced significant infill.
- Provide incentives to promote the development of neighborhood commercial at the intersection of Dresden Road and Clairmont Road.
- Encourage parcel consolidation along Clairmont Road to provide for fewer curb cuts and larger development.
- Update the zoning code to provide for infill compatibility.





## Brookhaven Heights-Brookhaven Fields



Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compatibility.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:
  
- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Provide appropriate buffers between new Transit Oriented Development (TOD) in the adjacent Peachtree Corridor Overlay District and single-family neighborhoods.
- Conduct neighborhood specific surveys regarding infill development within Brookhaven Fields and Brookhaven Heights to assess if infill regulations need to be changed in these areas
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Implement improvements to Clack’s Corner, Fernwood Park, and Briarwood Park, per the Parks and Recreation Master Plan.
- Update the zoning code to provide for infill compatibility.

## Brookhaven Heights-Brookhaven Fields



Additional Implementation Strategies to consider as the result of stakeholder feedback:

1. Buffers between the Peachtree Corridor Overlay District and single family neighborhoods should provide appropriate and gradual height and density transitions.
2. Ensure greater enforcement of existing codes to protect neighborhoods, especially during new construction.
3. Promote aging in place and more affordable housing through zoning by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
4. Explore opportunities to protect character area residents against parking and cut-through traffic from the Peachtree Corridor Overlay.
5. Update the zoning code to increase front, rear and/or side setbacks.
6. Update the zoning code to reduce lot coverage maximums.
7. Update the zoning code to reduce height maximums.
8. Revisit and refine the Peachtree Corridor Overlay District.

#### **Additional Implementation Strategies Feedback**

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:
  
- I do not agree with the following additional implementation strategies (provide #):



## Brookhaven Heights-Brookhaven Fields



### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Townhomes
- Institutional
- Parks and Recreation

## Brookhaven Heights-Brookhaven Fields



### Appropriate Land Uses – Specific

*These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area or along transition areas that are adjacent to other Character Areas.*

#### Interior of Character Area

- Single-family, detached homes
- Sidewalks along neighborhood streets with bike lanes
- Multi-use gravel trails
- Accessory dwelling units
- Pocket neighborhoods

#### In Transition Areas

- Single-family attached townhomes
- Single-family attached duplex
- Single-family attached live/work units
- Suburban type neighborhood commercial (3 stories maximum with greenspace)
- Multi-use asphalt/concrete trails
- Retail/artist lofts
- Mixed-use residential with shared gardens
- Single-family detached (narrow structure on narrow lot)
- Mixed income detached or attached housing options

### Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:



## Lenox Park

Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

This vision for this character area is for it to 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, coffeeshops, neighborhood commercial and services.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

I do not agree with the vision statement because:

### Implementation Strategies

*The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:*

1. 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.
2. Develop a new more user friendly mixed-use zoning district to be applied in this area.
3. Encourage neighborhood commercial and mixed-use development with a retail component within this area.



## Lenox Park

*Additional Implementation Strategies to consider as the result of stakeholder feedback:*

1. Encourage neighborhood commercial that promotes walking, not driving.
2. Maintain the central walking trail and passive open spaces.
3. Improve pedestrian accessibility and crosswalks.

#### **Additional Implementation Strategies Feedback**

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):



## Lenox Park

### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

### Appropriate Land Uses – Specific

These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors

#### Interior of Character Area

- Single-family, detached homes
- Duplexes
- Neighborhood scale retail
- Mixed-Use residential/retail/office – 3 stories
- Sidewalks with grass or paved w/lighting
- Bike lanes, racks and street furniture
- Multi-use trails – urban, gravel and/or concrete

#### In Transition Areas

- Single-family attached townhomes
- Single-family attached live/work units
- Neighborhood sidewalks/bike lanes
- Co-working space

#### On Major Corridors

- Single-family attached townhomes
- Mixed-use residential/retail/office – 4 stories
- Neighborhood sidewalks/bike lanes
- Protected bike lanes
- Multi-use trail



#### **Appropriate Land Uses Feedback**

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

## Briarwood Park

Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Develop a more complete sidewalk network along Briarwood Road and add pedestrian crossings at intersections and adjacent to Briarwood Park entry points.
- Ensure that the area is properly zoned to ensure a mix of appropriate land uses.
- Ensure that new developments provide connectivity to Buford Highway activity center area.
- Implement improvements to Briarwood Park per the recommendations of the Parks and Recreation Master Plan.
- Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
- Promote redevelopment opportunities identified as appropriate within the Buford Highway Improvement Plan and Economic Development Strategy.







## Roxboro



Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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 is appropriate within the context of the surrounding neighborhood including heights, setbacks and architectural compability. 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.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:

I do not agree with the vision statement because:

### Implementation Strategies

*The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:*

1. Implement the recommendations of the Parks and Recreation Master Plan to expand park space to this underserved portion of the city.
2. Preserve the tree canopy through ensuring adequate protections within the tree ordinance.
3. Provide incentives to promote the development of neighborhood commercial at the intersection of North Druid Hills Road and Lenox Park Boulevard.
4. Update the zoning code to provide for infill compatibility.

## Roxboro



*Additional Implementation Strategies to consider as the result of stakeholder feedback:*

1. Maintain single-family detached housing in interior of character area.
2. Maintain current density by limiting residential infill to one-for-one.
3. Consider low-density townhouses along N. Cliff Valley.
4. Restrict high-density development.
5. Promote aging in place and more affordable housing by allowing alternative development types such as accessory dwelling units and pocket neighborhoods.
6. Explore the development of design guidelines to create standards for infill residential construction.
7. Develop neighborhood commercial along transition area adjacent to Buford Highway corridor.
8. Encourage neighborhood commercial that promotes walking, not driving.
9. Pursue pocket parks instead of regional parks.
10. Establish passive parks, without night lighting for active recreation.

## Roxboro



### Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

I do not agree with the following additional implementation strategies (provide #):

### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Institutional
- Neighborhood Commercial
- Parks and Recreation

### Appropriate Land Uses – Specific

## Roxboro



These Development Types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors.

### .Interior of Character Area

- Single-family, detached homes
- Neighborhood scale retail
- Neighborhood sidewalks/bike lanes
- Multi-use gravel trail
- Accessory dwelling units
- Pocket neighborhoods

### In Transition Areas

- Single-family attached townhomes
- Single-family detached compact homes
- Duplexes
- Sidewalks with grass strip w/lighting
- Bike racks and street furniture
- Multi-Use concrete trail

### On Major Corridors

- Retail/Artist lofts
- Sidewalks with grass strip or paved w/lighting
- Bike racks and street furniture
- Protected bike lanes
- Multi-use urban trail

### Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

I do not agree with the following land uses:





## Buford Highway Corridor

Thank you for your feedback! Please complete this form & return before leaving.

### Vision Statement

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 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, redevelopment and economic investment with the desire to preserve and maintain affordable housing options and cultural diversity within the City.

#### **Vision Statement Feedback**

- Yes! I agree with the vision statement
- I agree with the vision statement, but with these changes:
- 
- I do not agree with the vision statement because:

### Implementation Strategies

The following implementation strategies were outlined in the Comprehensive Plan and have been confirmed through the charrette roundtable discussions:

- Encourage the redevelopment of key parcels identified within the Buford Highway Improvement
  - Plan and Economic Development Strategy.
- Preserve the diversity of the area by promoting international businesses and variety of multi-family housing types and price points through inclusionary zoning techniques.
- Develop and adopt an overlay district for this corridor to regulate redevelopment in the corridor.



## Buford Highway Corridor

- Pursue development of additional park space in area as identified within the Buford Highway Improvement Plan and Economic Development Strategy.
- Leverage North Fork Peachtree Creek as an asset to be preserved and better enjoyed by public.
- Limit visual clutter in the corridor by implementing adequate sign regulations.
- Explore rebranding and marketing the corridor as an international culinary destination.

*Additional Implementation Strategies to consider as the result of stakeholder feedback:*

1. Conduct a needs assessment for affordable housing along with an inventory of current units detailing size, location, cost and condition.
2. Set affordable housing goals and create policies and incentives for developers to meet these goals.
3. Develop park space as both passive and active and look for opportunities to develop pocket parks.
4. Encourage greenspace as part of new developments.
5. Pursue pedestrian and bicycle safety and connectivity with sidewalks, crosswalks and bike paths.
6. As current retail centers redevelop, promote mixed-use with 3-6 stories with hidden parking, street frontage; and pedestrian friendly amenities.
7. Encourage neighborhood commercial in transition areas.
8. Encourage inter-parcel connectivity with new developments.
9. Create buffer zones between commercial and residential areas.
10. Coordinate with neighboring municipalities to create cohesiveness and consistency with regard to look, feel, and amenities along the Buford Highway corridor.
11. Consider civic or cultural performing arts center to showcase local and regional talent and provide event space.
12. Create more opportunities for children and youth through recreational and social programming.
13. Promote more affordable 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 lots with narrow houses.
14. Create neighborhood access points and connecting paths to the Peachtree Greenway.
15. Update the zoning code to reduce lot coverage maximums.
16. Consider the feasibility of developing single-family design guidelines to apply to all new construction.



## Buford Highway Corridor

### Additional Implementation Strategies Feedback

- Yes! I agree with these additional implementation strategies.
- I agree with the additional implementation strategies, but with these changes:

- I do not agree with the following additional implementation strategies (provide #):



## Buford Highway Corridor

### Appropriate Land Uses - General

As outlined in the Comprehensive Plan:

- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Hotel
- Retail
- Institutional
- Industrial
- Office
- Townhomes
- Mixed-Use
- Parks and Recreation

### Appropriate Land Uses – Specific

These development types represent those that ranked highly on the survey for what respondents prefer in the interior of this Character Area, along transition areas that are adjacent to other Character Areas, and along major corridors.

#### Interior of Character Area

- Single-family, detached homes
- Neighborhood sidewalks/bike lanes
- Multi-use trails – urban, gravel and/or concrete
- Accessory dwelling units
- Pocket neighborhoods
- Mixed income developments

#### In Transition Areas

- Single-family attached townhomes
- Duplexes
- Single-family attached live/work units
- Neighborhood scale mixed-use residential/retail
- Neighborhood scale retail
- Mixed use residential w/shared garden
- Accessory dwelling units
- Pocket neighborhoods
- Tiny Houses
- Narrow houses on narrow lots
- Mixed income developments

#### On Major Corridors

- Co-working space
- Retail/Artist lofts
- Mixed use residential w/shared garden
- Single-family attached live/work units
- Adaptive re-use/lofts
- Apartments
- Single-family attached townhomes
- Mixed-use residential/retail/office
- Protected bike lanes
- Bike racks and street furniture
- Multi-use trail – urban or concrete
- Sidewalks with grass or paved strip w/lighting
- Cultural/Performing Arts Center



## Buford Highway Corridor



### Appropriate Land Uses Feedback

- Yes! I agree with these land uses.
- I agree with these land uses, but with these changes:

- I do not agree with the following land uses:

