

Appendix A:

Existing Conditions Technical Memorandum

Dresden Drive Intersection Improvement Analysis



Existing Conditions Technical Memorandum

FINAL

City of Brookhaven

JULY 2021





Dresden Drive Intersection Analysis
Existing Conditions Technical Memorandum

Prepared by



**Gresham
Smith**

Prepared for

The City of Brookhaven

John Arthur Ernst, Jr. – Mayor

Linley Jones – City Council District 1

John Park – City Council District 2

Madeleine Simmons – City Council District 3

Joe Gebbia – City Council District 4

Christian Sigman – City Manager

Public Works Department

Don Sherrill, PE, PLS, PMP – Director

July 2021

Table of Contents

TABLE OF CONTENTSI

LIST OF FIGURESII

LIST OF TABLESII

APPENDICESII

CHAPTER 1: INTRODUCTION 1

 OVERVIEW OF EXISTING CONDITIONS..... 1

 LOCATION AND CONTEXT WITHIN BROOKHAVEN 2

CHAPTER 2: PRIOR PLAN REVIEW 8

 CITY OF BROOKHAVEN COMPREHENSIVE TRANSPORTATION PLAN (2014) 8

 CITY OF BROOKHAVEN COMPREHENSIVE PARKS AND RECREATION MASTER PLAN (2014)..... 9

 DEKALB COUNTY 2014 TRANSPORTATION PLAN (2014)..... 9

 CITY OF BROOKHAVEN BICYCLE, PEDESTRIAN & TRAIL PLAN (2016) 10

 BROOKHAVEN-PEACHTREE LCI STUDY & ACTION PLAN UPDATE (2016)..... 11

 CITY OF BROOKHAVEN TRANSPORTATION AND STREETScape IMPROVEMENTS TRAFFIC ENGINEERING STUDY (2017) 12

 CLAIRMONT ROAD SPECIAL AREA PLAN (2019)..... 13

 CITY OF BROOKHAVEN COMPREHENSIVE TRANSPORTATION PLAN UPDATE (2020)..... 13

 ATLANTA REGION’S PLAN - REGIONAL TRANSPORTATION PLAN (2021)..... 14

CHAPTER 3: LAND USE, ZONING, AND CHARACTER AREAS 15

 POINTS OF INTEREST..... 15

 CHARACTER AREAS 15

 ZONING 15

CHAPTER 4: PENDING AND PLANNED DEVELOPMENT 18

 CITY DEVELOPMENTS 18

 PLANNED DEVELOPMENTS 18

 DEVELOPMENTS OF REGIONAL IMPACT (DRIs) 18

 BROOKHAVEN-OGLETHORPE MARTA STATION TOD (DRI #2604)..... 18

 OTHER CONSIDERATIONS 19

CHAPTER 5: PEDESTRIAN AND BICYCLE FACILITIES 21

 BICYCLE FACILITIES..... 21

 PEDESTRIAN FACILITIES 22

 PROPOSED BICYCLE AND PEDESTRIAN FACILITIES 23

CHAPTER 6: TRANSIT NETWORK AND FACILITIES 26

 HEAVY RAIL 26

 BUS ROUTES 26

CHAPTER 7: PROGRAMMED TRANSPORTATION PROJECTS 28

 DRESDEN DRIVE STREET LIGHT IMPROVEMENTS..... 28

 GDOT PI #0013138 - ASHFORD DUNWOODY ROAD/DRESDEN DRIVE ATMS 28

CHAPTER 8: INTERSECTION CHARACTERISTICS 30

 DRESDEN DRIVE AT APPLE VALLEY ROAD..... 30

 DRESDEN DRIVE AT ELLIJAY DRIVE/CALDWELL ROAD 31

 DRESDEN DRIVE AT CLAIRMONT ROAD..... 32

CHAPTER 9: TRAFFIC CALMING DISTRICTS AND DEVICES 36

 POLICY OVERVIEW..... 36

 TRAFFIC CALMING DISTRICTS ADJACENT TO DRESDEN DRIVE..... 37

CHAPTER 10: ENVIRONMENTAL SCREENING39

 ECOLOGY39

 STREAMS AND WETLANDS39

 PROTECTED SPECIES39

 UNDERGROUND STORAGE TANKS40

 HISTORY40

 ARCHAEOLOGY42

 ENVIRONMENTAL JUSTICE42

List of Figures

FIGURE 1: LOCATION OF DRESDEN DRIVE WITHIN THE CITY OF BROOKHAVEN 3

FIGURE 2: DRESDEN DRIVE INTERSECTION IMPROVEMENT ANALYSIS STUDY INTERSECTIONS 4

FIGURE 3: AERIAL VIEW OF DRESDEN DRIVE @ APPLE VALLEY ROAD 5

FIGURE 4: AERIAL VIEW OF DRESDEN DRIVE @ ELLIJAY DRIVE/CALDWELL ROAD 6

FIGURE 5: AERIAL VIEW OF DRESDEN DRIVE @ CLAIRMONT ROAD 7

FIGURE 6: CHARACTER AREAS IN VICINITY OF DRESDEN DRIVE16

FIGURE 7: ZONING IN VICINITY OF DRESDEN DRIVE17

FIGURE 8: PENDING AND PLANNED DEVELOPMENT ALONG DRESDEN DRIVE20

FIGURE 9: WIDE SHOULDER ALONG DRESDEN DRIVE EAST OF APPLE VALLEY ROAD21

FIGURE 10: EXISTING SIDEWALK WIDTHS IN VICINITY OF DRESDEN DRIVE24

FIGURE 11: PROPOSED PEDESTRIAN INFRASTRUCTURE IN VICINITY OF DRESDEN DRIVE25

FIGURE 12: TRANSIT FACILITIES SERVING STUDY INTERSECTIONS27

FIGURE 13: PROGRAMMED PROJECTS ALONG DRESDEN DRIVE29

FIGURE 14: APPLE VALLEY ROAD INTERSECTION NOTES AND OBSERVATIONS33

FIGURE 15: ELLIJAY DRIVE/CALDWELL ROAD INTERSECTION NOTES AND OBSERVATIONS34

FIGURE 16: CLAIRMONT ROAD INTERSECTION NOTES AND OBSERVATIONS35

FIGURE 17: TRAFFIC CALMING SIGNAGE AND SPEED HUMPS ON ASHFORD ROAD AND SYLVAN CIRCLE36

FIGURE 18: TRAFFIC CALMING DISTRICTS ADJACENT TO DRESDEN DRIVE38

FIGURE 19: STREAMS AND CULVERTS ALONG DRESDEN DRIVE43

FIGURE 20: UNDERGROUND STORAGE TANKS ALONG DRESDEN DRIVE44

FIGURE 21: POTENTIAL HISTORIC RESOURCES ALONG DRESDEN DRIVE45

List of Tables

TABLE 1: DEKALB COUNTY 2014 TRANSPORTATION PLAN PROJECTS AT DRESDEN DRIVE INTERSECTIONS10

TABLE 2: BPTP PROJECTS AT DRESDEN DRIVE INTERSECTIONS11

TABLE 3: CLAIRMONT ROAD SPECIAL AREA PLAN PROJECTS NEAR DRESDEN DRIVE INTERSECTION13

TABLE 4. CROSSWALK AND CURB RAMPS ALONG DRESDEN DRIVE22

TABLE 5: APPLE VALLEY ROAD INTERSECTION CHARACTERISTICS30

TABLE 6: ELLIJAY DRIVE/CALDWELL ROAD INTERSECTION CHARACTERISTICS31

TABLE 7: CLAIRMONT ROAD INTERSECTION CHARACTERISTICS32

TABLE 8: TRAFFIC CALMING DISTRICTS ADJACENT TO DRESDEN DRIVE37

TABLE 9. POTENTIAL NEWLY IDENTIFIED HISTORIC RESOURCES ADJACENT TO STUDY INTERSECTIONS41

Appendices

- A. Photo Inventory

Chapter 1: Introduction

The City of Brookhaven is undertaking an operational and safety analysis for three intersections on Dresden Drive – Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road – in order to identify improvements to help serve future projected vehicular traffic while providing safe and comfortable facilities for pedestrians, cyclists, and transit users. The primary objectives of the study are to:

- Evaluate existing traffic and safety conditions at the intersections.
- Evaluate the current operation of traffic signals for safety and efficiency.
- Evaluate pedestrian facilities (sidewalks and crosswalks) for safety and efficiency.
- Forecast future traffic based upon existing traffic and planned developments in the area.
- Recommend intersection improvements for optimal safety and traffic movement.
- Evaluate the neighborhoods north and south of Dresden Drive accessed from the Caldwell Road/Ellijay Drive intersections for impact of future traffic growth and recommend additional or revised traffic calming measures.

As a component of the Dresden Drive Intersection Improvement Analysis, the project consultant team, led by Gresham Smith, conducted an assessment of existing conditions at the three study intersections along Dresden Drive, including existing infrastructure, roadway characteristics and conditions, sidewalks and crosswalks, rights-of-way, transit service, existing traffic volumes and movements, and a summary of crash data for the five most recent years with complete, available data. To prepare this assessment, the project team collected data from the City of Brookhaven, the Atlanta Regional Commission, the Georgia Department of Transportation (GDOT), and other relevant agencies; conducted a field visit; used online mapping tools; and reviewed previously completed plans and studies to identify recommendations for transportation or related projects at the three study intersections.

Overview of Existing Conditions

This Technical Memorandum is divided into ten chapters, each corresponding to a technical aspect of the study:

1. **Introduction:** This section provides an overview of the Technical Memorandum.
2. **Prior Plan Review:** This section summarizes findings and recommendations from a review of relevant city, county, and regional plans and studies.
3. **Land Use, Zoning and Character Areas:** This section describes overarching characteristics of areas along and adjacent to each study intersection with regard to current land use, zoning, and character areas as described in the City's Comprehensive Plan and known activity centers or points of interest.
4. **Pending and Planned Development:** This section provides a high-level summary of new development and redevelopment projects that are currently underway in the study area that may have an impact on future vehicular and non-motorized traffic at the study intersections.
5. **Pedestrian and Bicycle Facilities:** This section provides an inventory of existing and planned sidewalks, crosswalks, and bicycle facilities at each intersection.
6. **Transit Network and Facilities:** This section provides an overview of bus and rail service available in the study area, including routes, service hours, and frequency.
7. **Programmed Transportation Projects:** This section provides a high-level overview of transportation projects along Dresden Drive, as well as Apple Valley Road, Ellijay Drive/Caldwell Road, and Clairmont Road, that are either already in progress or likely to begin in the near term. The section includes an assessment of how these projects may impact vehicular and pedestrian traffic at the study intersections.
8. **Intersection Characteristics:** This section provides an overview of each study intersection, including lane configuration, posted speed limit, configuration of lanes, and functional classification of the intersecting roadways, among other characteristics.

9. **Traffic Calming Districts and Devices:** This section provides an overview of traffic calming districts along Dresden Drive and the traffic calming devices located within each district.
10. **Environmental Screening:** This section summarizes the findings from a high-level analysis of ecological, archaeological, and historical resources present along the study corridor.

A photo inventory from the field visit the project team conducted on May 27, 2021 is provided in the Appendix.

Location and Context within Brookhaven

Dresden Drive is the primary east-west corridor connecting Peachtree Road (State Route (SR) 141) and Clairmont Road. The study area is along Dresden Drive and spans from the eastern boundary with Peachtree Road (SR 141) to the intersection with Clairmont Road. The area of evaluation for the adjacent neighborhoods consists of Caldwell Drive between Dresden Drive and Redding Road and between Dresden Drive and Briarwood Road along Ellijay Drive/Coosawattee Drive. The focus points of the Intersection Improvement Analysis are three intersections along Dresden Drive: Apple Valley Road, Caldwell Road/Ellijay Drive and Clairmont Road. The intersections at Apple Valley Road and Ellijay Drive/Caldwell Road both fall within the boundaries of the upcoming City Centre Master Plan. Recommendations for these intersections may be considered for implementation as part of the Master Plan as appropriate.

Figure 1 shows the location of Dresden Drive and the study intersections within the context of the City of Brookhaven. Figure 2 shows a map of the Dresden Drive corridor with each study intersection identified. Figure 3 through Figure 5 present aerial maps of each study intersection.

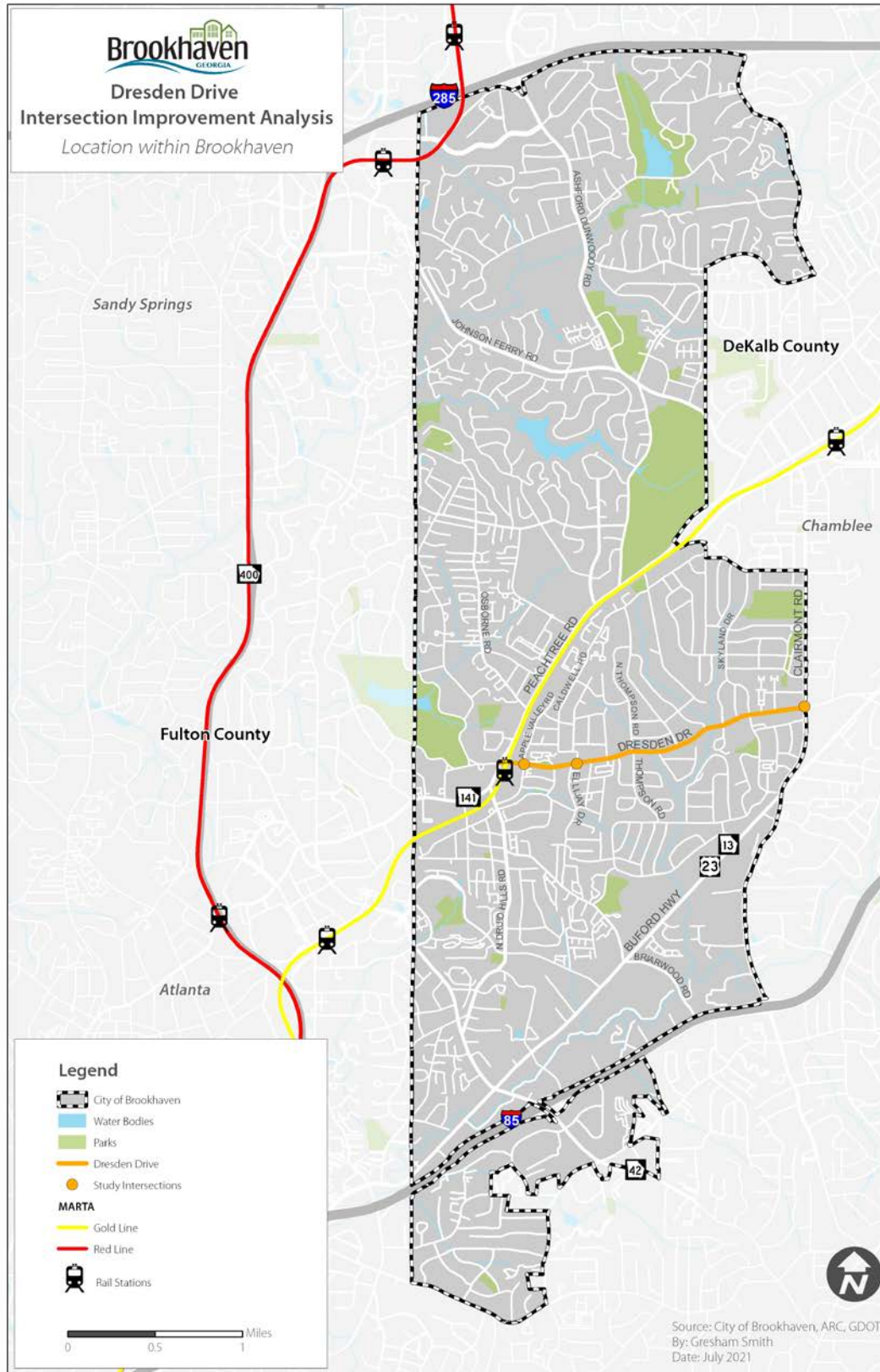


FIGURE 1: LOCATION OF DRESDEN DRIVE WITHIN THE CITY OF BROOKHAVEN

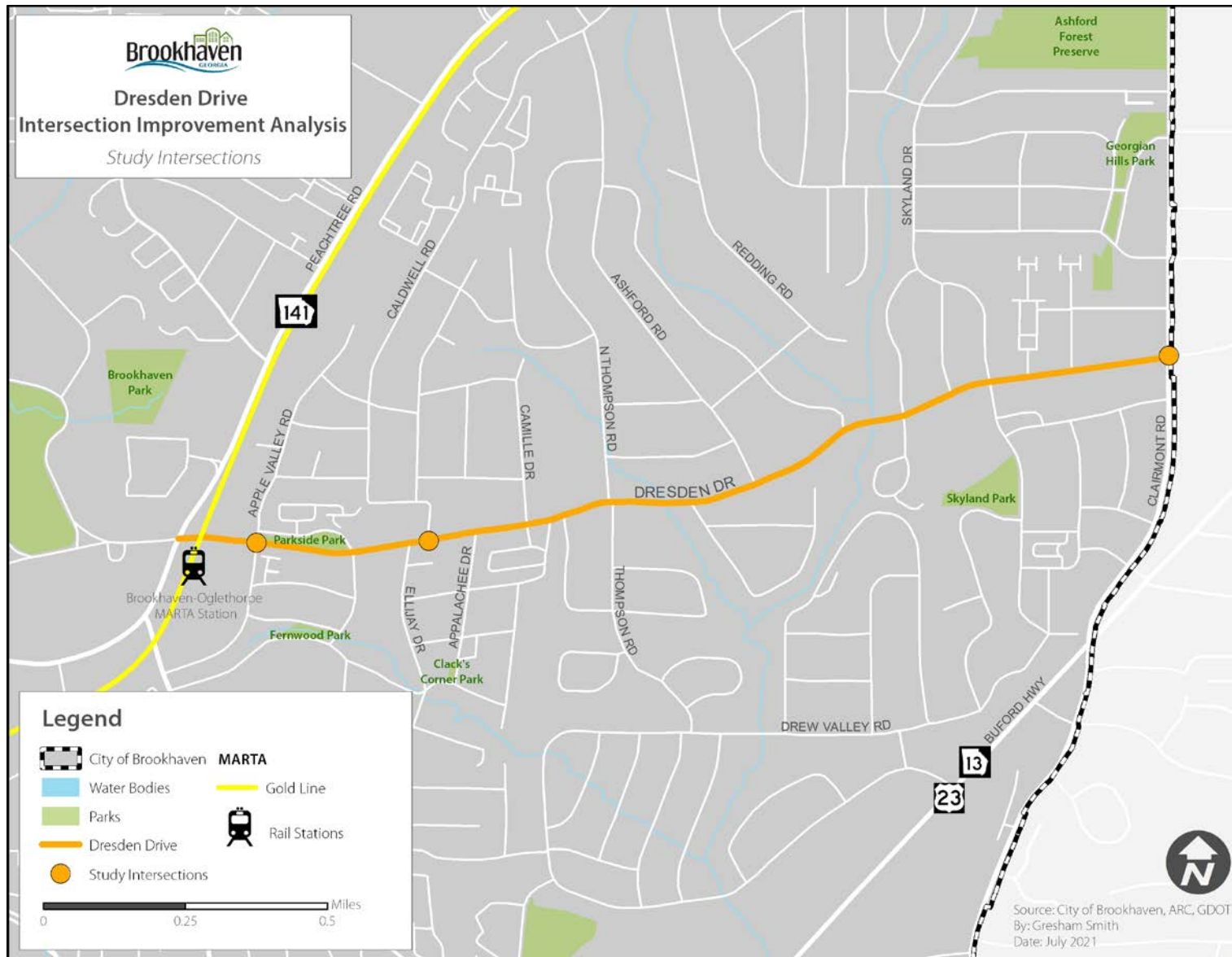


FIGURE 2: DRESDEN DRIVE INTERSECTION IMPROVEMENT ANALYSIS STUDY INTERSECTIONS



FIGURE 3: AERIAL VIEW OF DRESDEN DRIVE @ APPLE VALLEY ROAD



FIGURE 4: AERIAL VIEW OF DRESDEN DRIVE @ ELLIJAY DRIVE/CALDWELL ROAD



FIGURE 5: AERIAL VIEW OF DRESDEN DRIVE @ CLAIMONT ROAD

Chapter 2: Prior Plan Review

The project team reviewed previously completed plans and studies relevant to the study area, focusing on identified issues, opportunities, and recommendations related to Dresden Drive and the three study intersections. The project team reviewed the following plans and studies:

- City of Brookhaven Comprehensive Transportation Plan (2014)
- City of Brookhaven Comprehensive Parks and Recreation Master Plan (2014)
- DeKalb County Comprehensive Transportation Plan (2014)
- City of Brookhaven Bicycle, Pedestrian and Trail Plan (2016)
- Brookhaven-Peachtree Livable Centers Initiative (LCI) (2016)
- City of Brookhaven Transportation and Streetscape Improvements Traffic Engineering Study (2017)
- Clairmont Road Special Area Plan (2019)
- City of Brookhaven Comprehensive Transportation Plan Update (2020)
- Atlanta Region's Plan - Regional Transportation Plan (2021)

The following section summarizes each plan or study the project team reviewed as part of this Intersection Improvement Analysis.

City of Brookhaven Comprehensive Transportation Plan (2014)

Brookhaven's first Comprehensive Transportation Plan (CTP) was adopted in 2014. As the City's first-ever CTP, it establishes a long-term, multimodal transportation vision for the City. The plan identifies needs and deficiencies in the transportation network and presents a series of recommendations to improve the transportation system in the short-term, mid-term, and long-term.

The CTP classifies Dresden Drive as a Priority Corridor, meaning that it carries substantial local and cross-regional traffic, is heavily traveled by residents and visitors, connects Brookhaven to adjacent communities, and that it serves to support economic activity, emergency response, and other critical functions for the City and region. Apple Valley Road is identified as a Community Connector, and Clairmont Road is classified as a Priority Corridor. Community Connectors are roadways whose main purpose is to connect various parts of Brookhaven to other parts of the community. Input from community members highlights several challenges along Dresden Drive including fast vehicle speeds, sidewalk gaps, and comfort level with crossing Dresden Drive at existing crosswalks.

The CTP identifies several challenges along Dresden Drive and at the intersection with Apple Valley Road, including a gap in bus service as well as congestion and worsening level-of-service (LOS). The traffic analysis conducted at the time indicated that Dresden Drive between Peachtree Road (SR 141) and Clairmont Road operates at LOS D. If no improvements are made, traffic projections for the year 2040 indicated that this segment would continue to operate at LOS D in the future.

Relevant recommendations from the CTP include the following:

- The CTP recommends a Visioning/Scoping study for Dresden Drive, to be followed by subsequent concept development for individual recommended projects. This study would include public outreach, environmental screening, traffic analysis, Complete Streets, roadway concepts, signal improvements, and possible realignment of Caldwell Drive and Ellijay Drive (Project C-3).¹ This project has not been completed as a scoping study; however, this Intersection Improvement Analysis includes many of the elements from this CTP recommendation.
- The CTP recommends the expansion of intelligent transportation system (ITS) along the Dresden Drive corridor. This recommendation has also been included in ARC's PLAN 2040 regional transportation plan document (CTP Project OP-1). This project is currently under construction.

City of Brookhaven Comprehensive Parks and Recreation Master Plan (2014)

The City's Parks and Recreation Master Plan was developed as the City took over operation of parks within the City limits from DeKalb County. The plan was adopted on September 9, 2014 by City Council. It includes a community profile, summary of demographics, a needs assessment, and recommendations for park programming, site-specific park facilities, and the development of a citywide greenway.²

In addition to general recommendations that would improve park facilities and make them more attractive to users, several recommendations relate to multi-modal transportation and point to a need for greater connectivity across and throughout the City. These include developing a network of small neighborhood parks, installing and improving sidewalk and bicycle lanes to provide better access to greenways, parks, and public transportation, and creating greenway corridors that connect community parks and neighborhoods.

The Plan also includes site-specific park assessments and recommendations for Parkside Park, located at the northeast corner of the Apple Valley Road intersection near the Brookhaven-Oglethorpe MARTA Station. Parkside Park is classified as a mini-park and primarily serves as a stormwater drainage corridor. There are no sidewalks or off-street parking adjacent to the site, and there are no paved walkways to picnic tables on the site. Recommendations for Parkside Park include providing paved sidewalk connections into the park from surrounding areas, including Dresden Drive.³ As of July 2021, this project has not yet been advanced.

DeKalb County 2014 Transportation Plan (2014)

In 2014, DeKalb County adopted a countywide Transportation Plan that identifies transportation investment priorities for the next 25 years, including within the City of Brookhaven.⁴ The plan is intended to improve the lives of local residents and create an environment for businesses and institutions to thrive. The vision of the Plan is to "improve mobility for all people, enhance quality of life, facilitate economic vitality, and focus on implementation." The final recommendations are grouped into four categories: roadway (corridor), roadway (intersection), bicycle, and pedestrian. The recommendations include three projects that fall within the study area for this Intersection Improvement Analysis.

¹ City of Brookhaven (2014). Comprehensive Transportation Plan. <https://www.brookhavenga.gov/publicworks/page/comprehensive-transportation-plan>

² City of Brookhaven (2014). Comprehensive Parks and Recreation Master Plan. <https://www.brookhavenga.gov/parksrec/page/comprehensive-parks-and-recreation-master-plan>

³ Ibid.

⁴ DeKalb County (2014). 2014 Transportation Plan. <http://www.dekalbtransportationplan2014.com/documents/DeKalb%202014%20Transp%20Recommendations%20-%20Low%20Resolution.pdf>

These projects and their current status are shown in Table 1. Projects 0858 and 5085 will be addressed as part of this Intersection Improvement Analysis, while the Clairmont Road Special Area Plan fulfilled Project 2230 and proposes multi-use path along the west side of Clairmont Road.

TABLE 1: DEKALB COUNTY 2014 TRANSPORTATION PLAN PROJECTS AT DRESDEN DRIVE INTERSECTIONS

Project ID	Project Name	Description	Status
0858	Dresden Drive Pedestrian Improvements	Install sidewalks/improve pedestrian crossings along Dresden Drive. Sidewalks needing minimal, moderate, and severe grading assumed for approx. 0.3, 0.3 and 1.2 miles respectively. Caldwell Rd to Conasauga Ave already has sidewalk but is considered for improved crossings.	In Progress
5085	Dresden Drive Multimodal Corridor Improvements	Operational and safety improvements, including some intersection realignments and bicycle and pedestrian improvements.	In Progress
2230	Clairmont Road Bicycle Improvements	Improve access for bicycles along this corridor. Sidepath was assumed for this 2.2-mile corridor, but a detailed corridor study is needed to determine recommended improvements.	Completed in 2019

General recommendations relevant to this study include the following:

- In assessing active transportation needs, the Transportation Plan identifies Clairmont Road as a First Tier Priority Bicycle Network and recommends installing bicycle facilities to help build-out the larger countywide bicycle network. The Plan does not include the Dresden Drive corridor on the priority bicycle network.
- Aligning with what was, at the time, the regional bicycle and pedestrian plan – ARC’s Bicycle Transportation and Pedestrian Walkways Plan - the DeKalb County 2014 Transportation Plan sets a goal to improve bicycle comfort and safety, measured by Bicycle Level of Service (LOS), along Dresden Drive. Measured on a scale from A (excellent) to F (most deficient), the Plan establishes a goal of LOS B along Dresden Drive west of Ashford Road (including the Apple Valley Road and Ellijay Drive/Caldwell Road intersections) and LOS C east of Ashford Road (which includes the Clairmont Road intersection).

The Plan is currently being updated as the DeKalb County 2050 Unified Plan Update, which kicked off in April 2021.⁵ The updated plan will combine the CTP with the County’s Comprehensive Land Use Plan to establish a strategic and coordinated framework for future growth and development in DeKalb County.

City of Brookhaven Bicycle, Pedestrian & Trail Plan (2016)

Brookhaven’s Bicycle, Pedestrian & Trail Plan (BPTP) was adopted by City Council in April 2016 to create a more balanced transportation network by increasing access to pedestrian and bicycle facilities. The BPTP includes an attractions analysis and a list of short-, mid-, and long-term recommended projects such as filling sidewalk gaps and constructing multi-use paths.⁶ Since the plan was adopted, the City has made progress in implementing recommendations through the City’s Sidewalk and Traffic Calming programs. Other recommendations have been incorporated into the City’s Sidewalk/MUP Master Plan. Many of the sidewalks and multi-use path projects that are being considered by the City include recommendations stemming from this plan. Further discussion on proposed sidewalks and multi-use paths is included in Chapter 4 of the BPTP.

⁵ DeKalb County (2021). DeKalb 2050 Unified Plan. <https://dekalb2050unifiedplan.com/>

⁶ City of Brookhaven (2016). Brookhaven Bicycle, Pedestrian & Trail Plan. <https://www.brookhavenga.gov/publicworks/page/bicycle-pedestrian-and-trail-plan>

The attraction analysis shows that each of the three intersections along Dresden Drive have a high level of attraction for bicyclists, particularly at Apple Valley Road and Caldwell Road/Ellijay Drive. The demand analysis shows areas with moderate to high demand for biking and walking between Apple Valley Road and Ellijay Drive as well as between Skyland Road and Clairmont Road. The combined suitability shows that Dresden Drive exhibits moderate to high suitability in areas east of the MARTA station and extending towards Ellijay Drive and Caldwell Road. There is also high suitability between Skyland Drive and Clairmont Road. The plan identifies Dresden Drive as one of several target corridors for bicycle and pedestrian facilities between Peachtree Road (SR 141) and Clairmont Road.

Chapter 5 of the plan lists a series of recommended short- (ST), mid- (MT), and long-term (LT) projects. Recommended projects in the study area are listed in Table 2. During the 2020 CTP Update, some projects were combined or superseded based on the City’s preference to advance long-term projects instead of short-term projects. An example of this would be choosing to advance a longer-term project for installation of a multi-use path in lieu of a shorter-term project to install a sidewalk along the same segment.

TABLE 2: BPTP PROJECTS AT DRESDEN DRIVE INTERSECTIONS

Project ID	Project Name	Description	Status
112-ST	Apple Valley Road	Add sidewalk to north/west	Superseded by Project 112-LT (see next project below) through 2020 CTP Update
112-LT	Apple Valley Road	Add multi-use path to north/west	In Progress – Included in Sidewalk/MUP Master Plan
114-MT	Dresden Drive (east of Thompson Road)	Fill in gaps and widen sidewalk to multi-use path along south side	Sidewalk gaps filled in 2017; to be widened to multi-use path as redevelopment occurs
155-ST	Ellijay Drive/ Coosawattee Drive	Fill in sidewalk gaps, add sharrows, and improve crossings	In Progress – Sidewalk gaps filled in 2017. The 2020 CTP Update recommends sharrows should be installed.
160-MT	Dresden Drive (west of Thompson Road)	Wide sidewalks along south side, add bicycle lanes (as width allows)	In Progress - Multi-use path included in City Sidewalk/MUP Master Plan.

Brookhaven-Peachtree LCI Study & Action Plan Update (2016)

Completed in December 2016, the Brookhaven-Peachtree Livable Centers Initiative (LCI) Study Ten-Year Implementation Strategy Update is a ten-year update to the original LCI plan that envisions the Peachtree Road (SR 141) corridor’s future as a mixed-use and pedestrian-oriented center. The LCI Study includes recommendations that address economic development, redevelopment opportunities, and quality of life. The 2016 Brookhaven-Peachtree LCI Plan Update summarizes the accomplishments over the prior ten years and lists projects that were proposed as part of the original LCI Plan and part of the then-active MARTA station redevelopment project, also referred to as the MARTA Transit-Oriented Development (TOD) project. The LCI study area includes the Dresden Drive at Apple Valley Road intersection.

Most transportation projects from the LCI Study are either underway or awaiting development, including the installation of public art at the Brookhaven-Oglethorpe MARTA Station.⁷

⁷ City of Brookhaven (2016). Brookhaven-Peachtree LCI Study & Action Plan 10-Year Update. https://www.brookhavenga.gov/sites/default/files/fileattachments/community_development/page/16880/2016_brookhaven-peachtree_lci_10-yr_plan_update.pdf

Two projects from the LCI Study in or near the study area are in progress:

- Dresden Drive from Peachtree Road (SR 141) to Thompson Road – Sidewalk and Bike Enhancements: This project was identified as a mid-term project (Project 160-MT) in the Brookhaven Bicycle, Pedestrian and Trail Plan and was partially completed as part of a private development.
- Neighborhood Traffic Calming/Sidewalk Improvements in Brookhaven Fields and Ashford Park: Traffic calming was instituted on Caldwell Road.

The 2016 LCI Update also lists projects that have not yet been completed, in an effort to facilitate completion of the original plan. One of these is the proposed extension of Apple Valley Road to connect with Caldwell Road. This recommendation has not been identified as a project or priority in the CTP, CTP Update, or any other subsequent City-sponsored plan.

City of Brookhaven Transportation and Streetscape Improvements Traffic Engineering Study (2017)

In 2017, the City of Brookhaven commissioned a traffic study that focuses on using existing and future traffic data to determine appropriate transportation improvements along several segments of roadway and several key intersections. The limits of the study include Dresden Drive from Peachtree Road (SR 141) to Clairmont Road, including the three study intersections encompassing this Intersection Improvement Analysis. The study focuses on current-year traffic conditions (2016) as well as future scenarios in 2022 and 2042 during both morning and afternoon peak periods. The report describes existing conditions at each key intersection, including functional classification, posted speed limit, adjacent and connecting roadways, transit service, and elements of the pedestrian and bicycle environment, including the presence or absence of sidewalks, condition of sidewalk, buffers, and widths. For each intersection, the study makes recommendations based upon the current and future traffic analysis and an examination of three years of crash data. The findings from this study are particularly relevant to the traffic study portion of the Dresden Drive Intersection Improvement Analysis; while the results are being incorporated into the Traffic Study Technical Memorandum, a brief synopsis of findings is provided below:

- Sidewalks are present on most legs of the three study intersections along Dresden Drive. The study does note concerns about the limited coverage of sidewalks at Dresden and Apple Valley Road near the MARTA station rear-entrance, particularly given the close proximity to neighborhoods that may generate walking trips to the station. At the time of the study, there was no sidewalk on the north side of the intersection with Ellijay Drive. Generally speaking, sidewalk at these intersections is between three and eight feet wide, with wider sidewalks at Ellijay Drive and Clairmont Road.
- Crosswalks are present across Dresden Drive at both Apple Valley Road and Clairmont Road but not at Ellijay Drive. Each of the study intersections have crosswalks to cross the secondary roads (Apple Valley Road, Ellijay Drive, and Clairmont Road).
- Crosswalks markings were faded at the time of the study, but the intersection at Apple Valley Road has since been improved. All crosswalks had ADA ramps in good condition with the exception of the Ellijay Drive intersection.
- The two intersections at Apple Valley Road and Ellijay Drive were found to be operating safely and efficiently at the time and did not have capacity or safety issues that required additional improvements.
- The study recommends a reconfiguration of the Dresden Drive at Clairmont Road intersection, with two through lanes and one through/right-turn lane for Clairmont Road in both the northbound and southbound directions. It recommends additional signage for motorists on eastbound Dresden Drive. The study also proposes access management treatments for business driveways along Clairmont Road, converting driveways to entrance-only where visibility is poor for right-turning vehicles, such as at the CVS Pharmacy driveway on the south leg of the intersection.

Clairmont Road Special Area Plan (2019)

In 2019, the City's Community Development department completed a special area plan for the Clairmont Road corridor between Buford Highway (SR 13) and DeKalb-Peachtree Airport near 8th Street, including the Dresden Drive intersection. The City of Chamblee was a partner in this project since the corridor forms the boundary between Chamblee and Brookhaven. The study establishes a vision for the Clairmont Road corridor and offers recommendations intended to make the corridor more pedestrian- and bicycle-friendly by filling sidewalk gaps and installing mid-block crossings.

Recommendations included in this planning study address land use, zoning, redevelopment, and streetscape. Land use and zoning recommendations aim to transition the corridor from primarily single-family to a mix of commercial and residential uses.⁸ The ten-item action matrix for this plan consists of approximately \$9.2 million in transportation infrastructure improvements, most of which are not yet underway.⁹

The following projects, shown in Table 3, are located within or in close proximity to Clairmont Road's intersection with Dresden Drive:

TABLE 3: CLAIRMONT ROAD SPECIAL AREA PLAN PROJECTS NEAR DRESDEN DRIVE INTERSECTION

Item #	Project Name	Project Tier	Estimated Cost
#4	Clairmont Road Streetscape Improvements – Phase 2 <i>(Extends from Skyland Road to Dresden Drive)</i>	Medium-Term	\$2 million
#5	Clairmont Road at Dresden Drive Intersection Improvements <i>(To be done concurrently with Project #4)</i>	Medium-Term	\$65,000
#8	Dresden Drive Trail & Streetscape Improvements - Phase 1 <i>(Per the 2016 Bicycle & Pedestrian Plan (160-MT); Extends from Peachtree Road (SR 141) to N. Thompson Road)</i>	Short-Term	\$1.5 million
#9	Dresden Drive Trail & Streetscape Improvements - Phase 2 <i>(Per the 2016 Bicycle & Pedestrian Plan (114-MT); Extends from N. Thompson Road to Clairmont Road)</i>	Medium-Term	\$1.18 million

Item 4 is a streetscape improvement project which consist of a planned multi-use trail along the west side of Clairmont Road. Item 5 recommends improvements at the intersection with Dresden Drive while Items 8 and 9 recommend streetscape improvements along Dresden Drive consistent with prior BPTP recommendations.

City of Brookhaven Comprehensive Transportation Plan Update (2020)

In 2020, the City of Brookhaven updated its CTP, nearly six years after adoption of the initial CTP. The purpose of this update was to take stock of progress in developing the City's transportation system and implementing previous transportation plans, identify current transportation needs, and assess how the City should prioritize resources. The CTP Update was adopted by City Council on October 13, 2020. The planning process included stakeholder outreach, a review of prior plans and studies, assessment of previously recommended projects, an analysis of the City's transportation network, and development of new recommendations for the City to consider over the next five years.¹⁰

⁸ City of Brookhaven (2019). Clairmont Road Special Area Plan, p. 4. <https://www.brookhavenga.gov/commdev/page/clairmont-road-special-area-plan>

⁹ *Ibid.*, p. 36-37.

¹⁰ City of Brookhaven (2020). 2020 Comprehensive Transportation Plan Update.

https://www.brookhavenga.gov/sites/default/files/fileattachments/public_works/page/21951/2020_ctp_update_adopted_on_oct_13_2020.pdf

The CTP revealed that the three intersections along Dresden Drive at Apple Valley Road, Caldwell Road/Ellijay Drive, and Clairmont Road should be studied further for safety and operational improvements. This is supported by the following findings in the CTP Update:

- The intersection of Dresden Drive and Clairmont Road was already recommended for \$65,000 of intersection improvements based on the Clairmont Road Special Area Plan (2019).
- Dresden Drive's intersections with Apple Valley Road and Caldwell Road are both within the boundaries of the ongoing City Centre Master Plan.
- In the existing year conditions (2017), Dresden Drive carried 12,650 AADT between Peachtree Road (SR 141) and Clairmont Road and operated at LOS E. By 2050, daily traffic volume along Dresden Drive is projected to increase to 14,950 AADT, and the roadway will continue to operate at LOS E if no improvements are made.

Each of the three study intersections in the Intersection Improvement Analysis were found to have had at least ten reported crashes annually over the past five years, at least five injury crashes within the past five years, or at least one fatal crash in the past five years.

The CTP Update project team examined overlap among recommendations from the BPTP. For example, several projects recommended filling sidewalk gaps in the short-term and then expanding sidewalk to a multi-use path along the same segment in the long-term timeframe. In cases like this, the City chose to prioritize the long-term projects over short- and medium-term projects in order to achieve the BPTP's goals and vision more expeditiously and being mindful of limited financial resources. This resulted in the combining of projects, or some short-term projects being "superseded" by longer-term projects to reflect the City's priorities. One such project affected by this re-evaluation of recommendations was Project 112-ST. This short-term project called for adding sidewalk to the north and west sides of Apple Valley Road between North Druid Hills Road and Caldwell Road. In the CTP Update, it was combined with and superseded by Project 112-LT, which upgrades sidewalks to multi-use path.

Atlanta Region's Plan - Regional Transportation Plan (2021)

The Atlanta Region's Plan was developed by ARC for the 20-County Atlanta Metro area and includes a number of long-range plans and components, such as a Policy Framework, Aging and Health Plan, Regional Development Guide, and Water Resource Management Plan, among others. One piece of the Atlanta Region's Plan is a comprehensive Regional Transportation Plan (RTP) – a long-range plan for the 20-County Metropolitan Planning Organization (MPO) area.¹¹ The RTP, approved in February 2020 and most recently modified in April 2021, focuses on current transportation conditions and trends that will likely impact the transportation network in the future. It also identifies strategies and investments for meeting multi-modal transportation needs of the Atlanta region through the year 2050.¹² The RTP includes many components, with recommendations grouped into three program areas - Demand Management, Expansion, and Maintenance and Modernization – and a Project List. The RTP project list balances estimated project costs with anticipated revenue streams. It includes transportation projects and programs in long- and short-range plans within the MPO planning area.¹³ Projects to be implemented in the short-term are listed under the FY2020-25 Transportation Improvement Program (TIP). Projects within the City of Brookhaven are included in the RTP, but none are located along Dresden Drive nor at the three intersections that are the focus of this Intersection Improvement Analysis.

¹¹ Atlanta Regional Commission (2021). The Atlanta Region's Plan Regional Transportation Plan (RTP). <https://documents.atlantaregional.com/The-Atlanta-Region-s-Plan/rtp2050/2050-rtp-main-doc.pdf>

¹² Ibid.

¹³ Atlanta Regional Commission (2020). FY 2020-2025 Project List. <https://documents.atlantaregional.com/transportation/TIPProjectList-ARCID-05-12-2020.pdf>

Chapter 3: Land Use, Zoning, and Character Areas

Points of Interest

Dresden Drive provides access extending from Historic Brookhaven west of Peachtree Road (SR 141) to Chamblee-Tucker Road in the City of Chamblee. The following points of interest are near the study intersections:

- Apple Valley Road
 - **Parks:** Parkside Park, Fernwood Park
 - **Transit:** Brookhaven-Oglethorpe MARTA Station
 - **Neighborhoods:** Ashford Park, Brookhaven Fields
 - **Townhomes/Apartment Complexes:** Bramley Park, ARIUM, Brookhaven Township
 - **Other:** North Druid Hills Road (which can then be used to access I-85)
- Ellijay Drive/Caldwell Road
 - **Shopping:** Village Place Brookhaven
 - **Neighborhoods:** Ashford Park, Brookhaven Fields
 - **Townhomes/Apartment Complexes:** @1377 Apartments, Towne Estates
- Clairmont Road
 - **Shopping:** Plaza Fiesta and other commercial venues along Buford Highway (US 23/SR 13)
 - **Parks:** Georgian Hills Park
 - **Neighborhoods:** Ashford Park, Skyland
 - **Other:** DeKalb-Peachtree Airport and I-85

Character Areas

As described in the summary of prior plans and studies, the Dresden Drive corridor straddles several character areas within Brookhaven, including the Peachtree Corridor Overlay District and Ashford Park-Drew Valley. Additionally, the intersection of Dresden Drive and Clairmont Road falls within two City of Chamblee character areas, Airport and Buford/Clairmont, due to its more commercial and arterial street environment. A common theme among most of these character areas is a future vision for a more walkable environment with pedestrian-friendly development patterns and features that support a mix of uses. The Apple Valley Road and Ellijay Drive/Caldwell Road intersections align with the Brookhaven-Peachtree LCI's goals to support multimodal transportation and offer features such as tree-lined sidewalks, bicycle infrastructure, and an interconnected street network. Character areas for the study intersections are shown in Figure 6.

Zoning

The zoning classifications currently designated for parcels along the Dresden Drive corridor are in keeping with the general characteristics of the character areas, with single- and multi-family residential zoning dominating the study area. The intersections of Apple Valley Road and Ellijay Drive/Caldwell Road are zoned as Peachtree Road-2 (PR-2), which advances policies and objectives from the Brookhaven-Peachtree LCI and promotes a mix of uses that are walkable and inviting. PR-2 also stipulates the construction of sidewalks within public right-of-way to accompany new development. Along Dresden Drive and Apple Valley Road, landscape buffer zones are required to be six to 12 feet wide and pedestrian zones (i.e. sidewalks or multi-use paths) are required to be between eight to 13 feet wide.¹⁴ The area surrounding the Clairmont Road intersection is primarily general and local commercial. Dresden Drive west of the Clairmont Road intersection is primarily single-family residential, while Dresden Drive east of commercial parcels abutting Clairmont Road is zoned as Airport (A) by the City of Chamblee, due to proximity to DeKalb-Peachtree Airport. Zoning classifications as of July 2021 are in Figure 7.

¹⁴ City of Brookhaven (2018). Zoning Ordinance, p. 5-10.
https://library.municode.com/ga/brookhaven/ordinances/code_of_ordinances?nodeId=927752

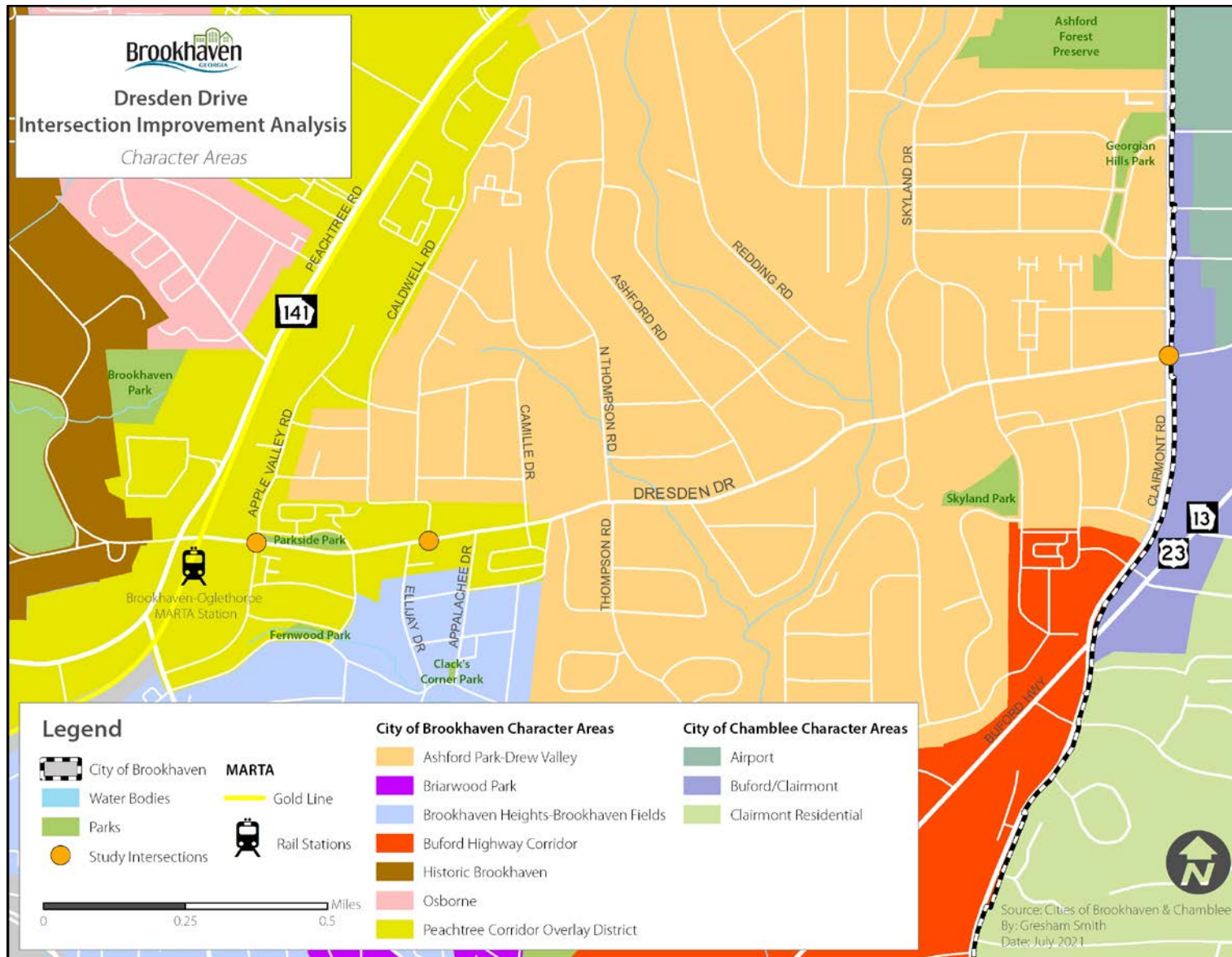


FIGURE 6: CHARACTER AREAS IN VICINITY OF DRESDEN DRIVE

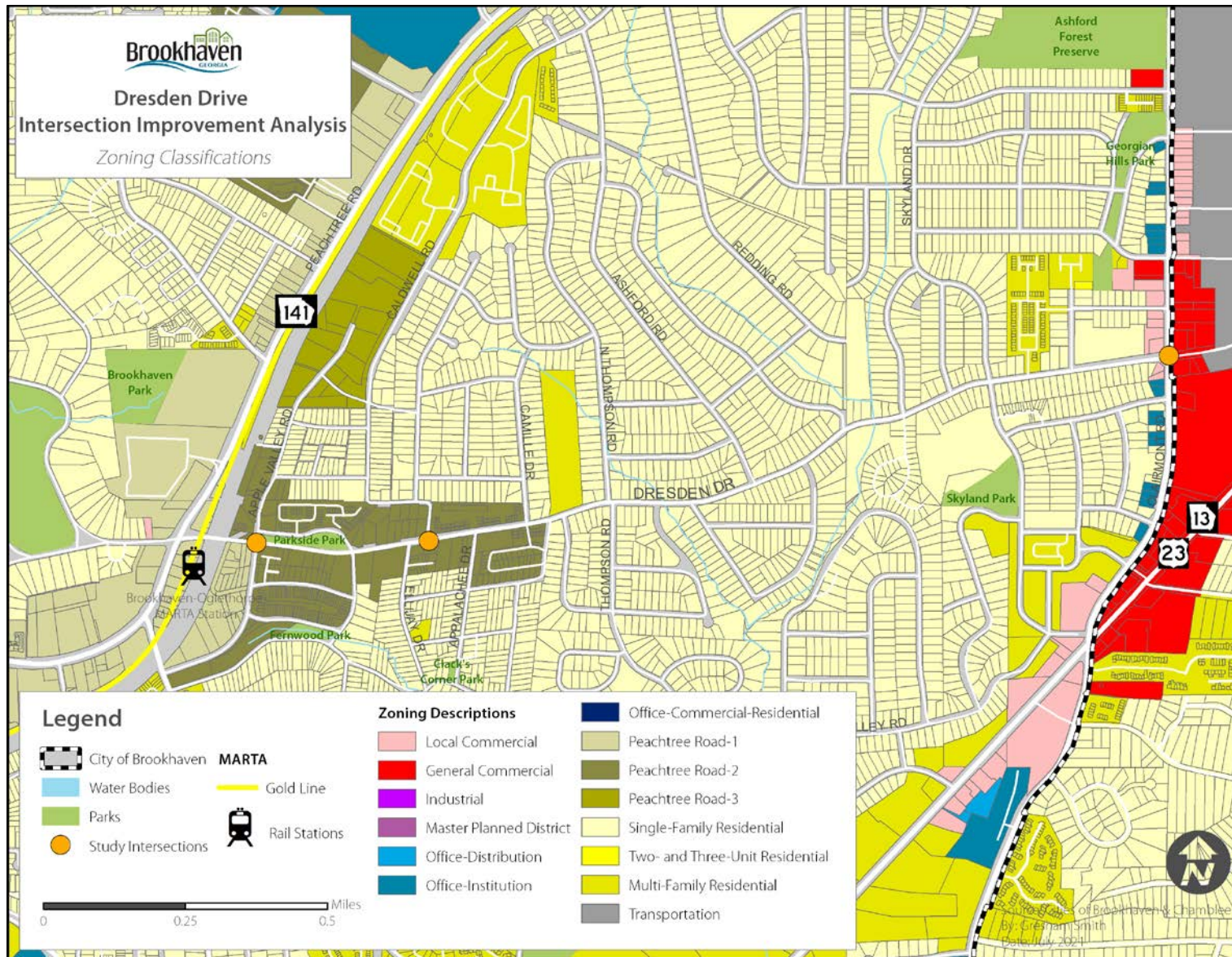


FIGURE 7: ZONING IN VICINITY OF DRESDEN DRIVE

Chapter 4: Pending and Planned Development

The study intersections are in close proximity to several planned developments, including one development of regional impact (DRI). This section summarizes key information about each of these developments. Based on the information presented below, assumptions were made to incorporate anticipated development traffic, which is discussed further in the Traffic Study Technical Memorandum. Figure 8 on page 20 shows the location of these developments in relation to each study intersection.

City Developments

PLANNED DEVELOPMENTS

1382 Dresden Drive

During the May 4, 2021 Brookhaven City Council meeting, City Council approved the purchase of the parcel located at 1382 Dresden Drive, which is currently the location of a dry-cleaning business. The site is located to the northwest of the intersection with Ellijay Drive. Purchasing the site allows the City to have control over uses and purposes of the property; it is anticipated to be used for greenspace.¹⁵ As part of this purchase, City Council passed a resolution expressing the Council's desire to exclude this property from being used as a new roadway connection between Ellijay Drive and Green Meadow Lane. The 2020 CTP Update was also updated to reflect this City Council resolution.¹⁶ This is in line with community opposition to the connection by residents of Brookhaven Fields and Ashford Park, which was recorded during a meeting with the homeowners associations for these neighborhoods in September 2020.¹⁷

Dresden Village

Dresden Village is a planned mixed-use development that spans four acres on the north side of Dresden Drive to the west of the intersection with Caldwell Road, including the parcel at 1376 Dresden Drive. Previous plans for the project consisted of 30,000 square feet (SF) of retail and restaurant space and 180 luxury apartments, which was approved by City Council in 2017.^{18, 19} In 2020, the plan and an accompanying tax break were withdrawn from consideration due to a lack of viability as a result of the COVID-19 pandemic. The developer is currently in the process of developing new site plans for the proposed development.²⁰

Developments of Regional Impact (DRIs)

BROOKHAVEN-OGLETHORPE MARTA STATION TOD (DRI #2604)

This DRI (DRI# 2604) was a transit-oriented development (TOD) located in the City of Brookhaven on the Brookhaven-Oglethorpe MARTA Station site, bounded by Peachtree Road, Dresden Drive, Apple Valley Road, and North Druid Hills Road. The proposed project consisted of a mix of uses on 17.75 acres, including 200,000 SF of office space; 63,100 SF of commercial (retail and restaurant) space; 547 residential units (340 apartments, 107 stacked flats/condominiums, and 100 senior living units); a 75,000 SF (125 room) hotel; and a town green/park. The DRI review process was triggered by a rezoning application that was filed with the City, and the review was

¹⁵ City of Brookhaven (2021). Agenda Item 4400.

http://brookhavencityga.igm2.com/Citizens/Detail_Legifile.aspx?Frame=&MeetingID=2220&MediaPosition=4341.541&ID=4400&CssClass=

¹⁶ City of Brookhaven (2021). ORD-2021-05-04.

http://brookhavencityga.igm2.com/Citizens/Detail_Legifile.aspx?Frame=&MeetingID=2220&MediaPosition=4341.541&ID=4400&CssClass=

¹⁷ Gano, A.B., A. Haber & R. Kamenetzky (2020). Requested Modification to Project X (Dresden Village), Slide 19.

¹⁸ Connolly Investment & Development (2020). Dresden Village. <http://dresdenvillage.net/home/>

¹⁹ Price, H. (2020). Brookhaven withdraws tax break for Dresden Village, says project is no longer 'viable.' *Reporter Newspapers*.

<https://reporternewspapers.net/2020/11/18/brookhaven-withdraws-tax-break-for-dresden-village-says-project-is-no-longer-viable/>

²⁰ Ibid.

closed in July 2016.²¹ The project was canceled in 2017 but could potentially be revisited with MARTA through the ongoing City Centre Master Plan initiative.²² A visioning exercise completed in 2019 imagined a mixed-use development at this site consisting of a new City Hall, a performing arts center, commercial and office facilities, residential housing, and an underground parking deck; however, there is currently no implementation funding.²³

OTHER CONSIDERATIONS

In 2018, the City of Brookhaven completed an update to the Brookhaven-Peachtree Overlay District, which includes the intersections along Dresden Drive with Apple Valley Road and Ellijay Drive/Caldwell Road. The goal of this update was to establish more user-friendly regulations that reflect the unique needs of the Peachtree Road corridor and its surroundings corresponding to the LCI area boundary.²⁴

In addition to the City of Brookhaven's Clairmont Road Special Area Plan, which was completed in 2019, DeKalb County prepared a special area plan for the Briarcliff Road and Clairmont Road Activity Center in 2020. This area is to the south of the intersection of Dresden Drive at Clairmont Road at Clairmont Road's intersection with I-85 and Briarcliff Road. The Activity Center is approximately 83 acres in land area and is designated as a Neighborhood Center in the DeKalb County Comprehensive Plan. The plan anticipates future mixed-use along the Clairmont Road corridor to the south of I-85 to shift away from the predominant commercial uses that exist along the corridor today.²⁵

North of the Apple Valley Road intersection, the City of Brookhaven is exploring the creation of an "Apple Valley Entertainment District" one-half mile north of the Brookhaven-Oglethorpe MARTA station. The City partnered with the Urban Land Institute (ULI) Technical Assistance Panel (TAP) to explore a 22-acre redevelopment in 2020 that incorporates the Peachtree Road Overlay District and that prioritizes multimodal infrastructure.²⁶ TAPs are one- to two-day visioning sessions during which professionals from multiple disciplines gather to review and develop recommendations for a site, in the context of no financial or property constraints.²⁷ This exercise produced a future potential vision for 465,000 SF of space, including 367,300 SF of new construction and 80% of the site dedicated to multi-family housing. There would also be pathways to the MARTA station and Town Brookhaven. There is no funding for implementation of this vision at this time.

As of July 2021, the City Centre Master Plan team is currently working on stakeholder interviews as well as traffic and market analyses as part of the master planning process. The Intersection Improvement Analysis will consider recommendations resulting from this effort.

²¹ Atlanta Regional Commission (2016). Brookhaven-Oglethorpe MARTA Station TOD (DRI #2604) – Regional Review Finding. [http://documents.atlantaregional.com/Land%20Use/Reviews/ID1697/Final%20Report%20-%20Brookhaven-Oglethorpe%20MARTA%20Station%20TOD%20\(DRI%202604\).pdf](http://documents.atlantaregional.com/Land%20Use/Reviews/ID1697/Final%20Report%20-%20Brookhaven-Oglethorpe%20MARTA%20Station%20TOD%20(DRI%202604).pdf)

²² Bagby, D. (2020). Brookhaven ready to restart MARTA station redevelopment talks. *Reporter Newspapers*. <https://reporternewspapers.net/2019/03/01/brookhaven-ready-to-restart-marta-station-redevelopment-talks/>

²³ TSW (2019). City Centre at Brookhaven Open Studio.

²⁴ City of Brookhaven (2018). City Council approves updates to Brookhaven Peachtree Overlay. <https://www.brookhavenga.gov/commdev/page/city-council-approves-updates-brookhaven-peachtree-overlay>

²⁵ DeKalb County, GA (2020). Briarcliff Road-Clairmont Road Small Area Plan. https://www.dekalbcountyga.gov/sites/default/files/users/user3566/Final%20Draft_Briarcliff%20Road%20and%20Clairmont%20Road%20SAP.pdf

²⁶ Urban Land Institute (2020). Brookhaven Entertainment District Walk-Through. <https://www.youtube.com/watch?v=UWF-epXgalw>

²⁷ ULI Americas (2021). Technical Assistance Panels. <https://americas.uli.org/technical-assistance-panels/>



FIGURE 8: PENDING AND PLANNED DEVELOPMENT ALONG DRESDEN DRIVE

Chapter 5: Pedestrian and Bicycle Facilities

Bicycle Facilities

There are currently no dedicated on-road bicycle facilities along Dresden Drive within the study area. However, there are wide shoulders on select segments of Dresden Drive that are sometimes used by on-road cyclists, including eastbound between Apple Valley Road and Ellijay Drive and in both directions east of Caldwell Road and Camille Drive. Figure 9 shows a wide shoulder east of the Apple Valley Road intersection.



FIGURE 9: WIDE SHOULDER ALONG DRESDEN DRIVE EAST OF APPLE VALLEY ROAD

The wide shoulders are not continuous through the Ellijay Drive/Caldwell Road intersection. There are also sharrows along Apple Valley Road to the north of the Dresden Drive intersection. The City's Bicycle, Pedestrian, and Trail plan recommends several bicycle-related projects along the study corridor and adjacent roadways, including multi-use paths and shared bicycle/roadway lanes, known as "sharrows."

Multiple bicycle and pedestrian projects were proposed as part of the City's Bicycle, Pedestrian, and Trail Plan, approved in 2016, within the vicinity of the study intersections. These are discussed in further detail in the Prior Plan Review section.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signals, and similar infrastructure along streets and within the public right-of-way. The study intersections include some pedestrian facilities, but are missing some features that would facilitate safe and comfortable access to destinations in the study area. Locations where pedestrian facilities are missing include the following:

- At the Apple Valley Road intersection, there is no sidewalk on the north side of Dresden Drive east of the intersection, nor is there sidewalk on the west side of Apple Valley Road south of Dresden Drive and on the east side of Apple Valley Road north of Dresden Drive.
- The portion of Dresden Drive between Apple Valley Road and Caldwell Road does not currently have sidewalk facilities on the north side of the road, including within Parkside Park.
- At the Ellijay Drive/Caldwell Road intersection, there is no sidewalk on the north side of Dresden Drive.
- At the Clairmont Road intersection, the south side of Dresden Drive does not have sidewalk between Skyland Drive and Clairmont Road.

Figure 10 shows existing sidewalks symbolized by their approximate width. At the Apple Valley Road intersection, sidewalk widths range from four to ten feet with the lowest width in the west and north legs of the intersection. The multi-use path on the south side of Dresden Drive east of Apple Valley Road in front of Bramley Park ranges from eight to ten feet. At the Ellijay Drive/Caldwell Road intersection, the sidewalks are narrower, with the exception of wide multi-use path in front of the @1377 apartment complex in the southwest corner of the intersection. At the Clairmont Road intersection, the widest sidewalk is in the northwest corner of the intersection near a MARTA bus shelter.

Crosswalks and curb ramps are present on at least one leg of each of the three study intersections. The lack of crosswalks in some locations makes it difficult for residents and visitors to access destinations along the Dresden Drive corridor. Several intersections are also missing or in need of upgrades to the curb ramps and pedestrian crossing signals, such as at the south and east legs of the Caldwell Road intersection. Details about the condition of crosswalks and curb ramps is provided in Table 4 as well as the photo inventory in the Appendix. In addition to crossings at the study intersections, the Dresden Drive corridor has three rectangular rapid flashing beacons (RRFBs) that are in close proximity to the Village Place Brookhaven mixed-use shopping center. These are located at the Village Place west entrance and intersection with Apalachee Drive, the Village Place east entrance, and at Camille Drive.

TABLE 4. CROSSWALK AND CURB RAMPS ALONG DRESDEN DRIVE

Road Name	South	West	North	East	Crosswalk Condition	Curb Ramps
Apple Valley Road	Yes	Yes	Yes	Yes	Good	Good
Ellijay Drive ^{1,2}	Yes	No	N/A	No	Fair	Fair
Caldwell Road ^{1,2}	Yes ³	Yes	Yes	Yes ³	Good	Good
Clairmont Road	Yes	Yes	Yes	Yes	Fair	Good

Notes: ¹ indicates three-legged intersection only; ² indicates offset roads that meet at intersection, though they do not function as single intersection; ³ indicates while there is a crosswalk, there is no pedestrian crossing signal present for the corresponding intersection leg

Proposed Bicycle and Pedestrian Facilities

The expansion of the City's bicycle and pedestrian network is generally carried out through the City's Sidewalk Program. Initially developed through public input and the BPTP, this program maintains the future sidewalk list for each City Council district. Existing and proposed sidewalks and multi-use paths along the Dresden Drive corridor are shown in Figure 11.

To ensure compliance with the Americans with Disabilities Act of 1990 (ADA), the City has allocated \$50,000 per year for sidewalk repair and design retrofits. In September 2020, City Council adopted a program that allows for neighborhood groups to petition for sidewalk installation for their neighborhood or street, provided an application is submitted with signatures representing at least 50 percent of the residents of the street or neighborhood.²⁸

Dresden Drive is located within City Council District 2, and the most recent sidewalk list for District 2 was adopted on October 22, 2019.²⁹ This list includes the following proposed sidewalks and multi-use paths along Dresden Drive:

- **Between South Bamby Lane and 2585 North Thompson Road (Project #16)** – A sidewalk is proposed on the north side of the road.
- **Between Thompson Road and Clairmont Road (Project #17)** – A multi-use path is proposed on the south side of the road. This project fulfills BPTP Recommendation 114-MT.
- **Between Apple Valley Road and Clairmont Road (Project #18)** – An existing sidewalk on the south side of the road is proposed to be widened to a multi-use path. This project fulfills BPTP Recommendation 160-MT.

In addition to proposed improvements along Dresden Drive, the City is also proposing a multi-use path on the west side of Apple Valley Road, sidewalks on both sides of Ellijay Drive, and a multi-use path on the west side of Clairmont Road to better serve pedestrians at the study intersections.

²⁸ City of Brookhaven (2020). Presentation of Sidewalk Installation Via Property Owner Petition- Public Works Director Hari Karikaran. <http://brookhavencityga.igm2.com/Citizens/FileOpen.aspx?Type=30&ID=38465>

²⁹ City of Brookhaven (2019). Future Sidewalk/MUP List – District 2. https://www.brookhavenga.gov/sites/default/files/fileattachments/public_works/page/15261/future_sidewalk_mup_list_-_district_2_adopted_october_22_2019.pdf

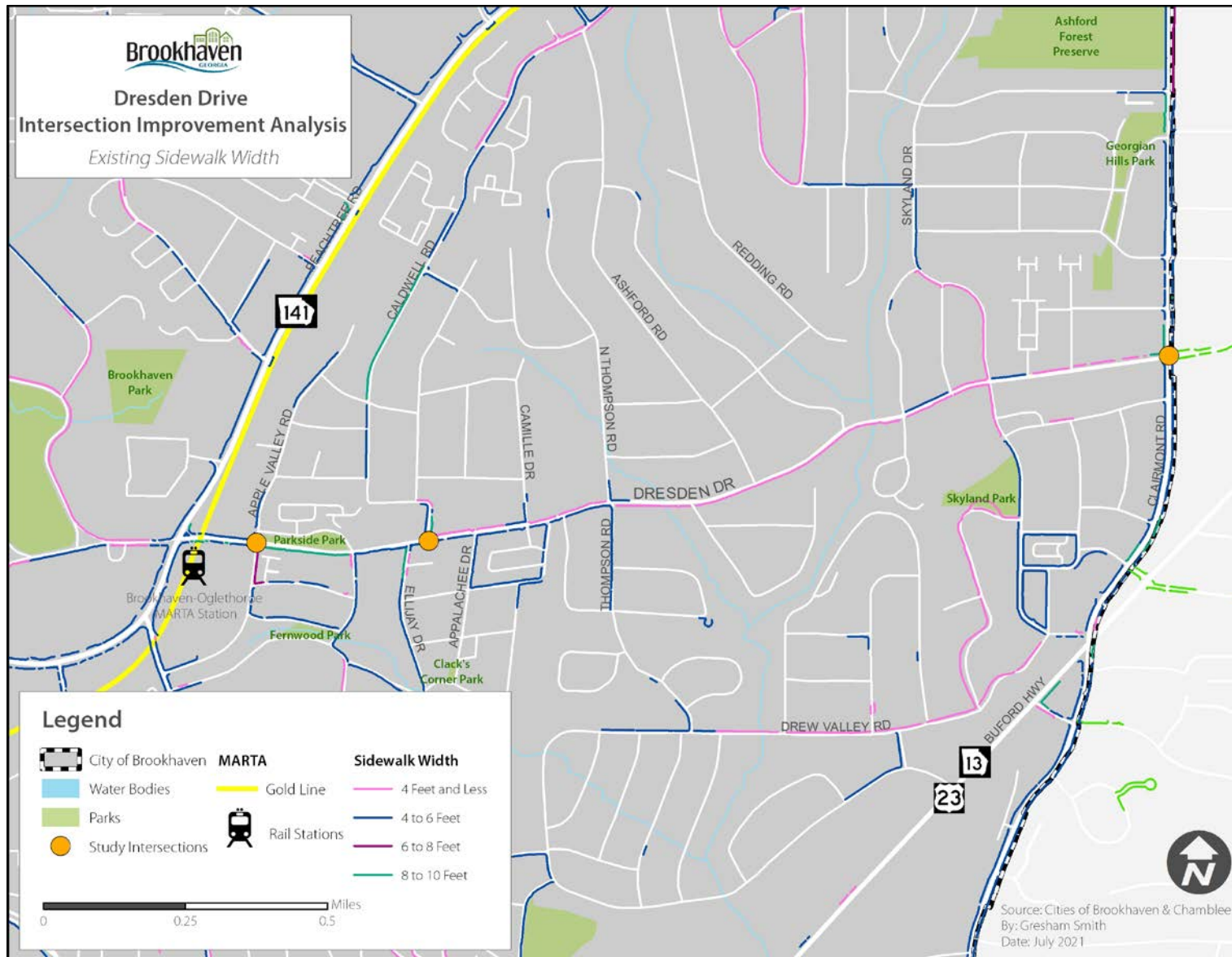


FIGURE 10: EXISTING SIDEWALK WIDTHS IN VICINITY OF DRESDEN DRIVE

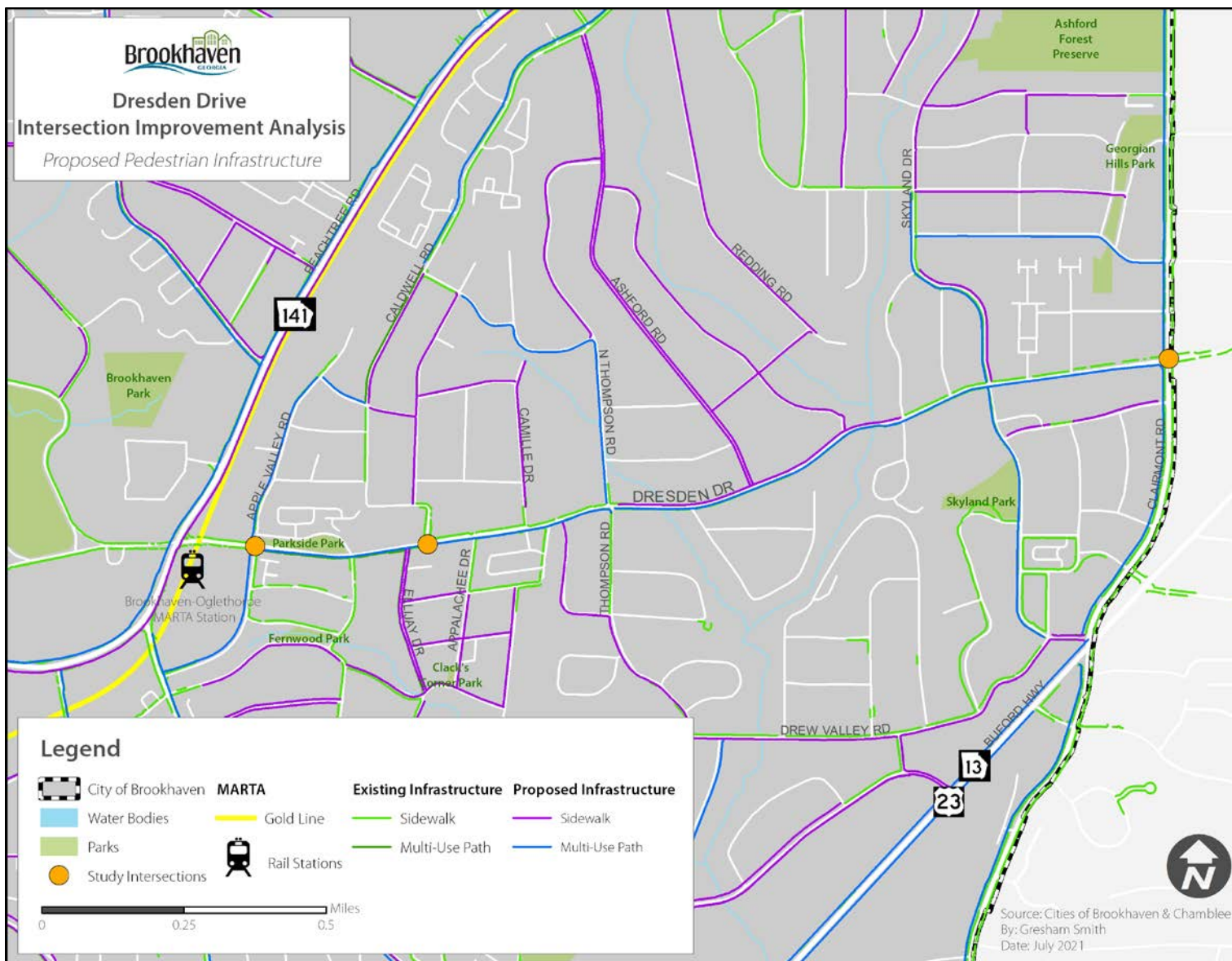


FIGURE 11: PROPOSED PEDESTRIAN INFRASTRUCTURE IN VICINITY OF DRESDEN DRIVE

Chapter 6: Transit Network and Facilities

The City of Brookhaven is served by the Metropolitan Atlanta Rapid Transit Authority (MARTA), which provides both bus and heavy rail service within the City limits. Bus service is provided along the length of the Dresden Drive corridor, while rail service is available at the northern terminus of the study corridor via the Brookhaven-Oglethorpe University rail station. Figure 12 shows transit service in the vicinity of the study intersections.

Heavy Rail

The Brookhaven-Oglethorpe University rail station is on MARTA's gold rail line, which runs between the Doraville station and Hartsfield-Jackson Atlanta International Airport (Airport station). The Brookhaven station is situated on the east side of Peachtree Road (SR 141), between North Druid Hills Road and Dresden Drive. On weekdays, trains run approximately every 20 minutes from 5:15 AM until 6:30 AM, and then approximately every 15 minutes until 8:00 PM, when it returns to 20-minute headways until 1:30 AM. Weekend service is approximately every 20 minutes, from 6:30 AM to 1:30 AM.³⁰

Bus Routes

Two of the three study intersections – Apple Valley Road and Clairmont Road – are served by MARTA. There is no transit service at the Ellijay Drive/Caldwell Road intersection.

Due to the close proximity of the Brookhaven-Oglethorpe MARTA station, the Apple Valley Road intersection is served by **Route 8** (North Druid Hills Road) and **Route 47** (I-85 Access Road), which drop off and pick up passengers at the MARTA station and do not have bus stops at the intersections. Route 8 operates between the Avondale and Brookhaven-Oglethorpe MARTA Stations along North Druid Hills Road, Valley Brook Road, and North Decatur Road, serving destinations such as Children's Healthcare of Atlanta North Druid Hills Campus, Toco Hills Promenade, and North DeKalb Mall. The route runs from 5:25 AM to 12:10 AM with 45-minute headways at the Brookhaven-Oglethorpe MARTA Station stop on weekdays. On weekends, the route runs from 5:30 AM to 10:15 PM with 60-minute headways at the Brookhaven-Oglethorpe MARTA Station stop.³¹ Route 47 operates between the Brookhaven-Oglethorpe and Chamblee MARTA Stations along Briarwood Road, Frontage Road, Chamblee Tucker Road, Shallowford Road, and Chamblee Dunwoody Road, serving destinations such as Brookhaven Plaza, Century Center, and Shallowford Exchange. Route 47 runs from 5:55 AM to 11:40 PM with 45-minute headways at the Brookhaven-Oglethorpe MARTA Station stop on weekdays, and from 5:55 AM to 10:35 PM with 60-minute headways at the Brookhaven-Oglethorpe MARTA Station stop on weekends.³²

The Clairmont Road intersection is served by **Route 19** (Clairmont Road), which operates between the East Lake, Decatur, and Chamblee MARTA Stations along Clairmont Road. Route 19 serves destinations such as Decatur Square, the VA Medical Center, DeKalb-Peachtree Airport, and North DeKalb Health Center. The route runs from 5:45 AM to 1:10 AM with 25- to 30-minute headways on weekdays. Route 19 runs from 5:55 AM to 11:40 PM with 40- to 45-minute headways on weekends.³³ There are bus stops at the southeast and northwest corners of the intersection.

³⁰ MARTA (2021). Brookhaven. <https://www.itsmarta.com/Brookhaven.aspx>

³¹ MARTA (2021). Route 8 North Druid Hills Road. <https://itsmarta.com/8.aspx>

³² MARTA (2021). Route 47 I-85 Access Road. <https://itsmarta.com/47.aspx>

³³ MARTA (2021). Route 19 Clairmont Road. <https://itsmarta.com/19.aspx>

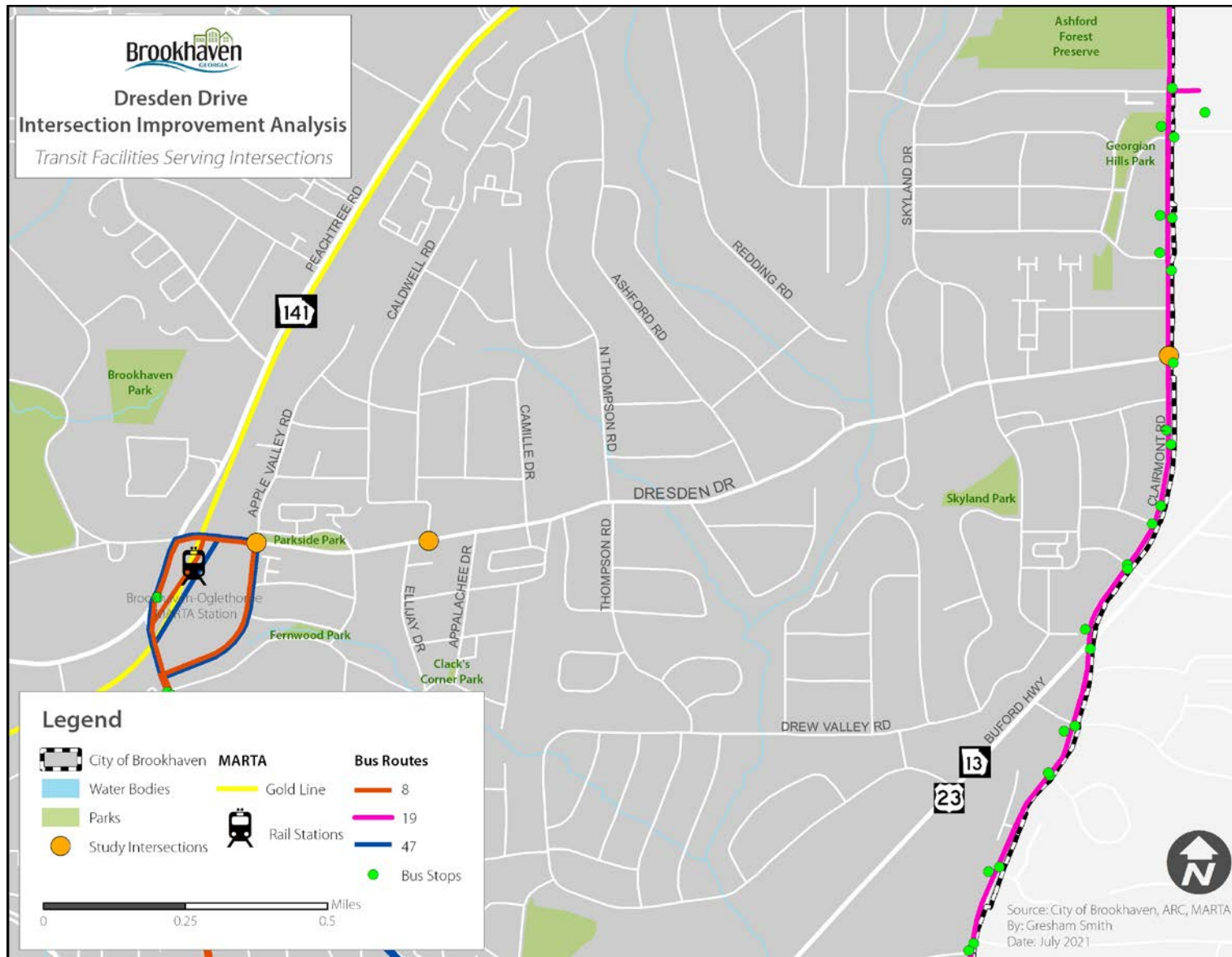


FIGURE 12: TRANSIT FACILITIES SERVING STUDY INTERSECTIONS

Chapter 7: Programmed Transportation Projects

The Dresden Drive corridor is the site of two transportation projects sponsored by the City of Brookhaven and the Georgia Department of Transportation (GDOT).

Dresden Drive Street Light Improvements

During the May 25, 2021 City Council Meeting, City Council adopted a resolution that amended the City's street light funding budget to allow for the City to replace existing street lights along Dresden Drive with LED street lights to improve lighting throughout the corridor within the City limits.³⁴ Georgia Power is assisting the City with this effort.

GDOT PI #0013138 - Ashford Dunwoody Road/Dresden Drive ATMS

The Ashford Dunwoody Road/Dresden Drive Automated Transportation Management System (ATMS) Project (GDOT PI #0013138), sponsored by GDOT, is implementing signal and communication equipment improvements along the two corridors. This project will expand the ITS network along Ashford Dunwoody Road from Perimeter Summit Parkway to Peachtree Road (SR 141) and along Dresden Drive from Peachtree Road (SR 141) to Clairmont Road, including the three study intersections. The geographic extents of this project are shown in Figure 13. The project includes ITS improvements, signal equipment upgrades, communications/interconnections, CCTV, related signing/striping/ADA upgrades, and improved timing of all signals. The purpose of this project is to help reduce traffic congestion, travel time and length of vehicle queues, relieving congestion at key intersections and facilitating better traffic flow through updated signal timing and monitoring. The three study intersections are expected to undergo signal communication upgrades as part of this project. Furthermore, the Ellijay Drive/Caldwell Road intersection will undergo signal upgrades and pedestrian improvements. Construction is expected to be complete in July 2021.³⁵

³⁴ City of Brookhaven (2021). ORD-2021-05-06.

<https://www.brookhavenga.gov/sites/default/files/fileattachments/finance/page/21901/ord2021-05-06dresdendriveledlights.pdf>

³⁵ City of Brookhaven (2020). FY2021 Adopted Budget - Capital Improvement Program , p. 243.

https://www.brookhavenga.gov/sites/default/files/fileattachments/finance/page/21901/7_capital_improvement_plan_final.pdf



FIGURE 13: PROGRAMMED PROJECTS ALONG DRESDEN DRIVE

Chapter 8: Intersection Characteristics

Dresden Drive at Apple Valley Road

Dresden Drive at Apple Valley Road is a two-lane roadway with nine- to ten-foot travel lanes. The east leg of the intersection includes a two-way left-turn lane in the westbound direction. The west leg of the intersection includes a left-turn lane and a right-turn lane in the eastbound direction. Apple Valley Road is a two-lane roadway with ten-foot travel lanes. The south leg has only a left-turn lane while the north leg has a through/left-turn lane and a right-turn lane. Right-of-way width ranges from 40 to 55 feet along Dresden Drive and from 40 to 60 feet along Apple Valley Road. The speed limit is 35 miles per hour (MPH) along Dresden Drive and 25 MPH along Apple Valley Road.

The signals are mounted on mast arms and there are no protected phases for turning vehicles. Each leg of the intersection has a marked crosswalk with pedestrian signals. All four corners of the intersection have ADA-compliant curb ramps. Sidewalk widths vary between four feet and eight feet at this intersection, with the widest sidewalks southeast of the intersection corresponding to the recently completed Bramley Park development. The north side of Dresden Drive east of the intersection and the east side of Apple Valley Road north of the intersection lack continuous sidewalk adjacent to Parkside Park. Lighting exists primarily in the southeast corner of the intersection adjacent to the Bramley Park development. These intersection features are summarized in Table 5 below and depicted in Figure 14 on page 33.

TABLE 5: APPLE VALLEY ROAD INTERSECTION CHARACTERISTICS

Characteristic	Description
Intersection Type	Conventional, 4-legged
Signal Mount	Mast arms
Signal Phasing	Permissive only
Lane Configuration	North Leg (Apple Valley Road): Northbound through lane and southbound through/left-turn and right-turn lanes South Leg (Apple Valley Road): 2 through lanes (one each direction) and left-turn lane East Leg (Dresden Drive): 2 through lanes (one each direction) and left-turn lane West Leg (Dresden Drive): 2 through lanes (one each direction), left-turn lane, and right-turn lane
Lane Width	Dresden Drive: 9- to 10-foot travel lanes Apple Valley Road: 10-foot travel lanes
Speed Limit (mph)	Dresden Drive: 35 MPH Apple Valley Road: 25 MPH
Sidewalk Present?	Dresden Drive: Yes, except on north side of the road east of the intersection Apple Valley Road: Yes, but sidewalk on the west side ends south of the intersection and there is a gap on the east side between Dresden Drive and Parkside Drive
Sidewalk Width	Dresden Drive: 4 to 8 feet; widest sidewalk at Bramley Park development Apple Valley Road: 4 to 8 feet; widest sidewalk at Bramley Park development
Crosswalks	Yes, on all 4 legs
Curb Ramp	Yes, on all corners
Lighting Present	Yes, primarily in the southeast corner of the intersection
ROW	Dresden Drive: 40 to 55 feet Apple Valley Road: 40 to 60 feet

Dresden Drive at Ellijay Drive/Caldwell Road

Dresden Drive at Ellijay Drive/Caldwell Road is an offset intersection that operates from one signal controller. The west leg of Dresden Drive at the Ellijay Drive intersection is a two-lane roadway with nine-foot lanes and a two-way left-turn lane ending in a median at Ellijay Drive. Between Ellijay Drive and Caldwell Road, Dresden Drive is a two-lane roadway with ten-foot lanes and a two-way left-turn lane. The east leg of Dresden Drive has two 11-foot travel lanes with a two-way left-turn lane. Ellijay Drive has two 12-foot travel lanes, and Caldwell Road has two nine-foot travel lanes with on-street parking in the northbound direction adjacent to Village Place. Right-of-way width ranges from 55 to 80 feet along Dresden Drive, from 40 to 50 feet along Ellijay Drive, and from 35 to 40 feet along Caldwell Road. The speed limit is 35 MPH along Dresden Drive and 25 MPH along Ellijay Drive and Caldwell Road.

The signals are mounted on span wire. While westbound left-turns at Ellijay Drive and eastbound left-turns at Caldwell Road have protected-permissive signals, the left-turn signals do not always activate when vehicles are present. The intersection has locations where crosswalk markings and pedestrian signals are absent. The Ellijay Drive intersection does not have crosswalks or pedestrian signals across Dresden Drive. Only the southwest and southeast corners of the intersection at Ellijay Drive have curb ramps, but the southeast corner curb ramp is too narrow for a wheelchair to pass through. All four legs of the Caldwell Road intersection have crosswalk markings, but pedestrian signals are absent on the east and south legs of the intersection. All four corners of the Caldwell Road intersection have ADA-compliant curb ramps, but the curb ramp and markings at the northwest corner of the intersection do not align. Sidewalk widths vary between four and eight feet with the widest sidewalks northeast and southwest of the intersection at Village Place and @1377 Apartments, respectively. The north side of Dresden Drive west of Caldwell Road does not have sidewalk. Lighting exists primarily in the southwest corner of the intersection in correspondence with the @1377 apartment complex. These intersection features are summarized in Table 6 below and depicted in Figure 15 on page 34.

TABLE 6: ELLIJAY DRIVE/CALDWELL ROAD INTERSECTION CHARACTERISTICS

Characteristic	Description
Intersection Type	Offset; 3-legged at Ellijay Drive; 4-legged at Caldwell Road
Signal Mount	Span wire
Signal Phasing	Protected and permissive left-turns onto Ellijay Drive and Caldwell Road
Lane Configuration	North Leg (Caldwell Road): 2 through lanes (1 each direction) South Leg (Ellijay Drive): 2 through lanes (1 each direction) East Leg (Dresden Drive): 2 through lanes (one each direction) and left-turn lane West Leg (Dresden Drive): 2 through lanes (one each direction) and painted median
Lane Width	Dresden Drive: 9- to 11-foot travel lanes Ellijay Drive: 12-foot travel lanes Caldwell Road: 9-foot travel lanes
Speed Limit (mph)	Dresden Drive: 35 MPH Ellijay Drive and Caldwell Road: 25 MPH
Sidewalk Present?	Dresden Drive: Yes, except on north side of road west of Caldwell Road Ellijay Drive and Caldwell Road: Yes, on both sides
Sidewalk Width	4 to 8 feet; widest sidewalk at Village Place and @1377 Apartments
Crosswalks	Yes, but only on the south leg at Ellijay Drive; all 4 legs at Caldwell Road
Curb Ramp	Yes, but only on SW and SE corners at Ellijay Drive; curb present on all corners at Caldwell Road
Lighting Present	Yes, primarily in the southwest corner of the intersection
ROW	Dresden Drive: 55 to 80 feet Ellijay Drive: 40 to 50 feet Caldwell Road: 35 to 40 feet

Dresden Drive at Clairmont Road

Dresden Drive at Clairmont Road is a four-lane roadway with 12-foot travel lanes and a left-turn lane in both the west and east legs of the intersection. The west leg of the intersection also has a right-turn lane. On either side of Clairmont Road, there is a right lane drop along Dresden Drive in which the outer right lane becomes right-turn lanes into businesses and Archway Drive for the east and west legs, respectively. Clairmont Road is a five-lane roadway with two 12-foot travel lanes and a center left-turn lane in the north and south legs of the intersection. Right-of-way width ranges from 75 to 95 feet along Dresden Drive and from 70 to 100 feet along Clairmont Road. The speed limit is 35 MPH along Dresden Drive and 40 MPH along Clairmont Road.

The signals are mounted on mast arms and each leg has protected-permissive phasing for left-turning vehicles. Each leg of the intersection has a marked crosswalk with pedestrian signals. All four corners of the intersection have ADA-compliant curb ramps. Sidewalk widths vary between four feet and eight feet at this intersection with the widest sidewalks northwest of the intersection at the RaceTrac gas station and at the MARTA bus shelter. West and east of the intersection, the sidewalk on Dresden Drive is not continuous. Lighting exists only in the northwest corner of the intersection with one street light pole in this location. These intersection features are summarized in Table 7 below and depicted in Figure 16 on page 35.

TABLE 7: CLAIRMONT ROAD INTERSECTION CHARACTERISTICS

Characteristic	Description
Intersection Type	Conventional, 4-legged
Signal Mount	Mast arms
Signal Phasing	Protected and permissive left-turns on all legs
Lane Configuration	North Leg (Clairmont Road): 4 through lanes (2 each direction) and left-turn lane South Leg (Clairmont Road): 4 through lanes (2 each direction) and left-turn lane East Leg (Dresden Drive): 4 through lanes (2 each direction; right lane drop east of intersection and becomes turn lane into business) and left-turn lane West Leg (Dresden Drive): 2 through lanes (1 each direction), eastbound right-turn lane and left-turn lane, and westbound right-turn lane to Archway Drive
Lane Width	Dresden Drive: 12-foot travel lanes Clairmont Road: 12-foot travel lanes
Speed Limit (mph)	Dresden Drive: 35 MPH Clairmont Road: 40 MPH
Sidewalk Present?	Dresden Drive: Yes, but not continuous on either side of intersection Clairmont Road: Yes, on both sides
Sidewalk Width	Dresden Drive: 4 to 6 feet Clairmont Road: 4 to 8 feet; widest sidewalk at MARTA bus shelter
Crosswalks	Yes, on all four legs
Curb Ramp	Yes, on all corners
Lighting Present	Yes, in northwest corner of intersection
ROW	Dresden Drive: 75 to 95 feet Clairmont Road: 70 to 100 feet



FIGURE 14: APPLE VALLEY ROAD INTERSECTION NOTES AND OBSERVATIONS



FIGURE 15: ELLIJAY DRIVE/CALDWELL ROAD INTERSECTION NOTES AND OBSERVATIONS

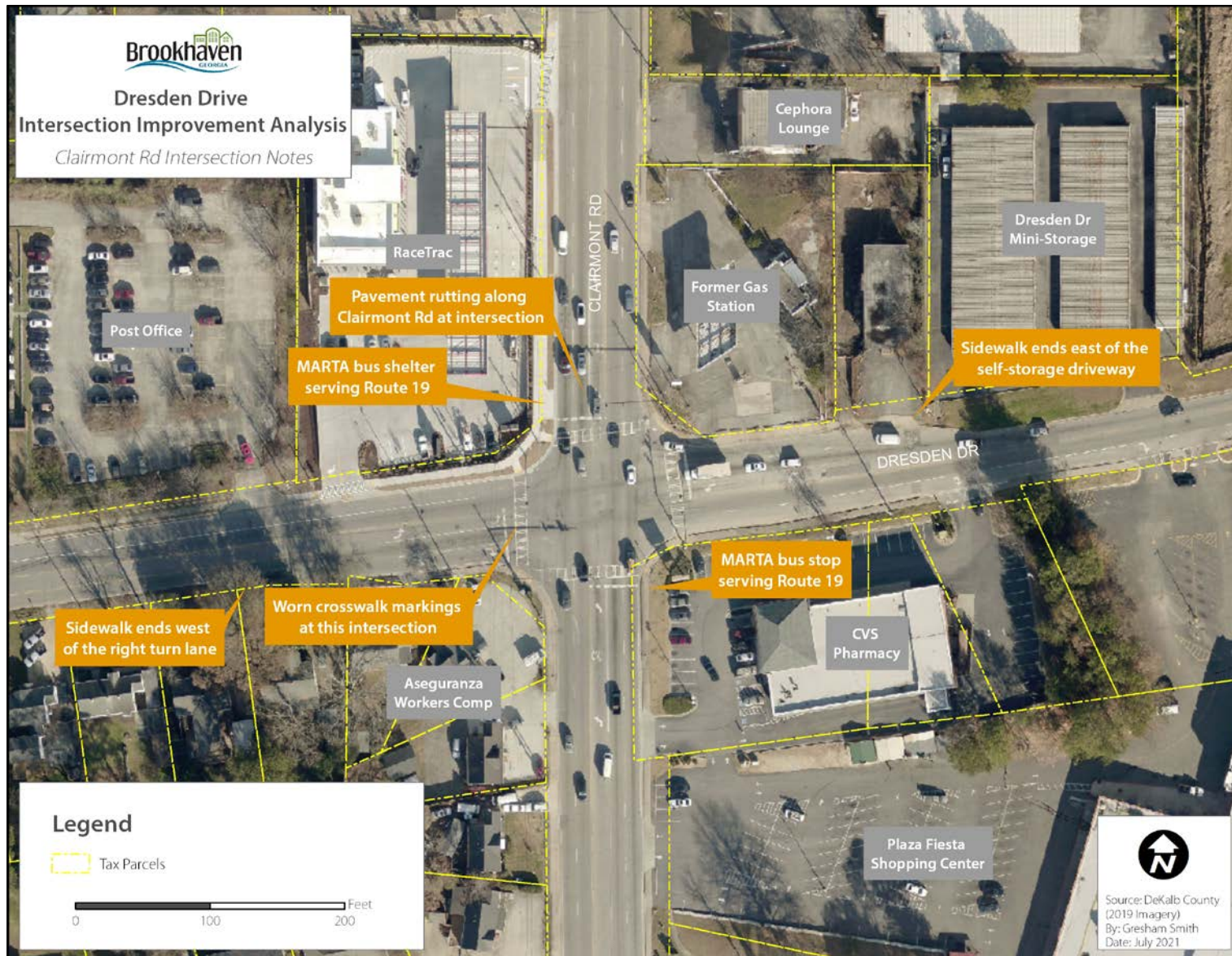


FIGURE 16: CLAIMONT ROAD INTERSECTION NOTES AND OBSERVATIONS

Chapter 9: Traffic Calming Districts and Devices

Policy Overview

Traffic calming is defined by the Institute of Transportation Engineers (ITE) as the use of physical and psychological devices “to reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”³⁶ The City of Brookhaven’s Traffic Calming Program administers the City’s traffic calming policy, by which eligible neighborhoods may petition the City to authorize installation of traffic calming measures, such as speed humps, to slow vehicle speeds and minimize the impact of cut-through traffic on local streets.

The City’s current traffic calming policy was adopted on November 14, 2017 and outlines the minimum eligibility requirements and petition process necessary to establish a traffic calming district within the City. In order to be eligible for traffic calming, the road or roadways must be a local or residential street with a speed limit of 30 MPH or less. At least half of residents on the street(s) requesting traffic calming must sign a petition requesting the City conduct a traffic study to examine speed. If the traffic study demonstrates that the 85th percentile speed is at least 10 MPH greater than the posted speed limit of the street(s), the City will propose potential traffic calming measures. The proposed measures must preserve access for emergency vehicles, bicycles, and pedestrians. The City Council must give approval of the measures for funding and implementation. Each property in the traffic calming district must also agree to pay a \$25 annual fee as part of their property taxes for maintenance of the traffic calming devices. Examples of existing traffic calming on Ashford Road and Sylvan Circle in the City of Brookhaven are shown in Figure 17.



FIGURE 17: TRAFFIC CALMING SIGNAGE AND SPEED HUMPS ON ASHFORD ROAD AND SYLVAN CIRCLE

³⁶ City of Brookhaven (2017). Traffic Calming Policy, p. 1.

https://www.brookhavenga.gov/sites/default/files/fileattachments/public_works/page/15231/traffic_calming_policy_final_november_14_2017.pdf

Traffic Calming Districts Adjacent to Dresden Drive

The project team inventoried existing traffic calming districts within the study area to understand the extent of traffic calming devices and signage within each district. Many districts along Dresden Drive were created prior to the City's incorporation in 2012 and were adopted by the DeKalb County Board of Commissioners. Those districts, including all policies and maintenance agreements, were grandfathered into the City after the City's incorporation. Traffic calming devices installed within these districts include speed humps, center islands, and signage. Figure 18 shows the location of the traffic calming districts within the study area, and Table 8 highlights the traffic calming devices present in each district.

TABLE 8: TRAFFIC CALMING DISTRICTS ADJACENT TO DRESDEN DRIVE

District Name	Street(s) Served	Traffic Calming Device(s)
TC12-08	Star Drive	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-12	Sylvan Circle	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-13	Fernwood Circle	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-14	Caldwell Road	Speed Humps; Center Islands; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-17	Ashford Road, Winding Way & Redding Way	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-19	Coosawattee Drive	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-20	Cortez Lane	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-24	Redding Road	Speed Humps; Traffic Calming District, Speed Hump Ahead & Advisory 15 MPH Signage
TC12-26a	Oaklawn Avenue	Curb Extension; Right-Turn Only Signage (on Oaklawn Avenue); Turn Prohibited Signage (on Caldwell Road)
TC12-26b	Sunland Drive	Curb Extension; Right-Turn Only Signage (on Sunland Dr); Turn Prohibited Signage (on Caldwell Road)
TC14-01	Apple Valley Road	Speed Humps; Speed Hump Ahead & Advisory 15 MPH Signage
TC14-03	Green Meadows Lane	Speed Humps; Speed Hump Ahead & Advisory 15 MPH Signage
TC15-02	North Thompson Road	Speed Humps; Speed Hump Ahead & Advisory 15 MPH Signage
TC15-07	Apalachee Drive	Four-Way Stop at Canoochee Drive

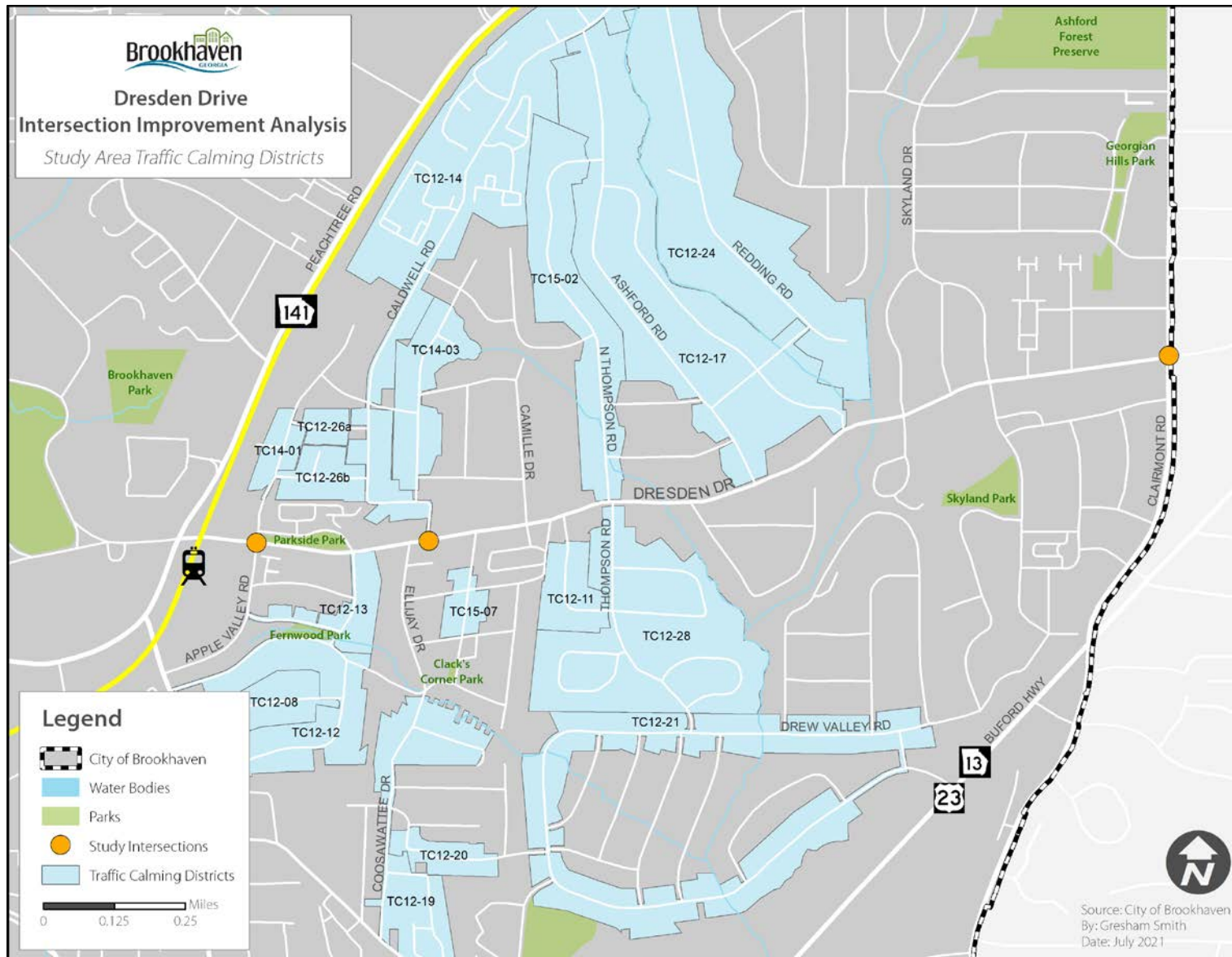


FIGURE 18: TRAFFIC CALMING DISTRICTS ADJACENT TO DRESDEN DRIVE

Chapter 10: Environmental Screening

As part of the Dresden Drive Intersection Improvement Analysis, the project team completed an environmental screening of the Dresden Drive corridor and the three study intersections to examine ecology, underground storage tanks, history, and environmental justice. The purpose of this screening is to identify protected or vulnerable resources that might be impacted by potential improvements at study area intersections. A summary of findings from the screening is provided below.

Ecology

STREAMS AND WETLANDS

GDOT, in consultation with the Georgia Environmental Protection Division, has established procedures to protect and conserve wetlands and streams, as well as stream buffers, which help to control erosion, serve as habitats, and control the flow of pollutants and nutrients into streams. If a proposed project is anticipated to encroach within a 25-foot buffer of a stream, or within a 50-foot buffer of a designated trout stream, then agencies may need to receive a stream buffer variance to proceed with the projects.³⁷ According to the US Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), there are no wetlands located adjacent to the study intersections. There are two streams that cross Dresden Drive in the vicinity of the study intersections. One stream traverses Dresden Drive approximately 0.43 miles west of the corridor's intersection with Ellijay Drive, near Wayland Circle. A second stream crosses beneath Dresden Drive about 0.53 miles west of the corridor's intersection with Clairmont Road, between S. Bamby Lane and Winding Lane. Both streams pass through culverts under Dresden Drive. Neither of these streams, however, are adjacent to the three intersections; any improvements to the intersections are not anticipated to impact the streams nor the stream buffers. There is also a stream within Parkside Park northeast of the Apple Valley Road intersection that is drainage from a nearby culvert and is not part of the NWI. Figure 19 on page 43 shows streams and culverts along Dresden Drive.

PROTECTED SPECIES

The USFWS Information for Planning and Consultation (IPaC) was consulted for information regarding protected species that could be impacted by potential intersection improvements. The USFWS IPaC lists one endangered species that is known or believed to be present in DeKalb County: Michaux's sumac (*Rhus michauxii*). There is no Critical Habitat, however, designated for the species within the County.

The IPaC also lists 11 species of migratory birds that may be present in the study area. Ten of these species are Birds of Conservation Concern (BCC) that, beyond federally threatened and endangered species, are of highest conservation priority for USFWS. One species, the Blue-winged Warbler (*Vermivora pinus*), is a BCC within the Piedmont Bird Conservation Region. An additional nine species are BCC that potentially have range anywhere within the United States:

- Cerulean Warbler (*Dendroica cerulea*)
- Eastern Whip-poor-will (*Antrostomus vociferus*)
- Henslow's Sparrow (*Ammodramus henslowii*)
- Kentucky Warbler (*Oporornis formosus*)
- Prairie Warbler (*Dendroica discolor*)
- Prothonotary Warbler (*Protonotaria citrea*)
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Rusty Blackbird (*Euphagus carolinus*)
- Wood Thrush (*Hylocichla mustelina*)

³⁷ Rules and Regulations of the State of Georgia (2021). [Rule 391-3-7-.05. Buffer Variance Procedures and Criteria.](#)

The Bald Eagle (*Haliaeetus leucocephalus*) is not a BCC in the study area, but due to the provisions of the Eagle Act, may require a permit if the intersection improvements have the potential to disturb or kill eagles. The USFWS provides additional information on the probability of presence and breeding seasons for each of these bird species, which may have a bearing on the scheduling of construction activities and the enactment of avoidance and/or mitigation measures.

Underground Storage Tanks

There is one gas station located at the study intersections: RaceTrac #2448 at 3630 Clairmont Road, located at the northwest corner of the Clairmont Road/Dresden Drive intersection. According to the Georgia Environmental Protection Division's database of underground storage tanks (USTs), as of December 2020, a total of five USTs are currently in use at the gas station. If right-of-way (ROW) is required for an improvement at this intersection, a Phase I UST/HazMat Site Assessment will likely be required prior to ROW acquisition.

The database also identifies three locations near the study intersections where USTs have been removed from the ground:

- DeKalb County Fire Station, located at 1316 Dresden Drive – one UST removed
- CVS (formerly Dresden Auto Sales), located at 3615/3617 Clairmont Road – four USTs removed
- Savi Provisions (formerly Majik Mart), located at 1388 Dresden Drive – two USTs removed³⁸

There is also a former Citgo gas station, located at 3631 Clairmont Road, that may have existing or formerly removed USTs. While this location does not appear in the UST database, this may need to be examined further during development of plans for recommended projects.

If ROW acquisition is needed for intersection improvements at these locations, then soil samples may need to be taken in order to identify any corrective actions to address potential contamination.³⁹ Figure 20 on page 44 shows the location of existing and removed underground storage tanks adjacent to the study intersections.

History

The screening for historic resources is divided into three categories: 1) those that are already listed on the National Register of Historic Places (National Register) or Georgia Register of Historic Places (Georgia Register) as established by the Georgia Historic Preservation Division; 2) those requiring individual evaluation for eligibility on the National Register or Georgia Register; and 3) those that appear to be part of larger National Register-eligible or local district-eligible historic districts.

The Georgia Register uses the same criteria and application process as the National Register. Additionally, properties listed on the National Register are automatically included on Georgia Register; however, properties listed on Georgia Register must be nominated separately for inclusion on the National Register. In order to be evaluated for inclusion as an individual historic property, the property must be generally be at least 50 years old, or constructed during or prior to 1971. In addition, the property must meet at least one of the following criteria:

- Association with historic events or activities;
- Association with important persons;
- Distinctive design or physical characteristics (architecture, landscape architecture and/or engineering);
- Or the potential to provide important information about prehistory or history (usually through archaeological investigation).⁴⁰

³⁸ Georgia Environmental Protection Division (2020). [Underground Storage Tank Data – December 2020](#).

³⁹ Georgia Environmental Protection Division (n.d.). [Underground Storage Tank Technical Guidance](#).

⁴⁰ Georgia Department of Community Affairs (2018). [National Register Nomination Process in Georgia](#).

In order to be considered for inclusion as a National Historic District or local district as designated by the Georgia Historic Preservation Division, there must be generally be a concentration of buildings, structures, or objects, the majority of which are at least 50 years old, that have retained their historical setting.⁴⁰

The project team reviewed the National Park Service’s inventory of National Register-listed properties in DeKalb County; the Georgia Department of Natural Resources’ Natural, Archaeological, and Historical Resources GIS (GNAHRGIS) database; and the Atlanta Regional Commission Historic District Database to identify any previously surveyed historic resources located along at the study intersections. No properties located at the study intersections are currently listed on the National Register or GNAHRGIS, nor do any fall within a designated National Historic District or local district.

In order to evaluate the potential eligibility of historic properties and districts, the project team reviewed the DeKalb County tax parcel database to determine the construction date for properties located the study intersections. Based upon the date of construction, there are seven individual properties that may require evaluation for eligibility on the National Register and Georgia Register. These include the properties associated with two businesses near the Ellijay Drive and Caldwell Road intersections; and three single-family residences and two businesses at the Clairmont Road intersection. In addition, the Skyland neighborhood, located just south of Dresden Drive and just west of Clairmont Road, may also be eligible for inclusion on the National and Georgia Registers. The neighborhood encompasses approximately 148 properties, primarily single-family residences, that were originally constructed in the 1950s. These properties are listed in Table 9 and mapped in Figure 21 on page 45.

TABLE 9. POTENTIAL NEWLY IDENTIFIED HISTORIC RESOURCES ADJACENT TO STUDY INTERSECTIONS

Name/Address	Resource Type	Year Built	Parcel ID
Essential Health Partners – 1411 Dresden Drive	Business	1970	18 238 15 005
Savi Provisions – 1388 Dresden Drive	Business	1967	18 238 01 019
1945 Dresden Drive	Single-family residential	1950	18 243 12 019
1951 Dresden Drive	Single-family residential	1950	18 243 12 018
1957 Dresden Drive	Single-family residential	1950	18 243 12 017
Aseguranzas Workers Comp – 3616 Clairmont Road	Business	1950	18 243 12 016
Aseguranzas Workers Comp – 3608 Clairmont Road	Business	1950	18 243 12 015
Skyland Park	Neighborhood	1950s	Approximately 148 parcels

The potential designation of the Skyland Park neighborhood would require further examination, as several of the residences, originally constructed in the 1950s, have been torn down and replaced with new structures.

There is also a former CITGO gas station at 3631 Clairmont Road, which was constructed in 1968. Because the structure that remains on the property does not appear to demonstrate special character or represent a historic style of architecture, this property would likely be excluded from consideration as a historic property.

It should be noted that all assumptions and observations regarding resource eligibility made in this report are preliminary and have not been reviewed or approved by the Georgia State Historic Preservation Office (SHPO). As such, they are subject to change.

If federal funds were to be used for projects at the study intersections, then Section 106 of the National Historic Preservation Act of 1966 would require agencies to evaluate the impacts to the historic (or potentially eligible historic) properties and districts, considering factors such as the project's viewshed, topography, vegetation, integrity of the setting, siting, and planned future development. Agencies would be required to make all reasonable efforts to avoid, minimize, or mitigate any adverse impacts to the properties.⁴¹

Archaeology

An archaeological survey has not been performed as part of this study. The project team reviewed documentation from other projects in the study area to determine whether any archaeological surveys have been previously completed, and whether any archaeological resources have been found near the study intersections. The environmental document for the Ashford Dunwoody Road/Dresden Drive ATMS project (GDOT PI #0013138) references a previously conducted Phase I archaeological survey in 2005, which included the intersection of Dresden Drive and Clairmont Road. The Phase I survey consisted of several shovel tests at specified intervals along Dresden Drive. Because the shovel tests did not indicate the potential for buried archaeological resources at the sites, no further excavation was performed.

Environmental Justice

Based on a desktop screening utilizing the US Environmental Protection Agency (EPA) EJSCREEN tool, it has been determined that improvements to the study intersections would not have any adverse or disproportionate impacts to environmental justice populations. The percentages of both the minority and the low-income populations in the study area are less than or equal to those of DeKalb County.

⁴¹ Georgia Department of Transportation (2021). [Cultural Resources Consultation Initiation](#).

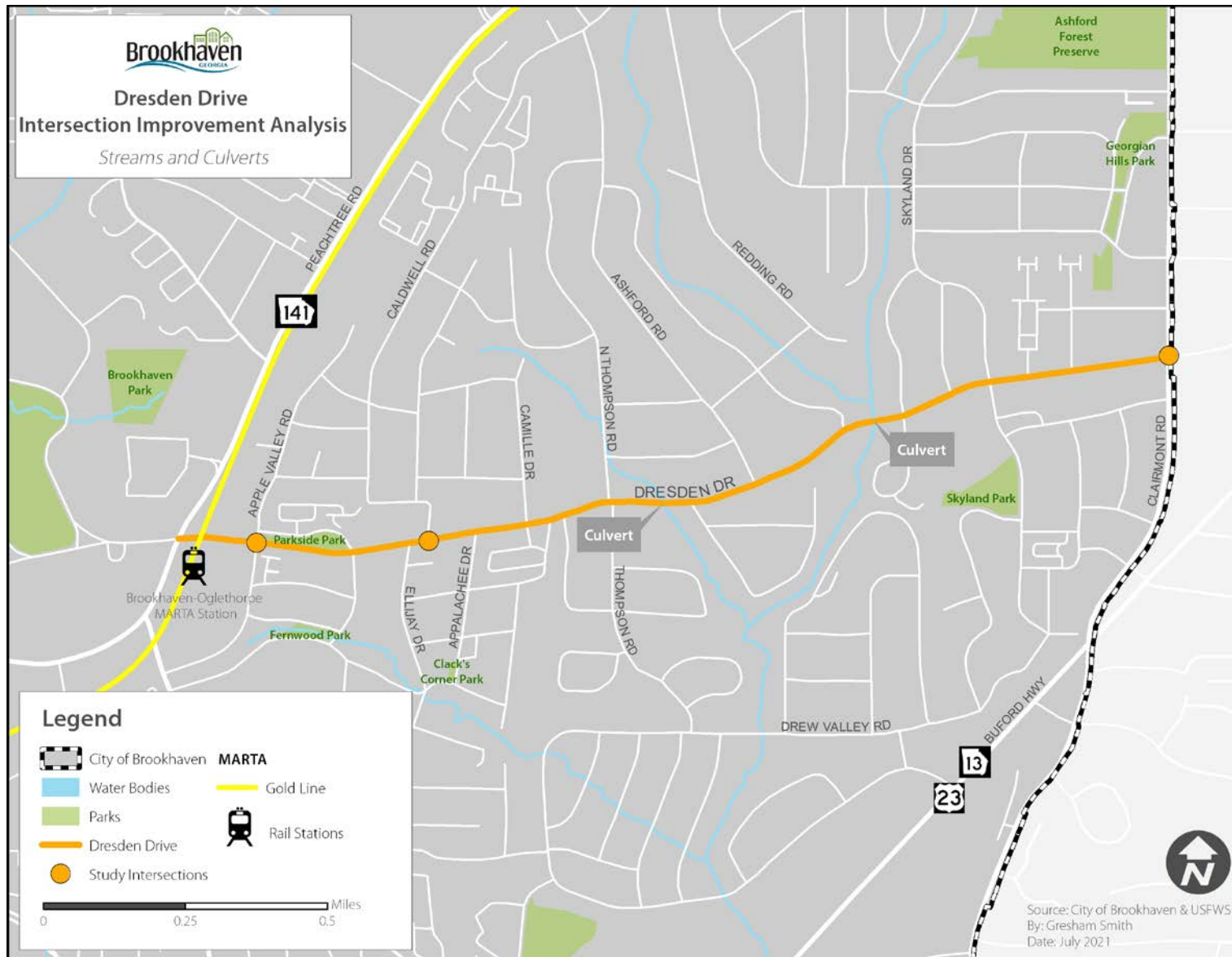


FIGURE 19: STREAMS AND CULVERTS ALONG DRESDEN DRIVE



FIGURE 20: UNDERGROUND STORAGE TANKS ALONG DRESDEN DRIVE



FIGURE 21: POTENTIAL HISTORIC RESOURCES ALONG DRESDEN DRIVE

Appendix A:

Photo Inventory of Intersections

Dresden Drive at Apple Valley Road



VIEW OF THE INTERSECTION FROM THE NORTHWEST CORNER



GATE CLOSED TO MARTA STATION PARKING LOT WEST OF THE INTERSECTION ALONG DRESDEN DRIVE



LOOKING EAST TOWARDS APPLE VALLEY ROAD AND BRAMLEY PARK TOWNHOMES



STAIRCASE LEADING TO BROOKHAVEN-OGLETHORPE MARTA STATION FROM THE SOUTHWEST CORNER OF THE INTERSECTION



SIDEWALK GAP BETWEEN THE INTERSECTION AND BUSINESS NORTH OF PARKSIDE DRIVE ALONG APPLE VALLEY ROAD



PARKSIDE PARK AT THE NORTHEAST CORNER OF THE INTERSECTION, WHICH LACKS SIDEWALK ACCESS

Dresden Drive at Ellijay Drive/Caldwell Road

Dresden Drive at Ellijay Drive



TRAFFIC QUEUING TO TURN LEFT ONTO ELLIJAY DRIVE FROM WESTBOUND DRESDEN DRIVE



GREEN ARROW DOES NOT TURN ON AT THE ELLIJAY DRIVE INTERSECTION FOR VEHICLES IN THE LEFT-TURN LANE



ON-STREET PARKING ALONG DRESDEN DRIVE WEST OF ELLIJAY DRIVE IN FRONT OF THE @1377 APARTMENT COMPLEX



NO CROSSWALKS ACROSS DRESDEN DRIVE AT THE ELLIJAY DRIVE INTERSECTION



NO CURB RAMPS OR CROSSINGS AT THE WEST LEG OF THE INTERSECTION



NO SIDEWALK OR CURB RAMPS ON THE NORTH SIDE OF DRESDEN DRIVE BETWEEN PARKSIDE DRIVE AND CALDWELL ROAD



NARROW CURB RAMP ON THE SOUTHEAST CORNER OF THE ELLIJAY DRIVE INTERSECTION

Dresden Drive at Caldwell Road



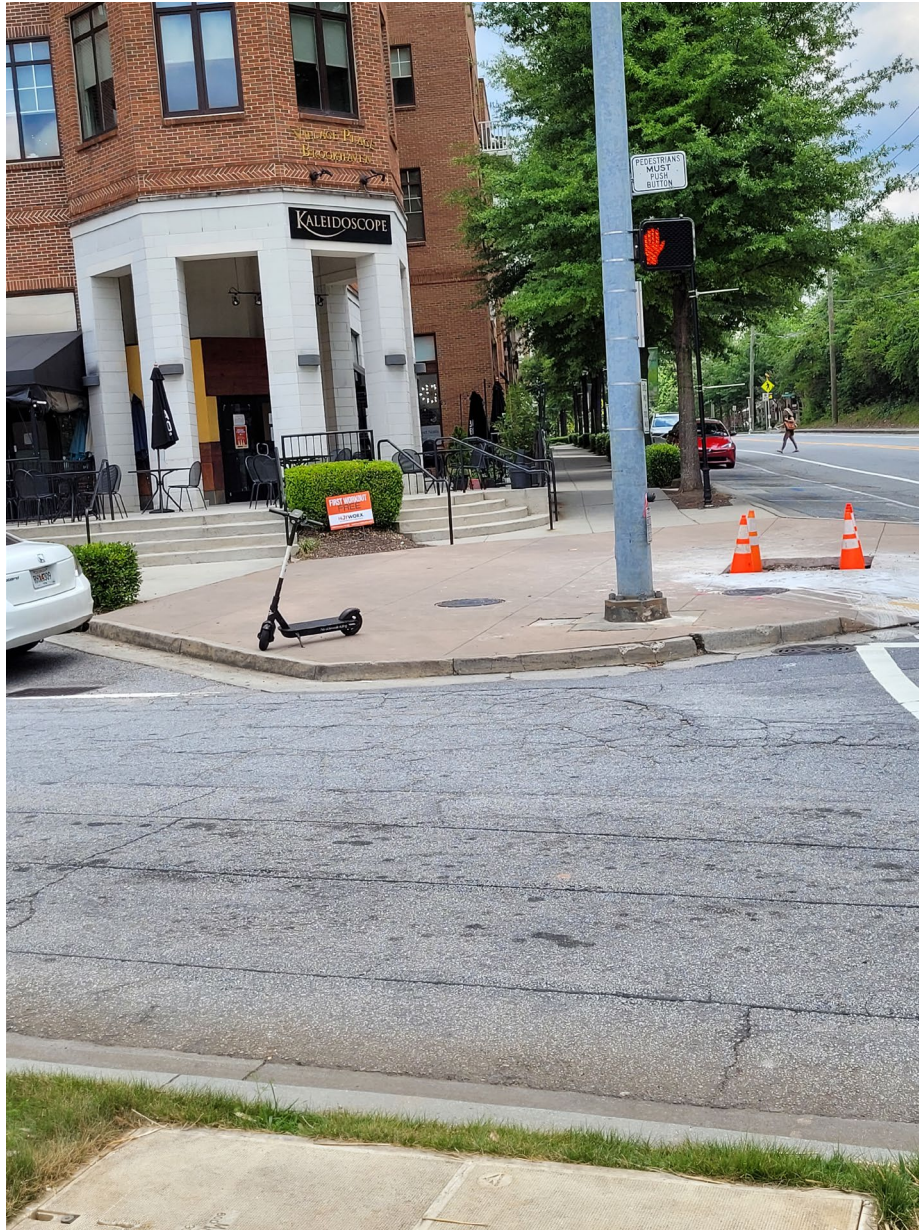
VIEW OF THE CALDWELL ROAD INTERSECTION FROM THE SOUTHWEST CORNER OF THE INTERSECTION



CROSSING SIGNAL PLACEMENT TOO HIGH AND BEHIND THE LAMPOST IN THE NORTHWEST CORNER OF THE INTERSECTION



PAVEMENT MARKINGS AND CURB RAMP ON THE WEST LEG OF THE CALDWELL ROAD INTERSECTION DO NOT ALIGN



SPACE FOR PEDESTRIANS TO CONGREGATE AT VILLAGE PLACE IN THE NORTHEAST CORNER OF THE CALDWELL ROAD INTERSECTION



CROSSWALK MARKINGS IN THE EAST LEG IN GOOD CONDITION, BUT NO PEDESTRIAN CROSSING SIGNAL PRESENT

Dresden Drive at Clairmont Road



VIEW OF CLAIRMONT ROAD INTERSECTION FROM THE SOUTHEAST CORNER OF THE INTERSECTION



SITE DEVELOPMENT WORK UNDERWAY AT FORMER GAS STATION ON THE NORTHEAST CORNER OF THE INTERSECTION



WORN CROSSWALK PAVEMENT MARKINGS IN THE NORTH LEG OF THE INTERSECTION



QUEUING TRAFFIC ON NORTHBOUND CLAIRMONT ROAD APPROACHING DRESDEN DRIVE



TRAFFIC ON WESTBOUND DRESDEN DRIVE APPROACHING CLAIRMONT ROAD



WORN CROSSWALK MARKINGS IN THE WEST LEG OF THE INTERSECTION



MARTA BUS SHELTER IN THE NORTHWEST CORNER OF THE INTERSECTION IN FRONT OF THE RACETRAC GAS STATION



MARTA BUS STOPPING AT THE INTERSECTION TRAVELING NORTHBOUND ON CLAIRMONT ROAD



TRAFFIC QUEUING ON EASTBOUND DRESDEN DRIVE AND DEAD-END SIDEWALK ON THE SOUTH SIDE OF DRESDEN DRIVE