Appendix G

EXISTING BROOKHAVEN POLICIES

Brookhaven Documents Summary:

Chapter 17- Motor Vehicles and Traffic

Sec. 17-43. - Designation of crosswalks; establishment of safety zones; marking of traffic lanes.

The public works department may, upon approval of the City Council:
(1) Designate and maintain, by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections where there is particular danger to pedestrians crossing the roadway and at such other places as deemed necessary. The city shall make proper studies of all existing crosswalks not at roadway intersections and shall abolish those which are unnecessary.
(2) Establish safety zones of such kind and character and at such places as necessary for the protection of pedestrians.
(3) Mark lanes for traffic on street pavements at places consistent with this chapter and other traffic ordinances of the city.

Sec. 17-87. - Vehicles propelled by human or animal power prohibited on limited-access highways.

It shall be unlawful for any person to push or drive any vehicle upon the limited-access highways of the city which is propelled by human or animal power, including any bicycle, tricycle, pushcart, animal drawn vehicle of any kind and any vehicle incapable of a speed of at least forty-five (45) miles per hour.

Sec. 17-124. - The affected area and the traffic-calming plan.

(a) Where a traffic study is warranted it will be conducted at a time to be determined by, and within the sole discretion of, the department.
(b) Upon completion of a traffic study, the department shall make a determination as to whether the results clearly demonstrate that the installation of traffic-calming measures are warranted based upon the criteria established in the traffic-calming program guidelines.
(c) When considering traffic-calming program guidelines relating to speeding, the determination regarding whether the established criteria for traffic-calming measures have been met will be based on a comparison of actual study speeds obtained to the posted speed limit. When considering the criteria in traffic-calming program guidelines that relate to cut-through, the determination will include a comparison of cut-through traffic volumes obtained in a study to allowable volumes of cut-through traffic established in those guidelines.

Sec. 17-148. - Bus stops.

(a) A no parking zone of eighty (80) feet shall be created at all bus stops for the purpose of loading and unloading passengers.
(b) These no parking zones shall be marked by signs and, in addition, these zones in all congested areas shall have the curbs painted yellow. This proper marking of zones shall be maintained by the companies operating buses in and out of these zones.
(c) Buses or any vehicles parked in these zones for the purpose of loading and unloading passengers shall pull as close to the curb as possible.
(d) This section does not prohibit buses from loading and unloading at platforms at loading zones where they are provided for that purpose in the street.

Sec. 17-171. - Use of crosswalks.

Pedestrians shall not cross any street or roadway in a business district or any designated streets or highways except in a crosswalk.

Sec. 17-172. - Crossing at right angles.

No pedestrian shall cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb, except in a crosswalk.

Bicycles

Sec. 17-191. - Method of parking.

No person shall park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at a curb, in such manner as to afford the least obstruction to pedestrian traffic.

Sec. 17-192. - Operation on roadways and paths.

(a) The operator of a bicycle, upon entering a bicycle lane or path, shall yield the right-of-way to all bicycles approaching upon the lane or path and, upon entering the roadway, shall yield the right-of-way to all vehicles and bicycles in the roadway.

(b) Any bicycle being operated on a public roadway shall yield to the right following an audible signal when overtaken by another vehicle. The driver of a vehicle overtaking a bicycle proceeding in the same direction shall pass to the left thereof at a safe distance, and shall not again drive to the right side of the roadway until safely clear of the overtaken bicycle.

(c) No person shall ride or operate a bicycle upon a roadway adjacent to which or upon which bicycle lanes have been designated, except within this bicycle lane or except as otherwise permitted by the provisions of this chapter. No person shall ride or operate a bicycle upon a roadway adjacent to which there is a bicycle path which is less than seventy-five (75) feet from the roadway and which is in a safe condition for bicycle riding.

(d) When a roadway is determined to be unsafe for bicycling by the city, bicycle users may be restricted from the roadway by the erection of a sign prohibiting bicycle use and directing bicycle users to a suitable alternative route similar in directness and surface quality to the roadway.

Sec. 17-193. - Turning movements.

(a) When completing a left turn on two-way roadways, bicyclists shall merge to the portion of the roadway nearest the centerline thereof and shall negotiate the left turn so as to enter the intersecting roadway near the right side of the centerline, giving right-of-way to all vehicles proceeding through the intersection in the opposite direction.

(b) When completing a right turn, motor vehicles shall yield the right-of-way to bicycles crossing the intersecting roadway or completing a right turn.

(c) All vehicles or bicycles making turns at intersections shall not proceed into the intersection nor make this turn without first yielding the right-of-way to all bicycles or other vehicles within or approaching the intersection and shall proceed only when it is safe to do so.

(d) A bicyclist may also negotiate a left turn by dismounting the bicycle and crossing as a pedestrian, leading the bicycle to the other side of the intersecting roadway, and hence to the other side of the traffic roadway. When the person dismounts from a bicycle, such person shall then obey the regulations applicable to pedestrians.

(e) When a bicycle "ride" control signal is shown, the bicyclist may proceed across the roadway in the direction of the signal and while so proceeding across the roadway has the right-of-way over other vehicles. When a bicycle "wait" control signal is shown:

(1) The bicyclist facing the signal shall not commence to cross the roadway until bicycle ride control signal is shown.

(2) A bicyclist proceeding across the roadway when a wait signal is shown after the bicyclist has entered the roadway shall quickly proceed across the roadway and has the right-of-way for that purpose over other vehicles.

Sec. 17-194. - Acrobatic or fancy riding; racing.

No rider of any bicycle shall remove both hands from the handlebars, or feet from the pedals, or practice any acrobatic or fancy riding on any street. No person operating a bicycle upon a street shall participate in any race or speed or endurance contest with any other bicycle or vehicle, unless the street has been temporarily set aside for such purposes.

Sec. 17-262. - Play streets—Authority to establish; signing.

The city may declare any street or part thereof a play street and place appropriate signs or devices in the roadway indicating and helping to protect it.

Sec. 17-263. - Same—Driving on; speed limit.

Whenever authorized signs are erected indicating any street or part thereof as a play street, no person shall drive a vehicle upon such street or portion thereof except drivers of vehicles having business or whose residences are within such closed area, and then the driver shall exercise the highest degree of care in driving upon such street or portion thereof, and at no time shall the driver's speed exceed five (5) miles per hour.

Sec. 17-264. - Roller skates, coasters, etc.

(a) No person upon roller skates, or riding in or by means of any coasters, toy vehicles or similar devices, shall go upon any roadway except while crossing a street on a crosswalk, and when so coasting such person shall be granted all of the rights and shall be subject to all of the duties applicable to pedestrians. This section shall not apply upon any street while set aside as a play street.

(b) It shall be unlawful for persons so skating or riding to gather in crowds, or to create noise or be guilty of any disorderly conduct, or to take hold of or hang onto any automobile or other vehicle, or in any way to interfere with the natural progress of automobiles or other vehicles along and in the streets of the city, or for two (2) or more persons to join hands while skating on the sidewalk. Any person so skating or riding shall give right-of-way to, and in no way interfere with, persons walking on the sidewalks.

(c) Any person violating any provision of this section shall be subject to the penalties provided for violation of this chapter; provided, however, that an offender under the age of seventeen (17) years shall be dealt with as provided by O.C.G.A. tit. 15, ch. 11 [§ 15-11-1 et seq.]. The parent of any child and the guardian of the person or any ward shall not authorize or knowingly permit such child or violate any of the provisions of this section.

Sec. 17-268. - Motor vehicles using bike lanes or paths.

(b) No motor vehicle or motorcycle shall be operated on any bicycle lane or path for any purpose including parking, passing or turning unless otherwise permitted by the provisions of this chapter.

(c) No person shall at any time drive, stop or park any vehicle except an emergency vehicle within a bike lane or bike path.

(d) No person shall drive upon or across a bicycle lane except after giving the right-of-way to all bicycles within the lane.

Chapter 23- Streets and Sidewalks

Sec. 23-5. - Public transportation carrier transit bus stop shelters.

Bus stop shelters may be erected on private property, public streets, public property, or public rights- of-way by a public transportation carrier or as authorized by a public transportation carrier, subject to the following conditions:

(b) Plans and specifications for the proposed installations shall be submitted and approved by the city in accordance with city requirements.

(c) Bus stop shelters may be erected at any bus stop utilized by a public transportation carrier.

(d) The owner or constructor of the bus stop shelter shall be responsible for the maintenance of the structure.

(e) Bus stop shelter may be erected only at bus stops identified by a public transportation carrier providing service to that location. The public transportation carrier may contract with appropriate subcontractors to provide and maintain bus stop shelters at various locations.

(f) Bus stop shelters may carry advertising placed upon them, subject to the following rules or regulations:

(1) Such advertising matter must be attached to the shelter and not extend out beyond the parameters of the shelter;

(2) Bus stop shelters carrying advertising matter must be constructed so as not to obstruct vision triangles at intersecting driveways and rights-of-way;

(3) Advertising shall not violate ordinances or state law obscenity provisions;

(4) Advertising shall not contain flashing lights or lights that would interfere with motorists on the roadway.

(5) Comply with all city, state and federal regulations.

(6) A bus stop shelter must conform to the reasonable rules and regulations established under this section, including the following:

(b) Bus stop shelters should be at least forty-eight (48) inches from the curb, where no curb or gutter is present the front of the bus shelter shall be at least ten (10) feet from the edge of the main traveled roadway;

(c) Bus stop shelters shall permit a clearance of at least forty-eight (48) inches on pedestrian paths, driveways, sidewalks, drainage structures, etc.;

(d) Sides and/or internal dividers in shelters shall be constructed to provide visibility of waiting passengers to the oncoming traffic flow on the road, highway or street on which the shelter is located, provided, however, one double-faced panel containing advertising may be attached to the end of the shelter farthest from the traffic flow on the side of the street on which the shelter is located;

(e) Each bus stop shelter shall be properly lighted to ensure public safety and provide complete visibility of the shelter from the abutting roadway.

(f) Comply with all city, state and federal regulations.

(7) On application by a public transportation carrier or a contractor authorized by a public transportation carrier to provide bus stop shelters to a public transportation carrier, a permit shall be issued to build a shelter and allow advertising thereon unless there is adequate reason for denying the permit.

(8) Any public transportation carrier which provides more than one (1) bus stop shelter shall make for a permit to cover each of its various locations.

(9) An application for a building permit for construction of a bus shelter shall be submitted and accompanied by the following:

(g) Authorization and approval of the public transportation carrier and the Georgia Department of Transportation.

(h) Plans and specifications for the proposed installation.

(i) If a bus shelter is to be erected or maintained on property other than the right-of-way of a public road or street, an authorization of the owner of the property.

(9) The public transportation carrier shall remove the shelter upon the request of the city upon the city showing that such shelter poses a traffic hazard, impediment to pedestrian traffic or other reasonable cause.

(10) Notwithstanding any other ordinance or part of ordinance prohibited the construction of bus stop shelters or commercial advertising on public rights-of-way, a bus stop shelter complying with the provisions of this section may be constructed on public rights-of-way and have commercial advertising placed thereon and the provisions of this section shall control such construction and advertisement.

Sec. 23-90. - Program established.

There is established a residential sidewalk district program whereby eligible residential areas may petition the city to install sidewalks within their neighborhood.

Sec. 23-91. - Sidewalk district requirements.

(b) A sidewalk district can only be established in residentially zoned districts where the streets or roads within the proposed sidewalk district have been accepted by the city for perpetual maintenance.

(c) Sidewalk construction must begin and end at existing sidewalks or public road intersections, or immediately across from public road intersections, but may extend past a public road intersection to complete the frontage adjoining the proposed sidewalk construction.

Sec. 23-92. - Application and petition.

(j) *Application.* Anyone who desires to have a sidewalk district created shall submit an application to the director of public works or designee. Said application shall be made on forms made available by the public works department and shall at a minimum contain a plat showing the area of the proposed sidewalk district and the location of the proposed sidewalks.

(k) *Estimate of costs.*

ï Based upon the plat submitted with the application, the director of public works or designee shall prepare an estimate of the total project cost and pro rata cost per property owner for the creation of the proposed sidewalk district, including the costs for the design, contracting, acquisition of rights-of-way, and inspection for sidewalk construction funded by the sidewalk district. The director of public works' estimate may not establish a limit on the amount of the project costs and may not limit the amount that may be assessed against the property

owners.

ï If the application is incomplete or does not contain information sufficient for the director of public works to prepare the estimate, then the director of public works shall return the application to the applicant within thirty (30) days of receipt indicating the additional information required. Otherwise, the director of public works shall prepare the estimate of costs and send the estimate to the applicant within ninety (90) days of receipt of a complete application.

(c) *Petition.*

(11) *Circulation.* The applicant shall be responsible for gaining the required signatures on a sidewalk district petition from property owners within the proposed sidewalk district.

(12) *Contents.* The petition shall contain the name, property address within the proposed sidewalk district, mailing address, and phone number of all property owners who sign the petition. If the property owner does not reside at the property within the sidewalk district, then the petition shall contain both the property address within the district and the property owner's actual address outside the district.

(13) *Plat.* The petition shall have attached to it a copy of the plat submitted to the director of public works showing the boundaries of the proposed sidewalk district and a copy of the director of public works' estimate of the total project cost and the pro rata cost per property owner.

Sec. 23-93. - Procedure.

(b) *Return of petition.* The petition for creation of the proposed sidewalk district must be returned to the director of public works within ninety (90) days after the director of public works notifies the applicant that the preparation of the estimate of costs and pro rata costs for the project is complete; however, the director of public works has the discretion, for good cause shown, to extend the time for the return of the petition an additional thirty (30) days, for a total of one hundred twenty (120) days, when a request for such extension is made by the applicant to the director of public works before the expiration of the original ninety-day period.

(c) *Signatures.* No assessment shall be made against abutting property, unless the same is consented to in writing by the owners of fifty-one (51) percent of the property abutting such improvements. Said consent shall be deemed to have been given if the requisite number of signatures of such abutting property owner(s) is included in the petition requesting the proposed sidewalks and the creation of the assessment district.

(d) *Notice.* Upon the timely receipt of a petition containing the required number of signatures, the director of public works shall cause the matter to be placed upon the City Council's public hearing agenda for a hearing on the creation of the proposed sidewalk district. The director of public works or designee shall cause a notice to be published in the city's legal organ or a newspaper of general circulation in which the sheriff's advertisements are published at least once ten (10) days prior to the date of said hearing, which notice shall give a brief description of the subdivision in which the work is to be done, the nature of the improvements to be made and the beginning and terminus of the road or street upon which such improvements are to be made and such notice shall set forth the time and place of the hearing.

(e) *Notification of decision.* Within sixty (60) days of a final decision on the petition by the City Council, the director of public works or designee shall notify by certified mail,

return receipt requested, each affected property owner of the decision of the City Council. If the final decision is an approval of the petition, then the public works director shall notify each affected property owner by certified mail, return receipt requested, of a good faith estimate of the individual assessment. A final decision approval or denial of the petition by the City Council.

Sec. 23-94. - Funding.

(b) *Assessment.* Each owner of property abutting the sidewalks shall be assessed a share of the cost to be funded by the district, which cost shall be added to the ad valorem property taxes for each owner as provided in this section. No assessment shall be made against abutting property, unless the same is consented to in writing by the owners of fifty-one (51) percent of the property abutting such improvements. Abutting shall mean adjacent to, contiguous with, or adjoining.

(c) *Pro rata costs.* Each property owner's share of the cost shall be determined as follows: The total cost of the project shall be calculated by the city, and the figure so derived shall be known as the total project cost. The city shall next determine the linear feet of sidewalk that was constructed. The total cost shall then be divided by the total linear feet of sidewalk to derive the cost per foot. Each property owner abutting the sidewalks shall then be assessed an amount that equals the linear feet of street frontage the property owner has multiplied by the cost per foot.

(d) *Payment.* The sidewalk tax assessment shall be paid by one (1) of two (2) options, as follows:

ï *Option one.* The assessment may be paid in cash by the property owner within ninety (90) days of the assessment by the city. If paid under this option, the assessment will not of the assessment by the city. If paid under this option, the assessment will not bear an administrative fee and no lien shall be recorded against the property. Payment shall be made to "City of Brookhaven" and delivered to the public works department. If payment is not made in full within ninety (90) days of the city's initial billing of the assessment, then payment option two shall automatically take effect. Once option two is in effect, the payment via option two shall be the property owner's sole option until all assessment payments are satisfied.

(2) *Option two.* The assessment shall be paid in five (5) equal annual installments. Payment of each such assessment shall be due and payable within sixty (60) days from the mailing by regular mail of a bill from the tax commissioner. In the event option two is selected, the cost of processing, administration, recording the lien, and satisfaction of such lien shall be added to the assessment.

(l) The property owner shall advise any purchaser of its property within the sidewalk district of the assessment. The property owner may conduct a proration of the assessment with the purchaser. The city shall not be responsible for the proration of the assessments between sellers and purchasers nor shall the city be under any duty to notify any purchaser of the existence or liability for the assessment.

(m) If the assessment is not paid when due, the assessment shall be collected in the same manner as delinquent ad valorem taxes and shall be subject to the same interest and penalties.

(n) The assessment shall constitute a lien against the property and shall be recorded by the tax commissioner in the lien records of the clerk of the county superior court.

(o) The fee for processing and administration of this option shall be established by the public works department and approved by the City Council.

Sec. 27-464. - Additional standards and factors to be considered.

The city may approve or may approve with modifications or conditions an application for Traditional Neighborhood Development District designation if, in addition to meeting all of the criteria contained in Article V, Division 1, the applicant meets each of the following standards:

(p) That the proposed Traditional Neighborhood Development District accomplishes, by the use of permitted flexibility and variation in design, a development that has a greater net benefit to the city than that resulting from development under the land subdivision regulations. Net benefit to the city may be demonstrated by one (1) or more of the following factors:

- ï Creation of a community of compact scale and design which encourages pedestrian circulation;
- ï Creation of a design in which the village center or other authorized accessory commercial use is so located as to be accessible to residents of the community within a five-minute walk.
- ï Interconnected usable open space;
- ï Recreation facilities;
- ï Other public facilities;
- ï Conservation of natural, archaeological, or historic resources;
- ï Aesthetic features and harmonious design; or
- ï Energy efficient site design or building features.

That the Traditional Neighborhood Development District results in no greater burden on present and projected public services and utilities than would result from subdivision development and that the Traditional Neighborhood Development District will be served by adequate facilities including public streets, public fire protection, and public and private utilities.

(b) That the front yard setback(s) of buildings along any existing street is consistent with the setback of buildings on adjoining properties.

(c) That the buffer surrounding all side and rear yards is equal in depth to the required rear yard of adjoining districts.

(d) That at least one (1) major circulation point is functionally connected to an existing public street.

(e) That open space within the Traditional Neighborhood Development District is an integrated part of the project rather than an isolated element of the project.

(f) That all public streets serving the development, both existing and proposed, are suitable in design and adequate to carry the anticipated traffic within the proposed project and in the vicinity of the proposed project.

Sec. 27-465. - Design and development standards.

The following design and development standards shall apply to each Traditional Neighborhood Development District hereafter established by the city council:

- *Density.* The density of the proposed development shall be as approved by the city council and shall be consistent with the comprehensive plan and with the surrounding area. The density of each Traditional Neighborhood Development District shall be established by the city council at the time of approval of any such application.
- *Public streets required.* All streets within Traditional Neighborhood Development Districts shall be public streets and the design and construction of said streets shall comply in all respects with the requirements of Chapter 14, Chapter 27, and any other applicable provision of the Code.
- *Sidewalk requirements.* Five-foot sidewalks with a four-foot street tree planting zone between the sidewalk and the back of curb shall be provided on each street contained within any Traditional Neighborhood Development District.
- *Maintenance and protection of land held in common.* Each applicant shall present as a part of the application for the TND zoning designation a legal mechanism under which all land to be held in common and used for open space purposes shall be protected in perpetuity. Such legal mechanism may include deed restrictions, homeowner associations, common areas held in common ownership or control, or any other legal mechanism, provided that said legal mechanism shall be approved by the Community Development Department as assuring each of the following mandatory requirements:
  - That all land held in common shall remain undivided and shall not be subdivided or developed in perpetuity;
  - That all subsequent property owners in perpetuity within said Traditional Neighborhood Development District be placed on notice of this development restriction through the deed records of DeKalb County Superior Court;
  - That all land held in common will be properly maintained and insured with no liability or maintenance responsibilities accruing to the city;
  - That a legal mechanism exists for notice of deficiencies in maintenance of the land held in common, correction of these deficiencies, and assessment and liens against the properties for the cost of the correction of these deficiencies by a third party or the city;

(q) That the legal mechanism be created and implemented prior to the sale of any individual properties within the Traditional Neighborhood Development District; and

(r) That all requirements of the legal mechanism chosen by the applicant and approved by the Community Development Department shall be specified on the final plan and recorded with the Clerk of Superior Court of DeKalb County.

(14) When an applicant for a Traditional Neighborhood Development District chooses to utilize a homeowners association in order to comply with the requirements of subsection (d) above, the applicant, in addition to meeting all of said requirements, shall provide for all of the following:

- Mandatory and automatic membership in the homeowners association as a

requirement of dwelling unit ownership;

- ï All owners shall have equal access and right of use to all common and shared facilities;
- ï A fair and uniform method of assessment for dues, maintenance and related costs;
- ï Where appropriate, party wall maintenance and restoration in the event of damage or destruction;
- ï Perpetual and continued maintenance of land held in common and liability through the use of liens or other means in the case of default; and
- ï That all required covenants, declarations and restrictions shall be filed with the Clerk of the Superior Court of DeKalb County.

Recreation facilities including swimming pools, tennis courts, outdoor play areas, bikeways, walking trails, picnic pavilions, clubhouses, and similar recreation facilities designed for and used principally by the residents of the TND (Traditional Neighborhood Development) District;

Sec. 27-482.4. - Calculation and design of greenspace.

The following standards shall govern the calculation and design of greenspace:

(b) The allotted greenspace in an R-NC district shall comprise at least thirty (30) percent of the total land area excluding the undevelopable areas as identified in subsection 27-482.5(d). No part of any single-family detached residential lot, private street, private drive, or street right-of-way, front yard setback, nor any area utilized for side-to-side building separation except when used for a path or sidewalk connection to greenspace, shall count towards greenspace.

(c) For properties ten (10) acres or less, at least fifty (50) percent of the allotted greenspace shall be in an area or areas that each measure a minimum two hundred (200) square feet. For properties greater than ten (10) acres, at least fifty (50) percent of the allotted greenspace shall be contiguous and shall be a minimum width of fifty (50) feet.

(d) Paths, bike paths and trails do not have to comply with the minimum width requirements set forth in subsection 27-482.4(b).

(e) No impervious surface, except (1) areas used for active recreation, (2) historic building(s) or historic site(s), and (3) asphalt or concrete bike paths and paths with a maximum width of eight (8) feet may be considered in the greenspace calculation. Paths that require grading must not damage critical root zones of specimen trees.

(f) Preserved historic buildings or sites may be included in greenspace if intended to be for the common use and benefit of all residents of the subdivision.

(g) All dwelling units shall be provided with safe, convenient access to all greenspaces throughout the development in the form of a pedestrian circulation system consisting of structurally improved pedestrian path(s) and/or sidewalk(s). Pedestrian path(s) and sidewalk(s) shall be a minimum width of five (5) feet. Pedestrian paths and sidewalks shall be connected so that there are no breaks in the walkable surface of the pedestrian circulation system, except where the path or sidewalk connects to a greenspace.

(h) Greenspace shall connect with other greenspace areas and trails on adjacent property where possible.

(i) Active recreation areas may be included in greenspace and shall be required in any R-NC district that contains one hundred (100) or more units. In an R-NC district that

contains between one hundred (100) and two hundred (200) units, the active recreational area(s) shall be a minimum of one (1) acre in size. In any R-NC district that contains more than two hundred (200) units, the active recreation area(s) shall be a minimum of two (2) acres in size or there must be a minimum of two (2) active recreation areas that are each one (1) acre in size. However, no active recreation area may be located within any wetland, stream buffer, or rock outcropping.

(j) All greenspaces shall have a minimum of two points of pedestrian access.

Sec. 27-482.5. - Development standards and permitted uses.

(b) Property within a Residential Neighborhood Conservation district shall have a minimum of seven (7) acres and shall comply with all applicable provisions of this Code, and the city arborist. Specimen trees located outside of the buildable area of a lot shall be preserved subject to the review of the city arborist. Active recreation area, greenspace, storm water management facilities, trails, bikeways, and paths as approved shall be installed prior to the recording of the conservation subdivision final plat.

(c) Greenspace may consist of and be designed for the following uses only:

- ï Natural undisturbed areas;
- ï Active recreation areas;
- ï Community gathering places;
- ï Trails and greenways;
- ï Bikeways and paths;
- ï Asphalt or concrete bikeways and paths with a maximum width of eight (8) feet;
- ï Landscaped stormwater management facilities, which are constructed as part of an on-site stormwater mitigation site design feature, and which are graded such that no safety fencing is required.
- ï Mature wooded areas; or
- ï Specimen trees as defined in chapter 14 of this Code.

For detached condominiums located in R-NCD:

(6) Sidewalks shall be provided on both sides of private drive(s) or private street(s) that are internal to the development, as provided for in section 14-383. Street trees shall be those species that cause minimal interference with underground utilities, subject to approval by the city arborist.

Sec. 27-650.2. - Statement of purpose and intent.

The purpose and intent of PC-2 District regulations are to encourage the development of comprehensively planned, pedestrian-oriented, and human-scaled places. The PC-2 District is to permit the flexible and compatible arrangement of residential, commercial, office, institutional, and civic uses, while preserving the significant and valuable features of the natural and artificial environment. The development of a PC-2 District should achieve the following public objectives:

(s) To maintain harmony of scale, intensity, and design with surrounding development;

(t) To provide for a variety of housing types and styles within a residential component;

(u) To facilitate easy and pedestrian-friendly access to compatible and neighboring

commercial, civic, recreational, and institutional uses;

(v) To design and arrange structures, buildings, streets and open spaces to create an inviting, walkable, human-scale environment;

(w) To incorporate the significant and valuable environmental, historic, and archeological features of the zoning district into design of the pedestrian-community;

(x) To provide the efficient and effective use of land within the pedestrian-community;

(y) To strengthen the diversity and sense of residential harmony within the pedestrian-community;

(z) To provide for connectivity of streets and communities and reduce the dependence on automobile uses by increasing the ease of movement and opportunities for alternative modes of travel; and

(aa) To encourage a proportional relationship of surrounding buildings with respect to the general spacing of structures, building mass and scale, and street frontage by using techniques to achieve compatibility, such as:

- ï Use of building silhouette: pitch and scale of rooflines;
- ï Use of additional facade detail: proportion of facade elements, doorways, projections and insets; window scale and pattern; creation of strong shadow lines as decorative elements;
- ï Use of unified setbacks from property lines;
- ï Use of landscaping to unify buildings and define space; and
- ï Use of compatible building materials.

Sec. 27-650.8. - Design requirements.

(bb) The front facades of all principal residential and non-residential structures shall be oriented to a public street and sidewalk.

(cc) The front facades of non-residential structures shall not be oriented toward a parking lot.

(dd) Non-residential structures shall use doorways, windows, and other openings in the facade of the building to break up the mass of each building.

(ee) Non-residential structures shall provide fenestration for a minimum of seventy-five (75) percent of the length of the building frontage along the sidewalk, beginning at a point not more than three (3) feet above the public sidewalk and for a height not less than ten (10) feet above the sidewalk.

(ff) Non-residential structures shall not exceed a maximum continuous length of ten (10) feet of facade without fenestration.

(gg) New residential structures and new non-residential structures shall maintain the architectural character of the places, districts, sites, buildings, structures, objects, or works of art, or historic properties or districts designated, in accordance with the provisions of Chapter 13.5 of this Code.

Sec. 27-650.9. - Streets.

(15) All streets within the PC-2 District shall be public streets. Private streets will not be allowed. Streets shall comply with the requirements of public streets found in

Chapter 14 and other applicable sections of this Code.

(16) Streets shall be designed to create an interconnected system of grid-patterned roads, modified only to accommodate topographical conditions.

(17) All sides of a residential street in the PC-2 District shall contain nine-foot wide sidewalks, consisting of a four-foot wide street tree planting zone measured from the back of the curb and a five-foot wide pedestrian zone.

Sec. 27-650.14. - Development standards for PC-2 District.

The PC-2 District should reinforce or extend existing commercial centers and mixed-use neighborhoods and promote the redesign and revitalization of underused commercial areas. In addition to sections 27-650.1 through 27-650.13 above, the following standards and criteria shall apply to all PC-2 Districts.

(b) PC-2 Districts shall meet each of the following criteria:

- ï Adjacent to or set within an existing commercial or employment node within the City.
- ï Extend or reinforce an existing, surrounding mix of higher density housing, commercial or office uses.
- ï Support the revitalization of underused commercial areas, including stand-alone shopping centers or a combination of strip development and single-use buildings containing offices, multifamily housing, and service and retail uses.
- ï Have sufficient transportation access (an ability to connect easily to the existing road network and transit system) and infrastructure capacity to support a dense mix of residential and nonresidential activity.
- ï Support a desired longterm growth strategy to concentrate multiple activities within areas of the city designated by the comprehensive plan for denser residential or commercial uses or mixed use or other areas as deemed appropriate by the city.

Sec. 27-728.15.1. - Scope of provisions.

This division establishes standards and procedures that apply to any development that lies, in whole or in part, within the Brookhaven-Peachtree Overlay District. The overlay district is based upon the urban design and development guidelines developed as part of the Brookhaven-Peachtree livable centers initiative (LCI) plan and is accompanied by the Brookhaven-Peachtree design guidelines which provide graphic examples and diagrams depicting overlay district principles and regulations. An official copy of the Brookhaven-Peachtree design guidelines shall be held at the offices of the City of Brookhaven Planning and Development Department and may be updated periodically as necessary to maintain district standards and a consistent palette of streetlights, landscaping, etc. The LCI plan's purpose was to create a community vision and action plan for the development of a more dynamic mixed-use community with the character of a multistory, urban village surrounding the Brookhaven-Oglethorpe University MARTA transit station and the Peachtree Road corridor from Fulton County to Ashford-Dunwoody Road. The LCI plan also reinforces the continued development of neighborhood-oriented mixed-use developments along Dresden Drive between Apple Valley Road and Conasauga Avenue and protection of established, stable single-family neighborhoods. Wherever the underlying zoning regulations are in conflict with the provisions of this overlay district, the regulations of this overlay district shall apply. Conflict means there are competing regulations or provisions. In the absence of a provision in

the overlay district, the regulations of the underlying zoning shall apply.

Sec. 27-728.15.2. - Statement of purpose and intent.

The purpose and intent of the Brookhaven-Peachtree Overlay District is as follows:

(b) To implement the policies and objectives of the comprehensive plan and the Zoning Ordinance of City of Brookhaven within the overlay district;

(c) To promote the development of a more dynamic, mixed-use district of appropriate scale and magnitude surrounding the Brookhaven-Oglethorpe University MARTA transit station;

(d) To ensure that new structures and developments are consistent with the vision and recommendations of the Brookhaven-Peachtree LCI plan completed in 2005 with significant community involvement and input;

(e) To provide for a variety of housing types and promote mixed-income residential opportunities;

(f) To facilitate access to the Brookhaven-Oglethorpe University MARTA transit station and to compatible and neighboring commercial, civic, recreational and institutional uses and residential areas;

(g) To design and arrange structures, buildings, streets and open spaces to create an inviting, walkable, mid-rise, human-scale environment;

(h) To provide for the efficient and effective use of land surrounding the Brookhaven-Oglethorpe University MARTA transit station and along Peachtree Road;

(i) To provide for connectivity of streets and communities and reduce the dependence on automobile use by increasing the ease of movement and opportunities for alternative modes of travel; and

(j) To ensure a proportional relationship of surrounding buildings with respect to the general spacing of structures, building mass and scale, and street frontage by using techniques to achieve compatibility, such as:

ï Use of additional facade detail; proportion of facade elements, doorways, projections and insets; window scale and pattern; and creation of strong shadow lines as decorative elements;

(k) Use of consistent setbacks from property lines;

(l) Development of consistent sidewalks and a more active, interesting pedestrian environment;

(m) Use of landscaping, lighting and street furniture to unify district buildings and define space; and

(n) Use of compatible building materials to promote a design and building aesthetic compatible with Oglethorpe University and the desired urban village character.

Sec. 27-728.15.8. - Streets and sidewalks.

(b) Public and private streets shall comply with the requirements of public streets found in chapter 14 and other applicable sections of this Code.

(c) Any new streets shall enhance connectivity within the Peachtree-Brookhaven Overlay District by connecting at least two (2) public streets.

(d) Sidewalks shall be provided on all streets and shall consist of a landscape zone and a pedestrian zone of widths as provided below. Landscape zones shall be planted with grass, ground cover or flowering plants, or consist of brick pavers, concrete pavers, or granite pavers where on-street parking is provided or pedestrian crossing and/or congregation is likely. Pedestrian zones shall be paved in concrete and kept clear and unobstructed for the safe and convenient use of pedestrians.

- ï New developments shall provide a twenty-foot-wide pedestrian zone consisting of a five-foot- wide landscape zone measured from the back of the adjacent street curb and fifteen-foot-wide sidewalks along Peachtree Road.
- ï New developments shall provide a fifteen-foot-wide pedestrian zone consisting of a five-foot- wide landscape zone measured from the back of the adjacent street curb and ten-foot-wide sidewalks along Dresden Drive, North Druid Hills Road, or Apple Valley Road between North Druid Hills Road and Sunland Drive.
- ï New developments within the Brookhaven-Peachtree Overlay District shall provide a ten-foot- wide pedestrian zone consisting of a four-foot-wide landscape zone measured from the back of the adjacent street curb and six-foot-wide sidewalks elsewhere along all new and existing streets other than Peachtree Road, Dresden Drive, North Druid Hills Road, and Apple Valley Road between North Druid Hills Road and Sunland Drive.
- ï All sidewalk paving materials shall be continued across any intervening driveway at the same prevailing grade and cross slope as on the adjacent pedestrian sidewalk area.
- ï Pedestrian sidewalk areas paved with materials other than concrete that are consistent in color with concrete sidewalks may be allowed with the approval of the Community Development Director and development.
- ï Where newly constructed sidewalks abut existing adjacent sidewalks, the newly constructed sidewalk shall provide safe facilitation of pedestrian traffic flow to adjacent sidewalks. Any development that disturbs existing sidewalks on an adjacent property shall replace disturbed areas to their predisturbance state and condition.
- ï Safe and convenient pedestrian pathways shall be provided from sidewalks along streets to each structure entrance, including pedestrian access routes to parking decks and through parking lots and between adjacent buildings within the same development. All such pathways shall be concrete and a minimum width of five (5) feet.

(e) Landscape zones.

(f) Street trees shall be planted in all landscape zones spaced at a maximum distance of thirty (30) feet on center.

(g) New street trees must be a minimum of three and one-half (3.5) inches in caliper measured twelve (12) inches above ground, shall be a minimum of sixteen (16) feet in height, shall have a minimum mature height of thirty (30) feet and shall be limbed up to a minimum height of eight (8) feet.

(h) Street trees shall have a minimum planting area of four (4) feet by eight (8) feet. Tree planting areas shall provide porous drainage systems that allow for drainage of the planting area.

(i) Street tree species shall be consistent for entire block lengths. Species shall be

permitted to change on individual block faces due only to limited supply and/or concerns regarding disease or the health of existing and proposed trees with approval from the Community Development Director and development and consultation from a certified arborist.

(j) All initial plantings and plant removal other than routine maintenance or replacement shall be approved by the Community Development Director and development.

(k) Street lights shall be located within the landscape zone spaced at a maximum distance of sixty (60) feet on center on the following streets: Peachtree Road, Dresden Drive, North Druid Hills Road and Apple Valley Road.

(l) Benches, trash receptacles, and bike racks shall be placed within the landscape zone on the following streets: Peachtree Road, Dresden Drive, North Druid Hills Road and Apple Valley Road.

(m) All sidewalk materials, lighting, street trees, landscaping, benches, trash receptacles, bike racks and other street and sidewalk elements shall conform to the Brookhaven-Peachtree design guidelines, an official copy of which shall be held at the offices of the City of Brookhaven Planning and Development Department.

(n) (d)

(o) Each development which provides automobile parking facilities shall provide bicycle parking facilities in adjacent parking structures, parking lots or the landscape zone of the adjoining sidewalk. Nonresidential developments shall provide bicycle parking at a ratio of one (1) bicycle parking space for every twenty (20) vehicular spaces. Multifamily residential developments shall provide bicycle parking facilities at a minimum ratio of one (1) bicycle parking space for every five (5) multifamily units. No development shall have fewer than three (3) bicycle parking spaces nor be required to exceed a maximum of fifty (50) bicycle parking spaces.

(8) The primary entrance to all buildings shall be clearly visible from the street, shall face the street,and if the building is used for nonresidential purposes, shall be unlocked during operating business hours for all nonresidential uses. If a building fronts more than one (1) public street, the primary entrance shall face the street with the highest classification as follows: Primary: Peachtree Road and Apple Valley Road; Secondary: Dresden Drive, North Druid Hills Road, Hermance Drive, Ashford-Dunwoody Road, Lanier Drive, Osborne Drive, Brookhaven Place; Tertiary: new streets and other existing streets.

(b) *Open space requirements.*

- ï A publicly accessible open space, which is at grade and a minimum of twenty percent (20%) of the total development parcel, shall be provided by each new development that includes residential uses.
- ï All publicly accessible open spaces shall be at grade, open to general public access during daylight hours, surrounded by buildings with a mix of active uses on the ground floor on at least one side, face the public street, and be directly accessible from a public sidewalk along a street. Ground floor active uses shall include primary entries and exits into the building and may include, but are not limited to, retail storefronts, professional office storefronts and/or the primary facade of residential buildings with direct entries and exits to multiple residential units.

(c)
Curb cuts for driveways serving as entrances and exits to private property within any district other than an R district shall not be located within fifty (50) feet of any intersection or within forty (40) feet of another curb cut. No curb cut shall be greater than forty (40) feet in width and no closer than twenty (20) feet to any property line, except where approved by the Community Development Department director. The determination of need for any such improvement shall be based upon traffic warrant standards utilized by the Federal Highway Administration and the Georgia Department of Transportation.

(b) Greenspace may consist of and be designed for the following uses only:

- ï Natural undisturbed areas;
- ï Natural areas that preserve the one hundred-year floodplain;
- ï Grassed playing fields for active recreation;
- ï Village greens for community gathering places;
- ï Natural trails and green ways;
- ï Natural bikeways and paths;
- ï Asphalt or concrete bikeways and paths with a maximum width of eight (8) feet; and/or
- ï Natural and landscaped stormwater management facilities located on soils particularly suited to such uses.

(3) A multi-modal access plan, prepared at a scale not greater than 1" = 100', to demonstrate a unified plan of continuous access to and between all structures in the proposed development and adjacent properties. The multi-modal access plan shall cover the entire proposed development along with public rights of way of adjoining streets and any other property lying between the subject property and the nearest public streets on all sides. Connections to available transportation modes, such as driveways, sidewalks, and bike paths shall be shown along adjacent streets and those entering adjoining properties. Safe and convenient pedestrian pathways shall be provided from sidewalks along streets to each structure entrance, including pedestrian access routes across parking lots and between adjacent buildings within the same development. Where an existing or planned public transportation station or stop is within one thousand two hundred fifty (1,250) feet from the nearest boundary of the subject property, the access plan shall show how pedestrians may safely travel from such station or stop to the subject property. Where an existing or planned bike path is located within one thousand five hundred (1,500) feet from the nearest boundary of the subject property, the access plan shall show how safe, continuous and convenient bicycle access shall be provided to the subject property.

(5) Pedestrian access shall be provided from parking behind buildings to the public sidewalk through the ground floor of the building or via sidewalks between buildings.

Appendix H
SUITABILITY ANALYSIS

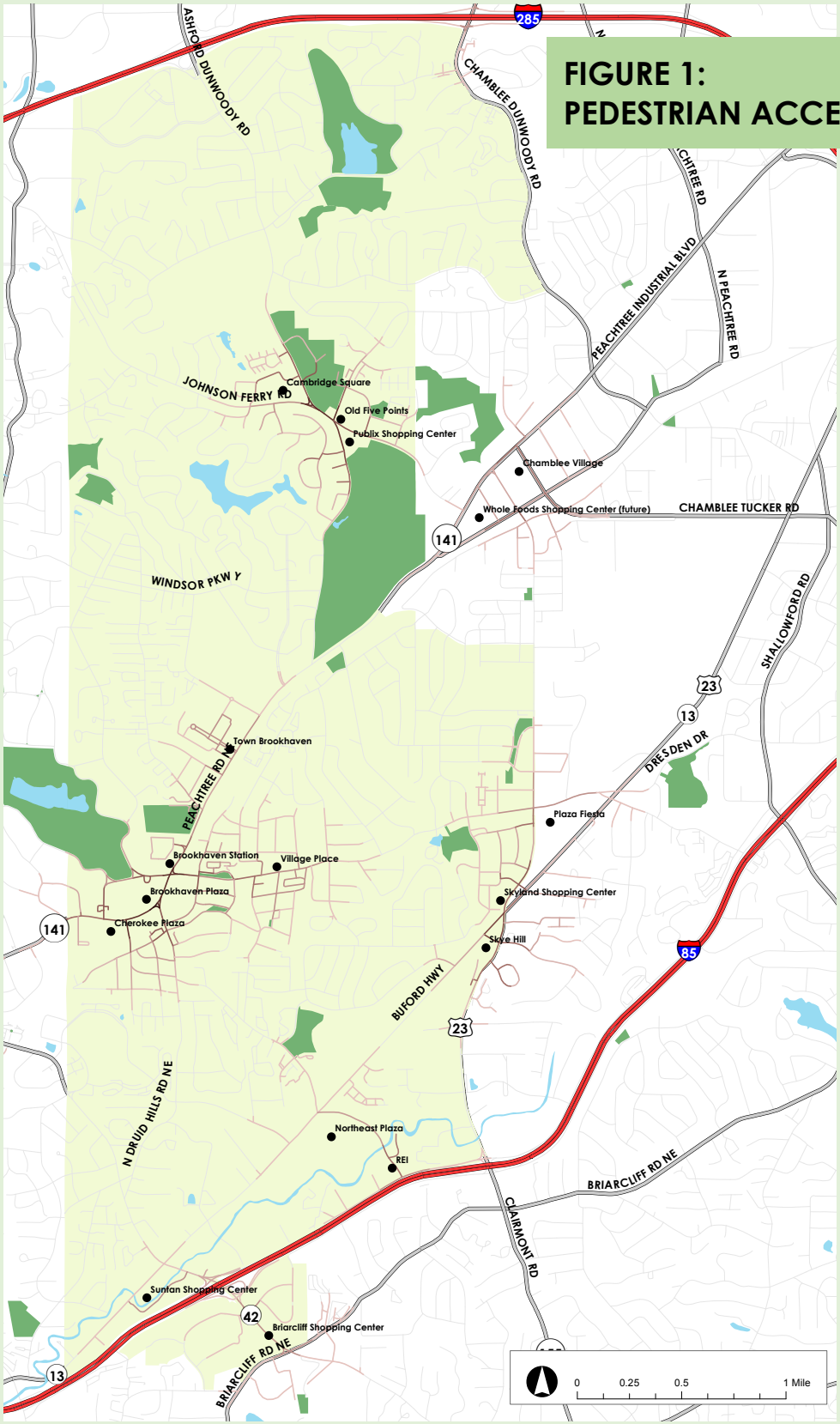
SUITABILITY ANALYSIS

1. Attraction Analysis
2. Demand Analysis
3. Character Analysis

ATTRACTION ANALYSIS

- Retail Concentrations
- Educational Facilities
- Recreational Facilities
- Cultural and Civic Locations
- Transit Access
- Employment Areas
- Overall Attraction

FIGURE 1:
PEDESTRIAN ACCESS TO RETAIL



Pedestrian Access to Retail Centers

Low — High

Features

- Retail Locations
- Lake
- Park

Roads

- Freeway
- Major Road
- Other Roads

FIGURE 2: PEDESTRIAN ACCESS TO EDUCATION

Pedestrian Access to Schools and Universities

Low — High

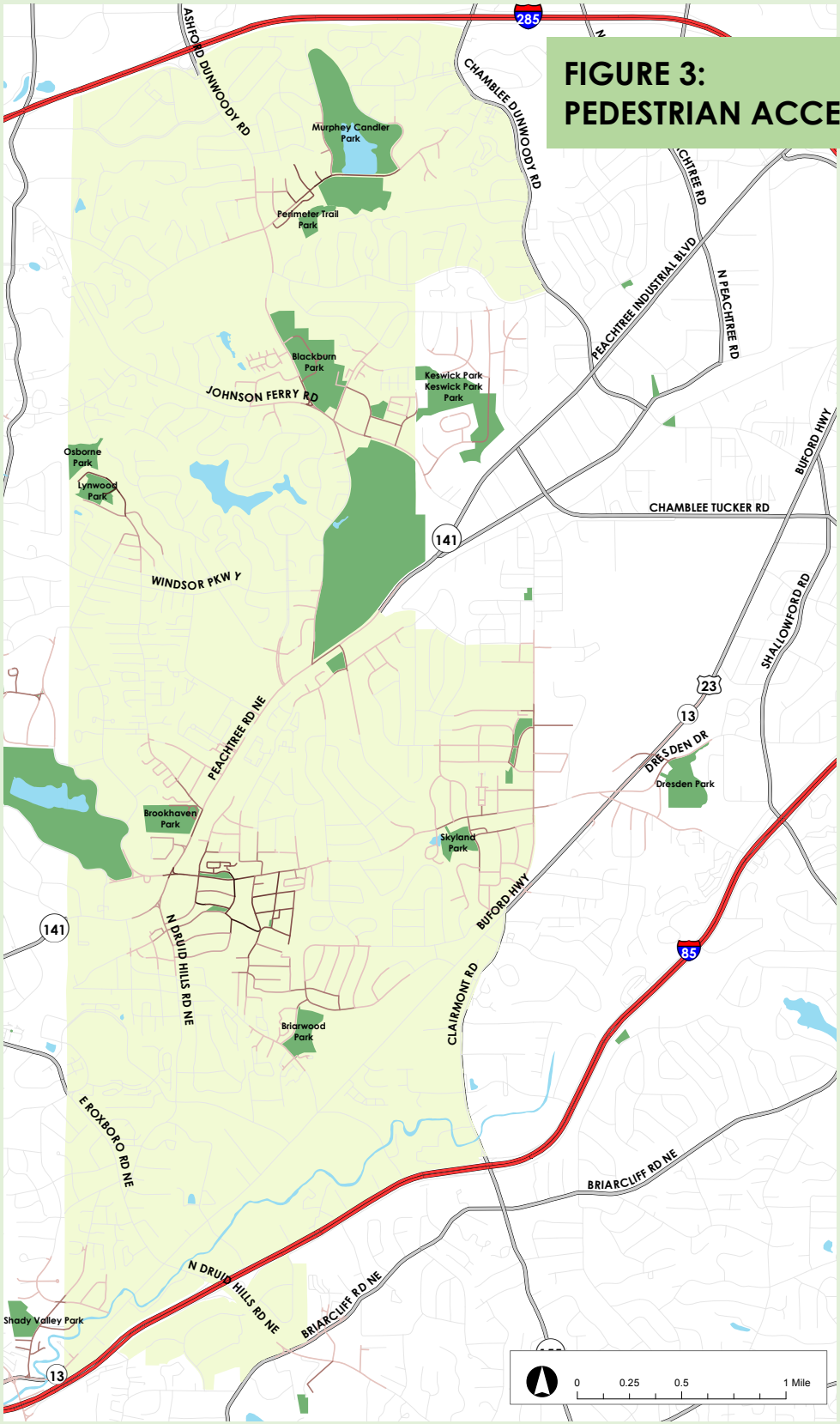
Features

- University
- K-12 School
- Lake
- Park

Roads

- Freeway
- Major Road
- Other Roads

FIGURE 3:
PEDESTRIAN ACCESS TO PARKS



Pedestrian Access to Parks

Low — High

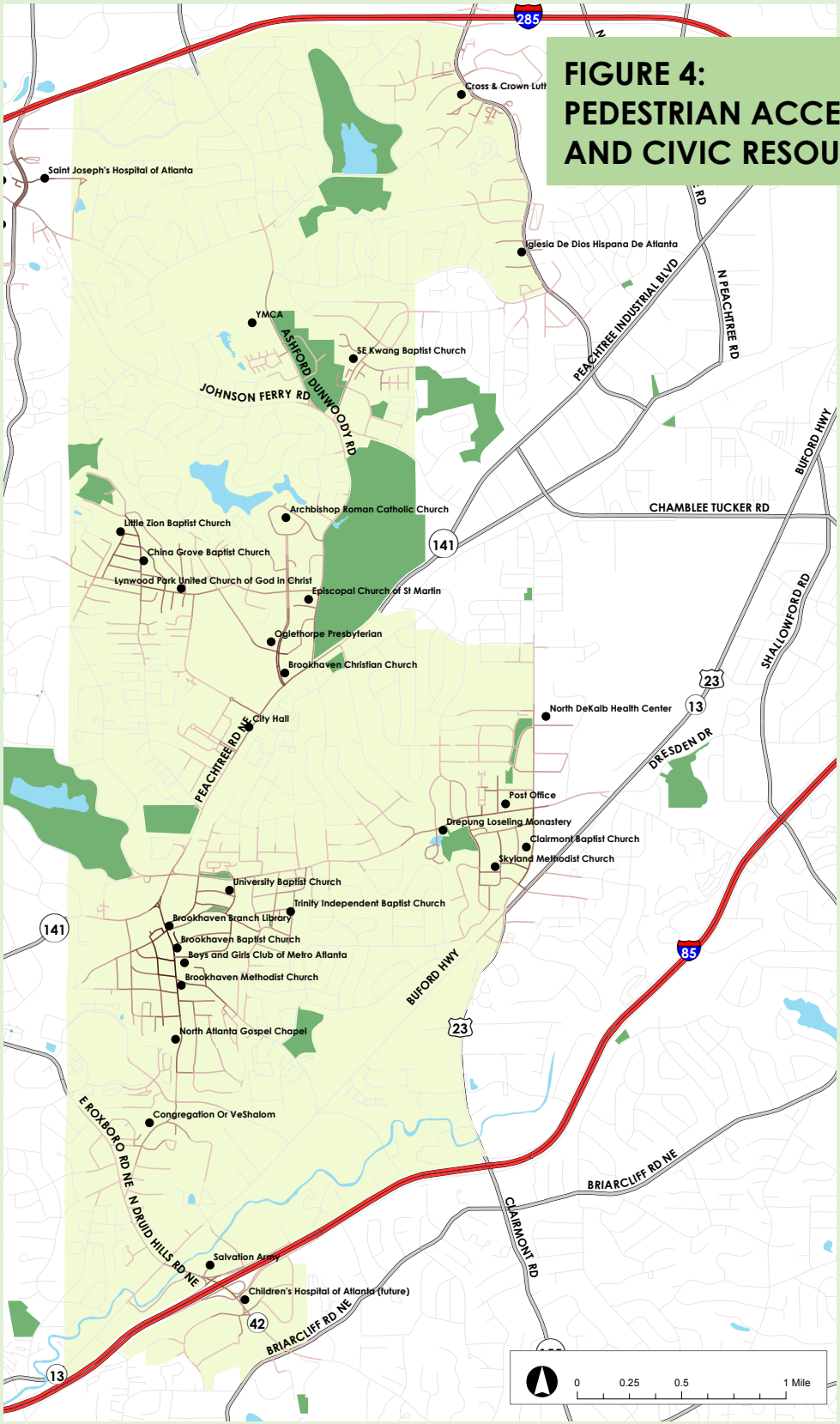
Features

- Lake
- Park

Roads

- Freeway
- Major Road
- Other Roads

FIGURE 4:
PEDESTRIAN ACCESS TO CULTURAL AND CIVIC RESOURCES



Pedestrian Access to Cultural and Civic Resources

Low — High

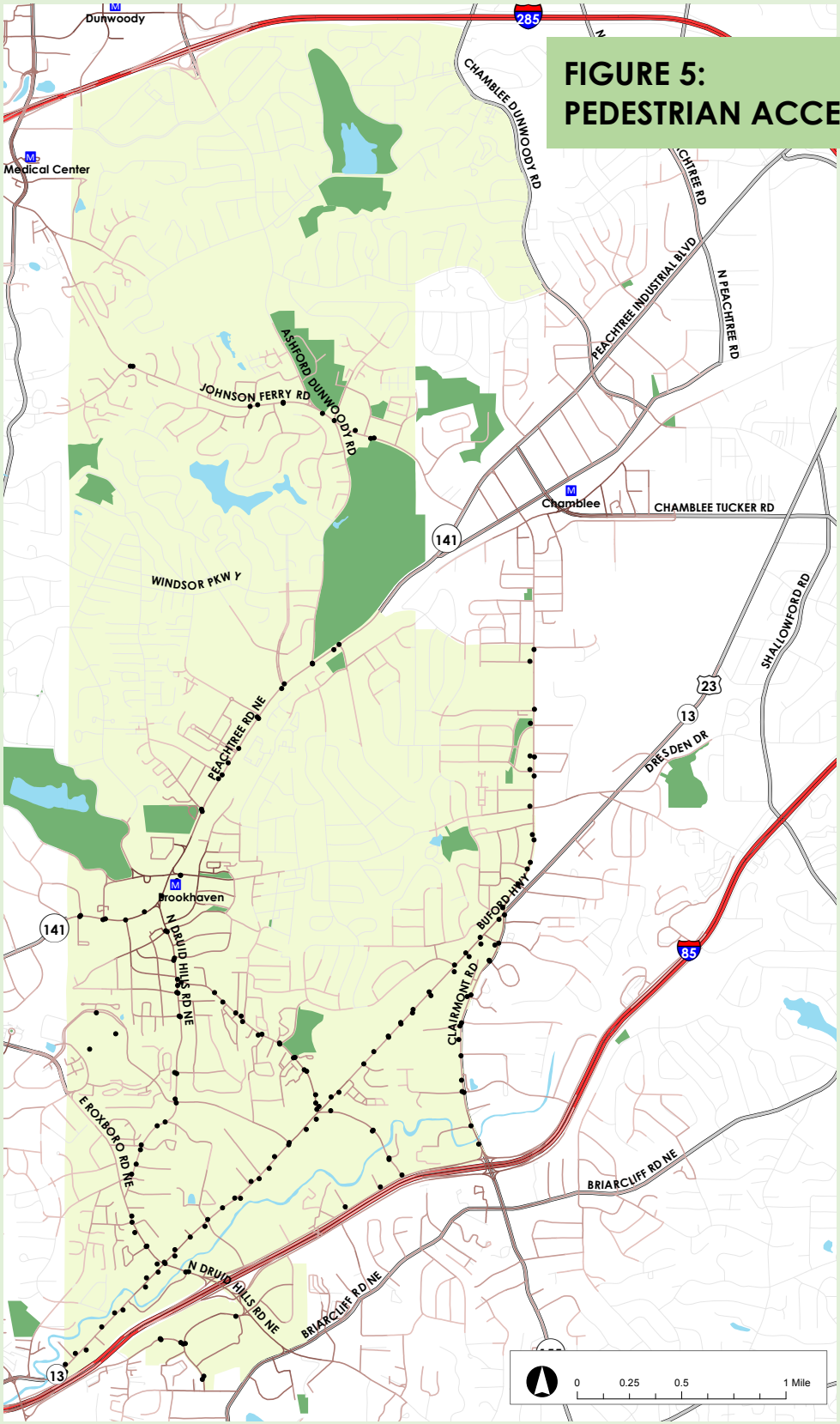
Features

- Cultural and Civic Resources
- Lake
- Park

Roads

- Freeway
- Major Road
- Other Roads

FIGURE 5:
PEDESTRIAN ACCESS TO TRANSIT



Pedestrian Access to Public Transit

Low — High

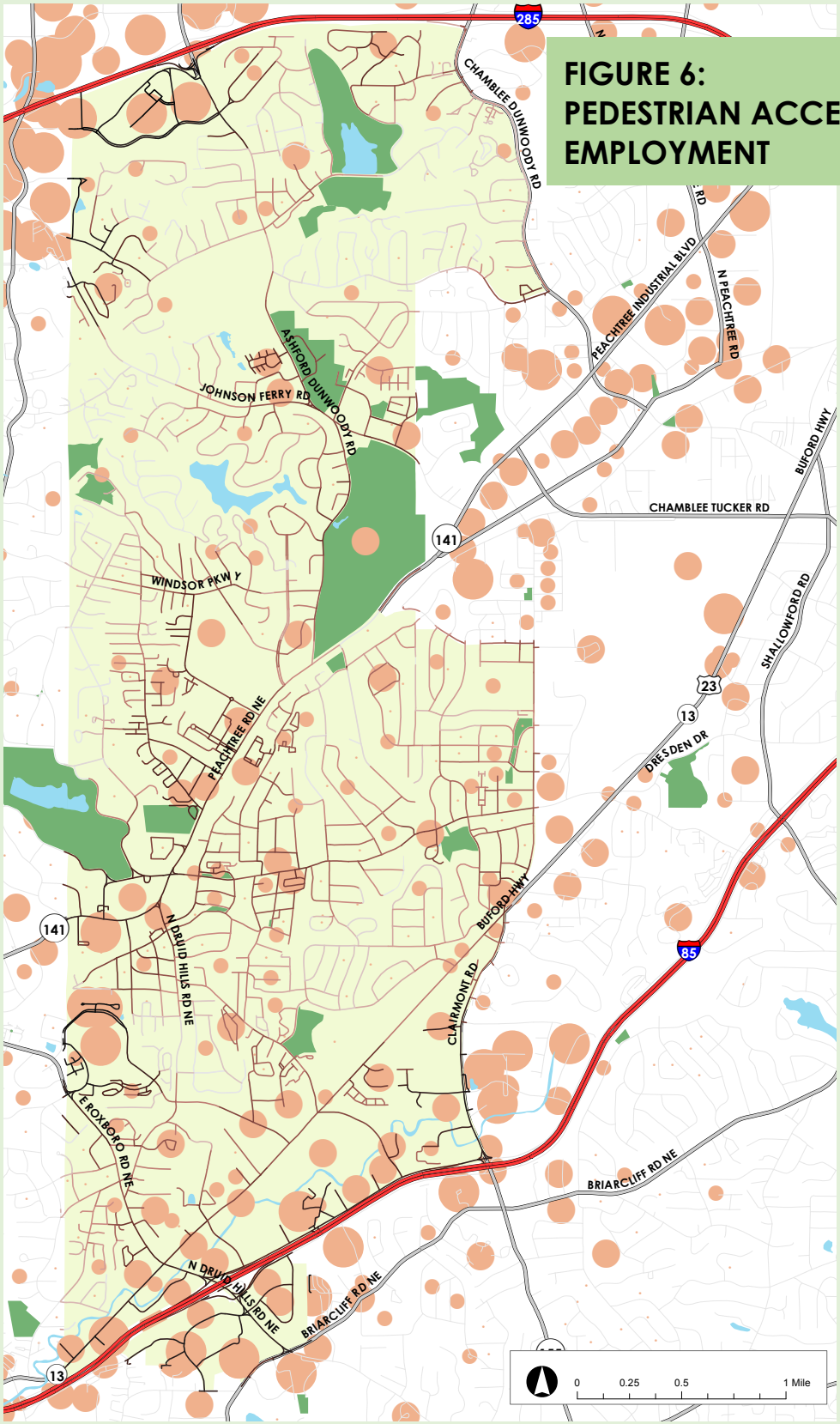
Features

- Rail Station
- Bus Stop
- Lake
- Park

Roads

- Freeway
- Major Road
- Other Roads

FIGURE 6: PEDESTRIAN ACCESS TO EMPLOYMENT



Pedestrian Access to Employment Centers

Low — High

Features

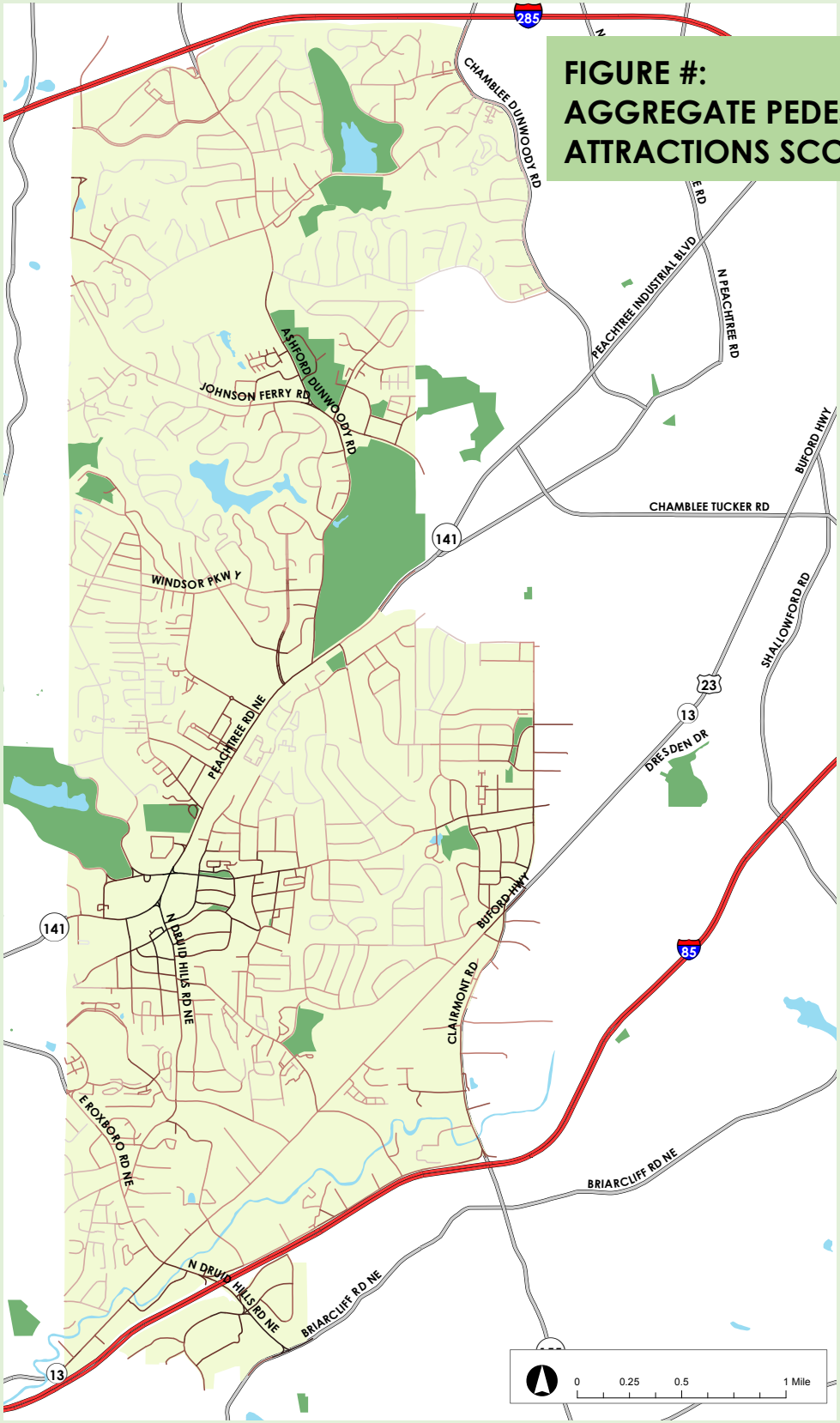
Number of Employees

- 1-5
- 6-50
- 51-500
- 501-5000
- >5001
- Lake
- Park

Roads

- Freeway
- Major Road
- Other Roads

FIGURE #:
AGGREGATE PEDESTRIAN ATTRACTIONS SCORE



Pedestrian Access to Attractions

Low — High

Features

- Lake
- Park

Roads

- Freeway
- Major Road
- Other Road

DEMAND ANALYSIS

- Aging Population (55+)
- Young Population (<19)
- Auto Ownership
- Population Density
- Bike to Work
- Walk to Work
- Transit to Work
- Overall Demand

FIGURE 8:
DEMAND BY AGING POPULATION

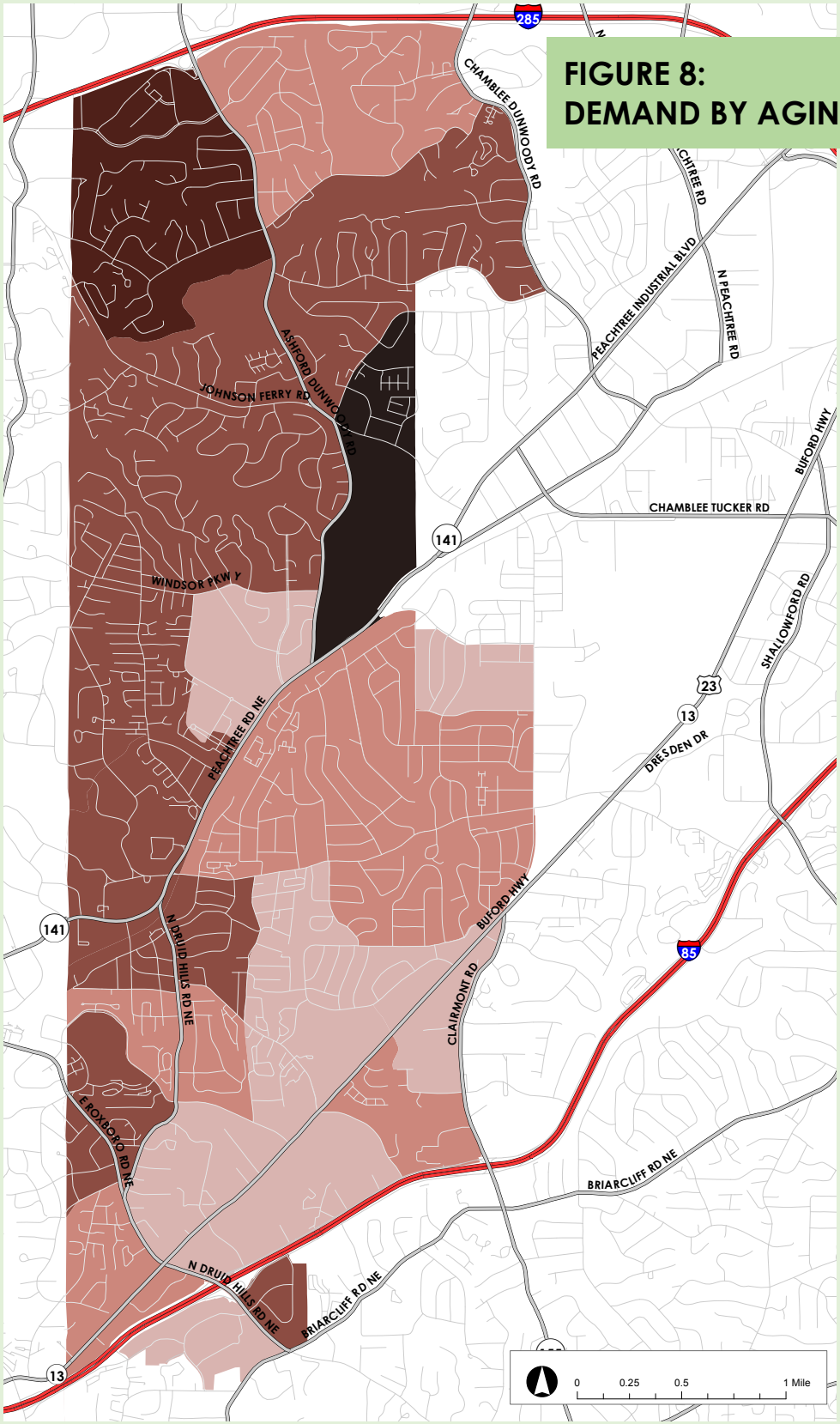


FIGURE 9:
DEMAND BY PERCENT CHILDREN

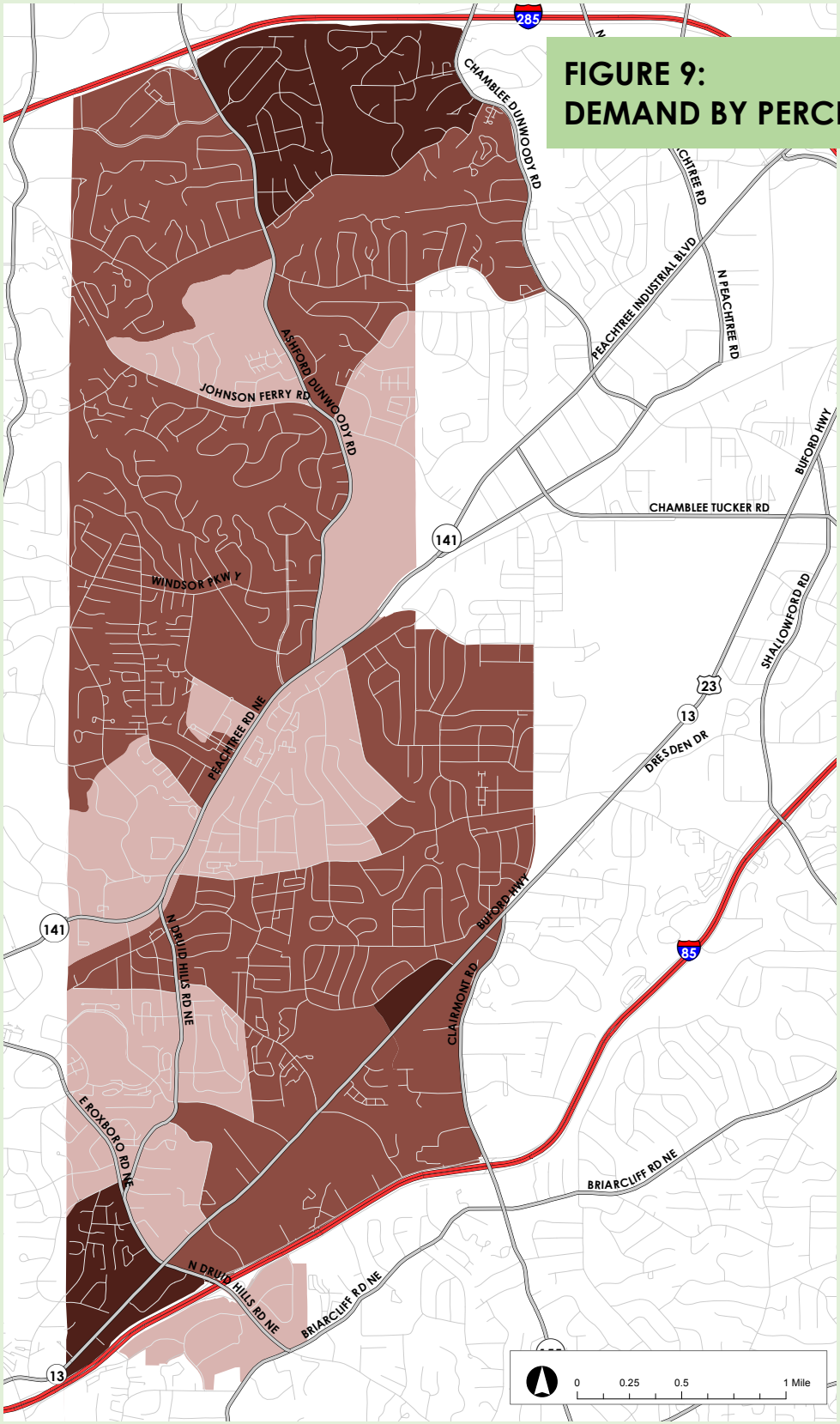
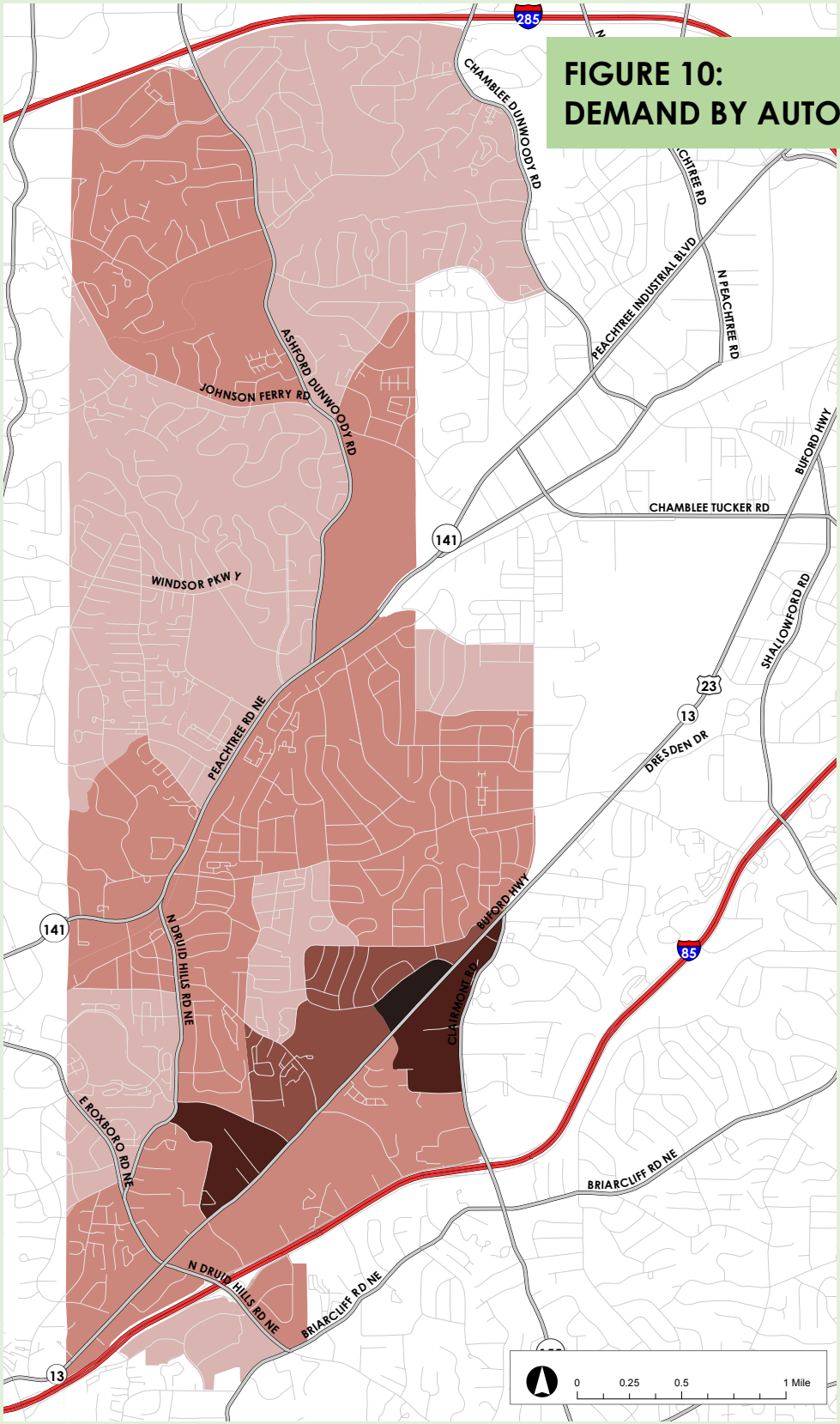


FIGURE 10:
DEMAND BY AUTO OWNERSHIP



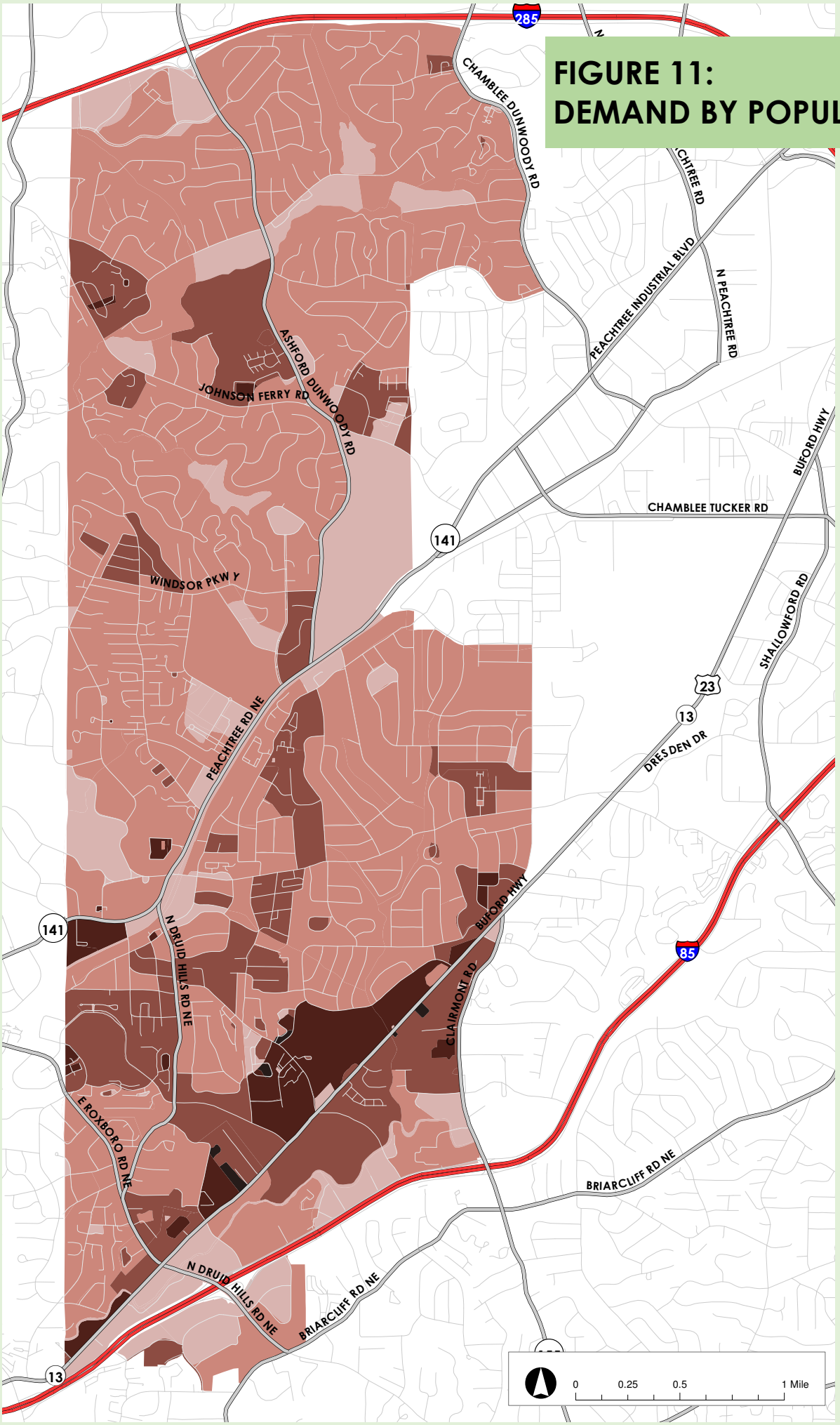
Demand by Auto Ownership

Low — High

Roads

- Freeway
- Major Road
- Other Road

FIGURE 11:
DEMAND BY POPULATION PER ACRE



Demand by Population per Acre

Low — High

Roads

Freeway

Major Road

Other Road

FIGURE 12:
DEMAND BY BIKING COMMUTERS

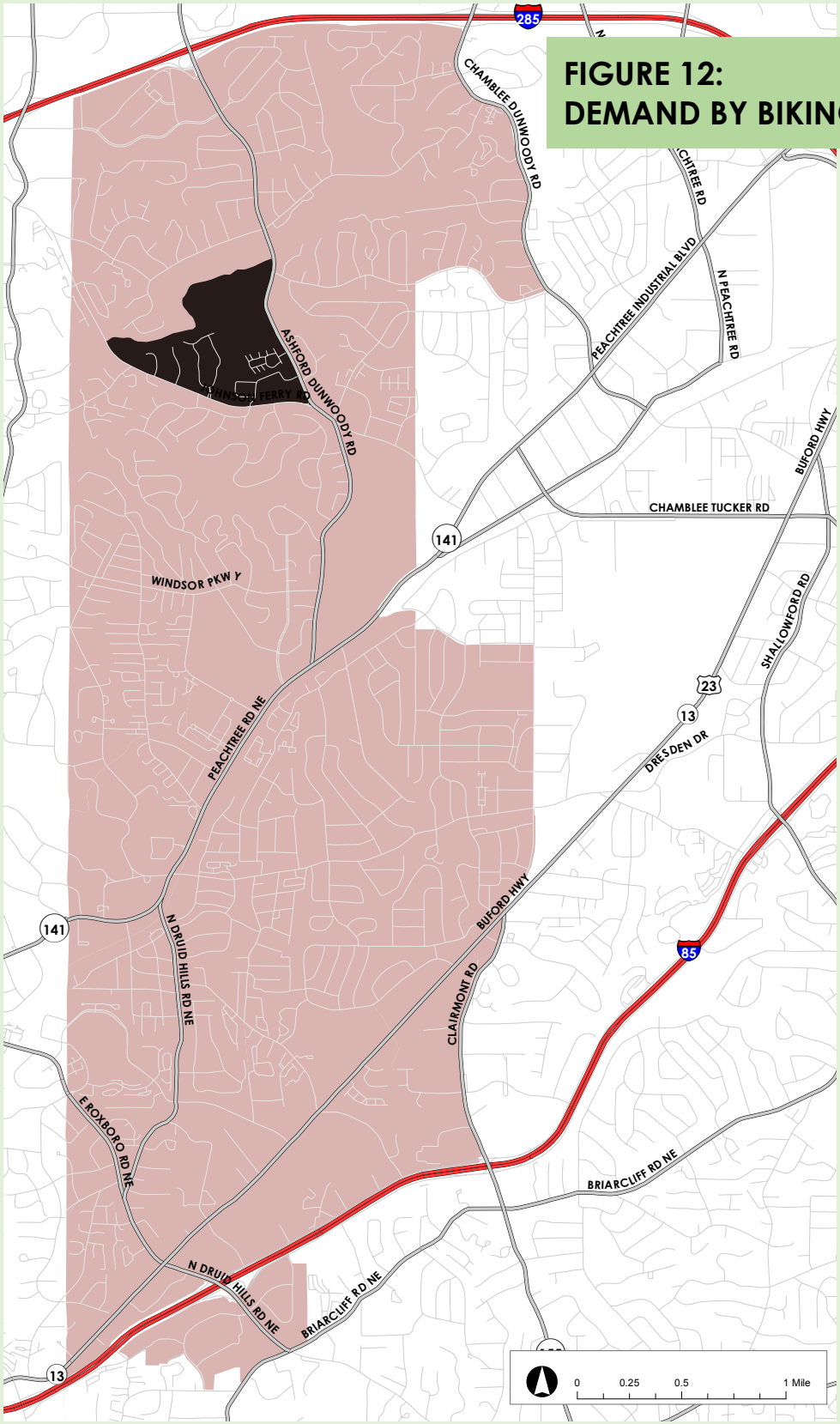
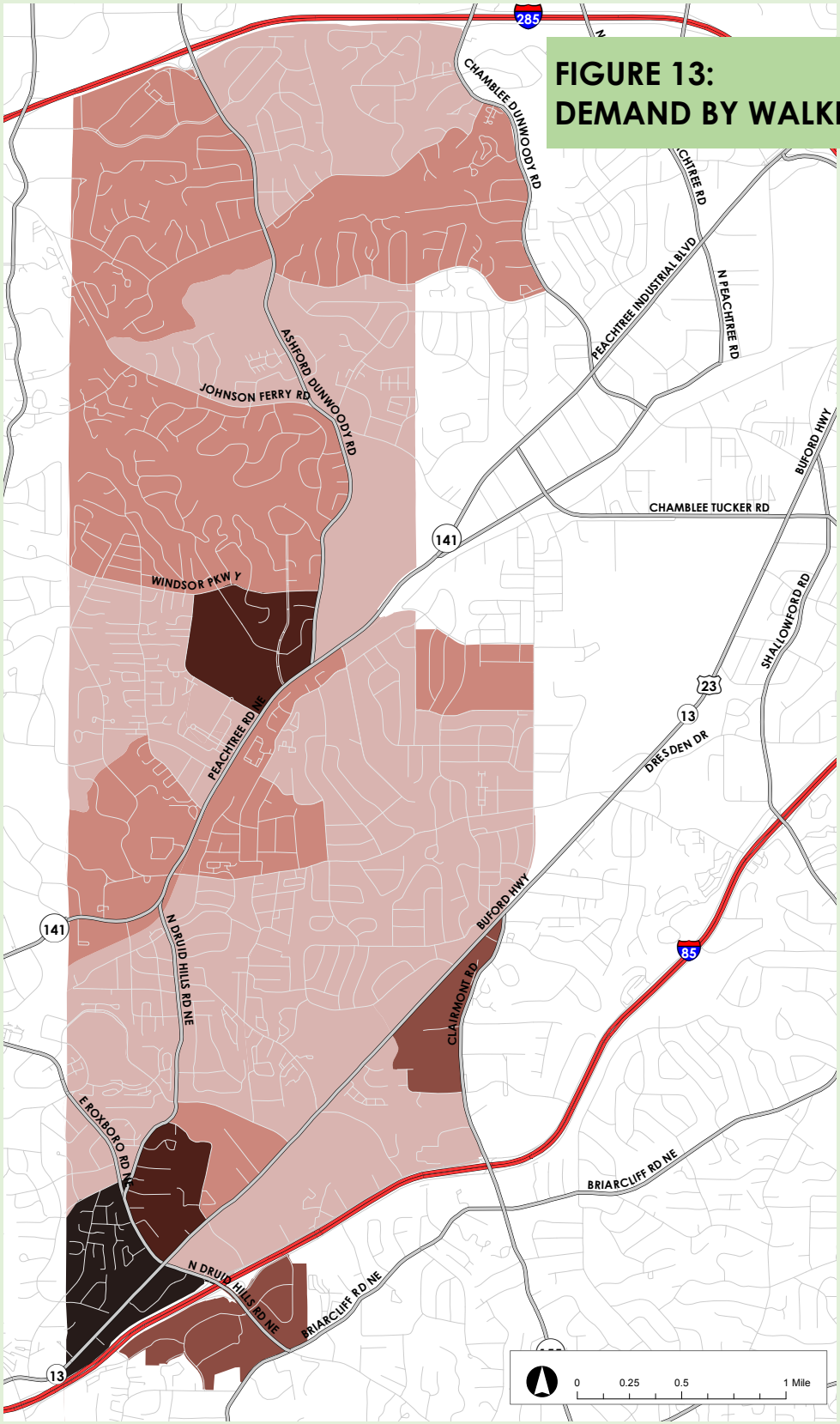


FIGURE 13:
DEMAND BY WALKING COMMUTERS



Demand by Pedestrians per Acre

Low — High

Roads

- Freeway
- Major Road
- Other Road

FIGURE 14:
DEMAND BY TRANSIT RIDERS

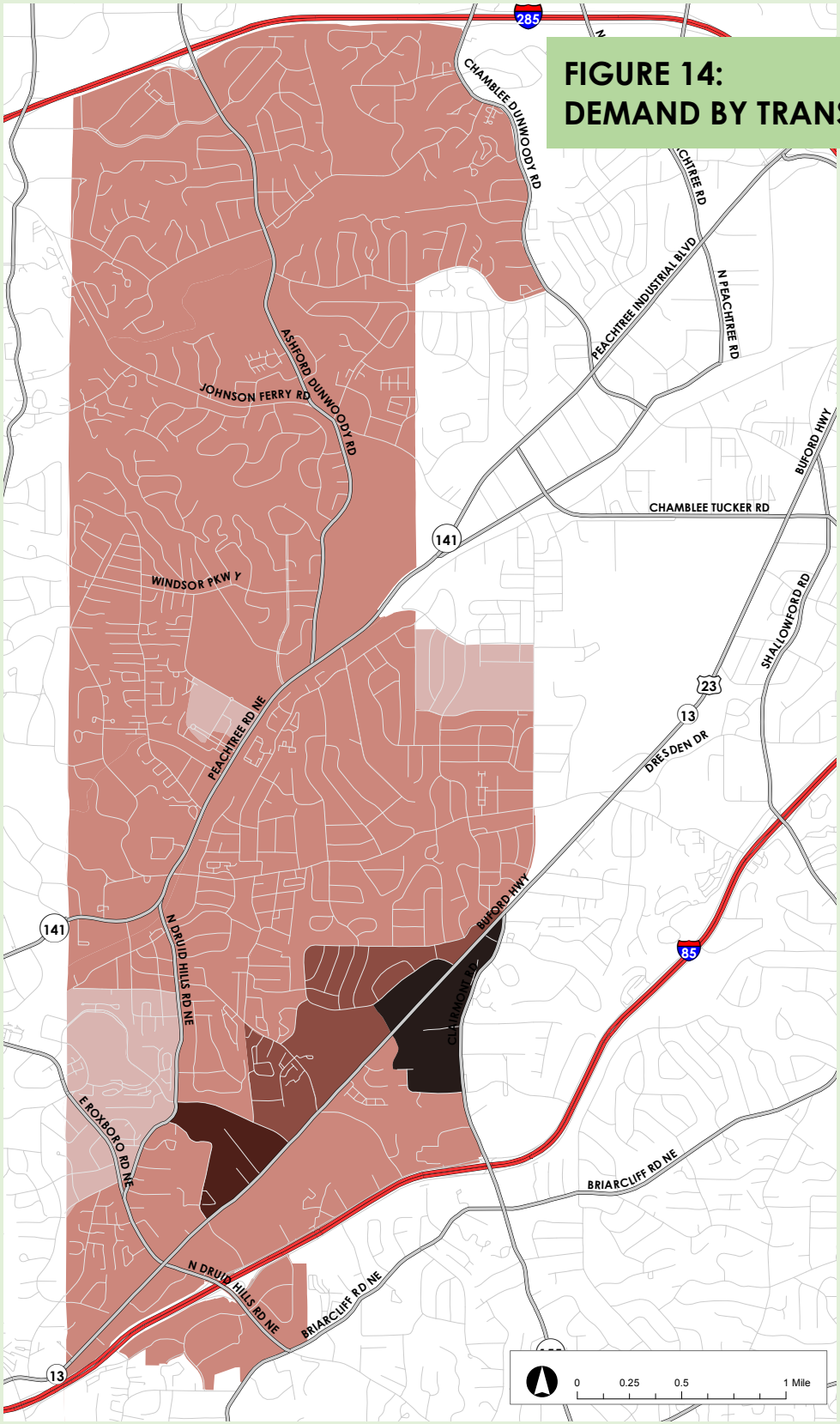
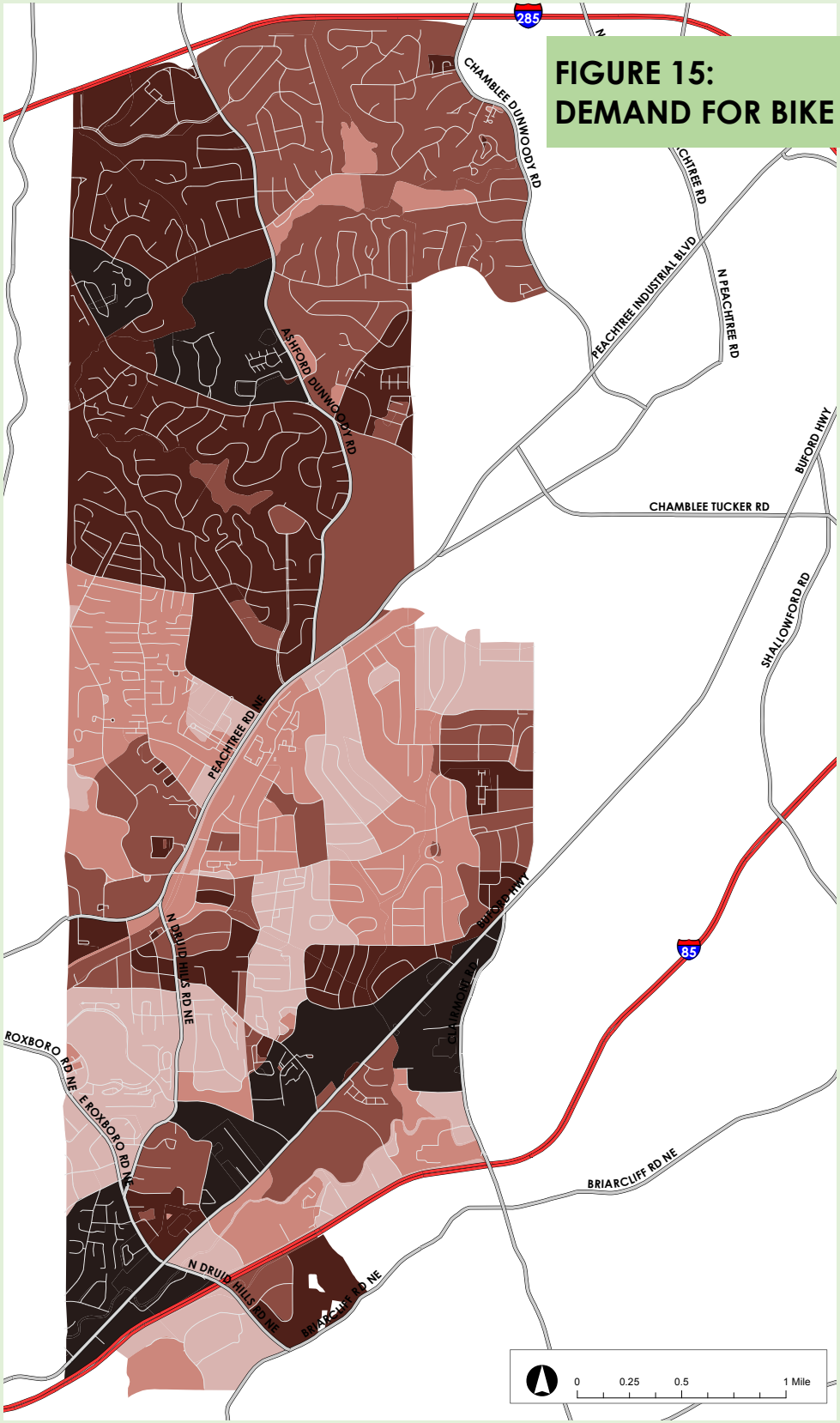


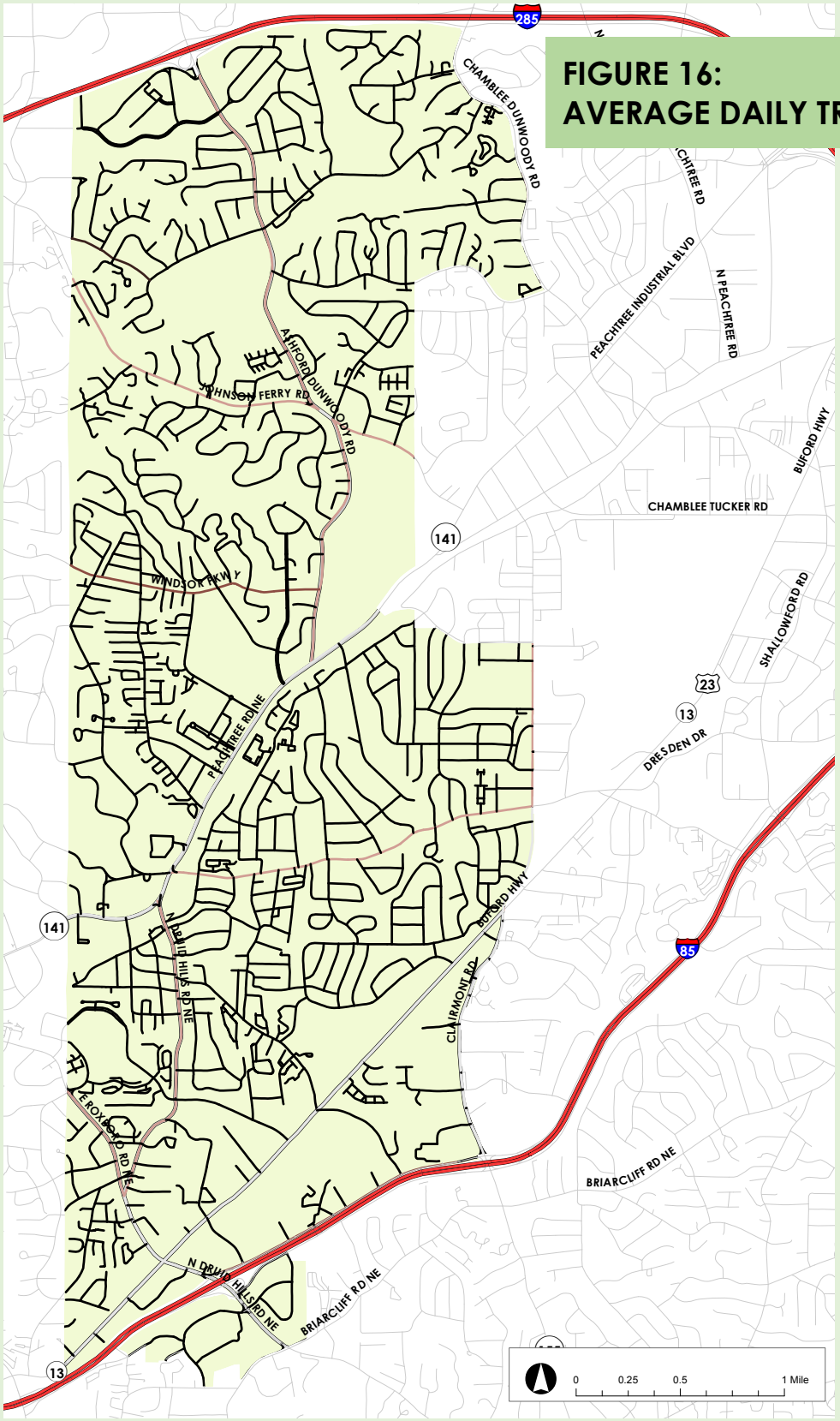
FIGURE 15:
DEMAND FOR BIKE & PED. FACILITIES



CHARACTER ANALYSIS

- ADT
- Block Size
- Topography
- Posted Speed Limits
- Total Character

FIGURE 16:
AVERAGE DAILY TRAFFIC



Suitability by Traffic Volume

Low — High

Roads

- Freeway
- Major Road
- Other Road

FIGURE 17:
BLOCK SIZE BY PERIMETER

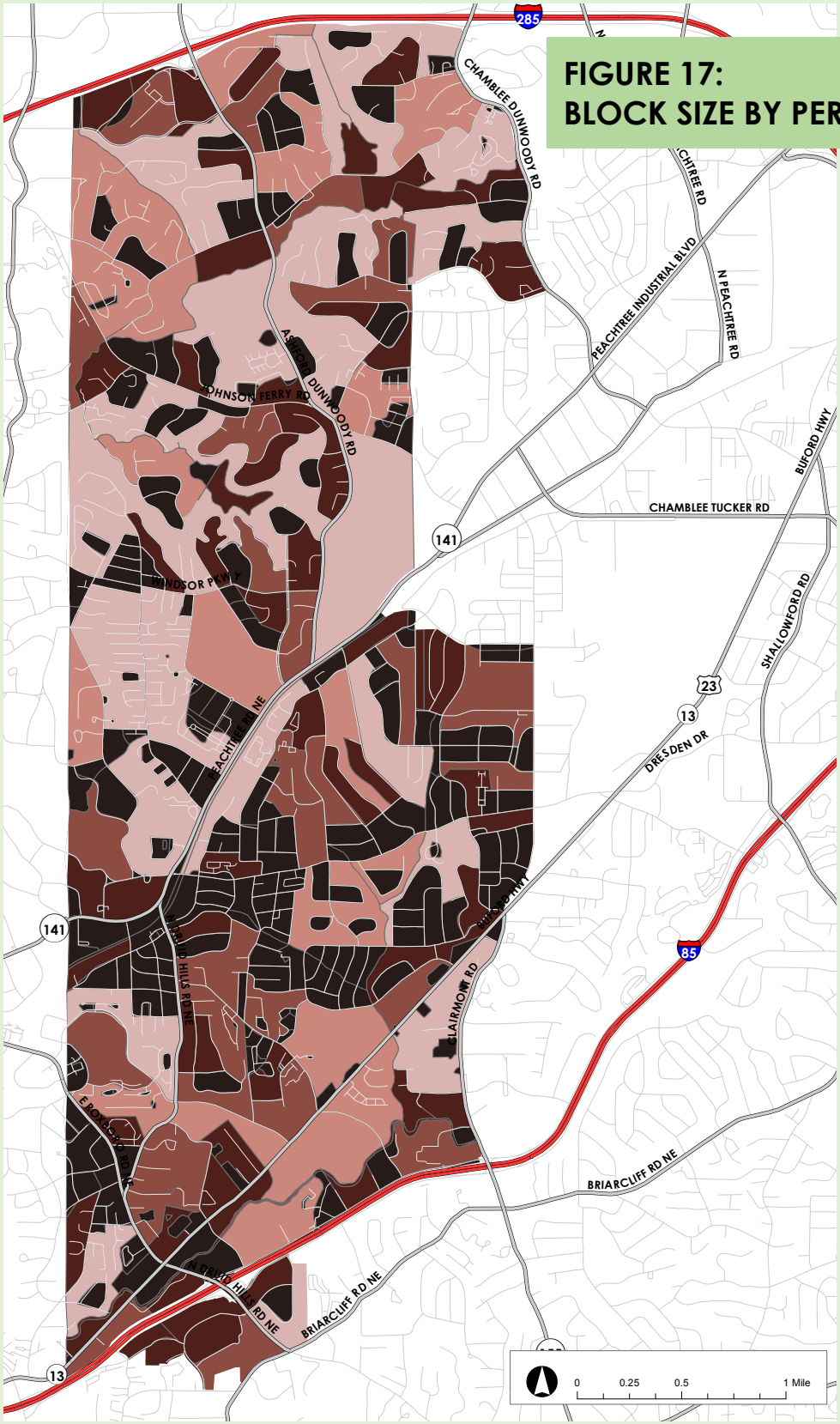


FIGURE 18: AVERAGE SLOPE

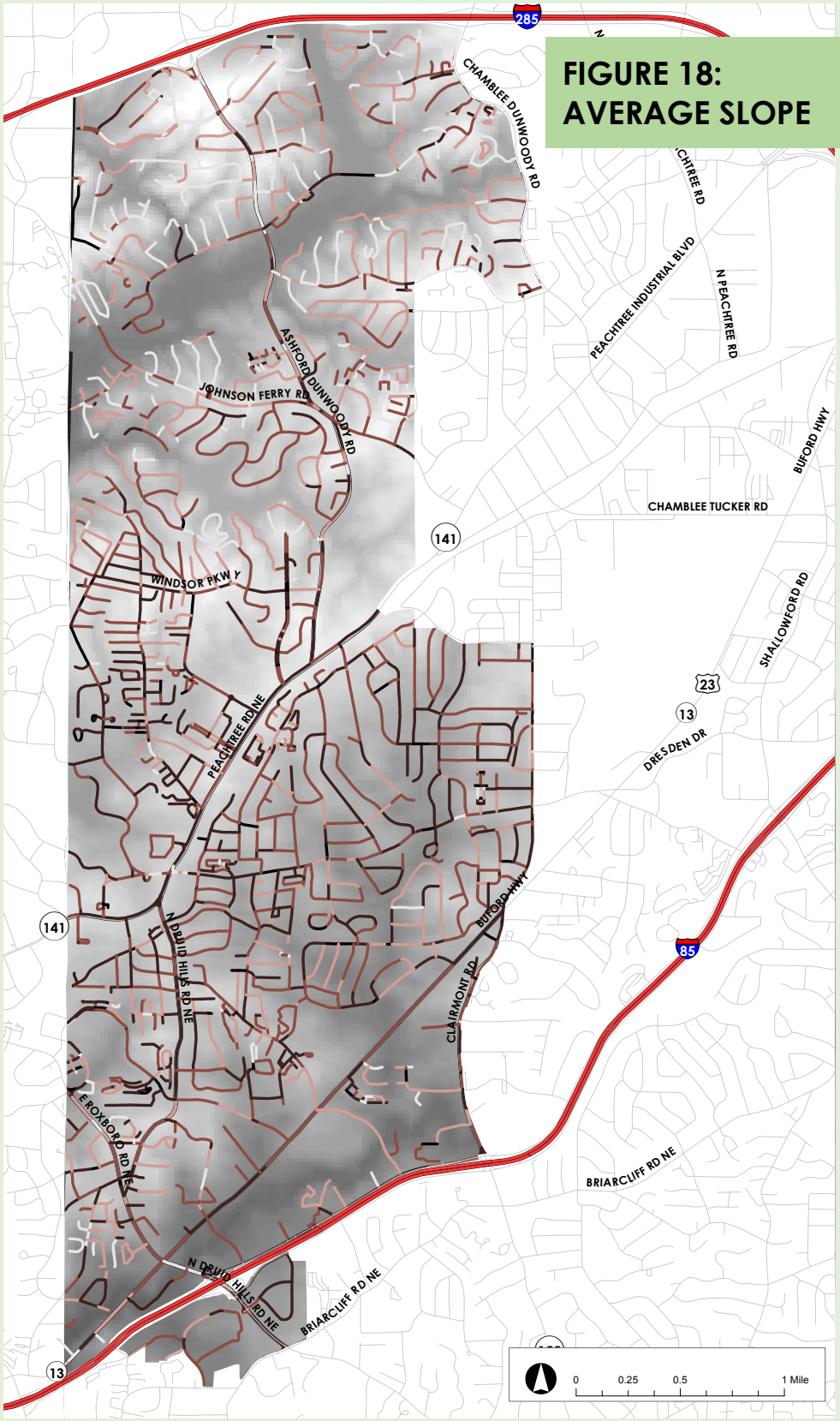
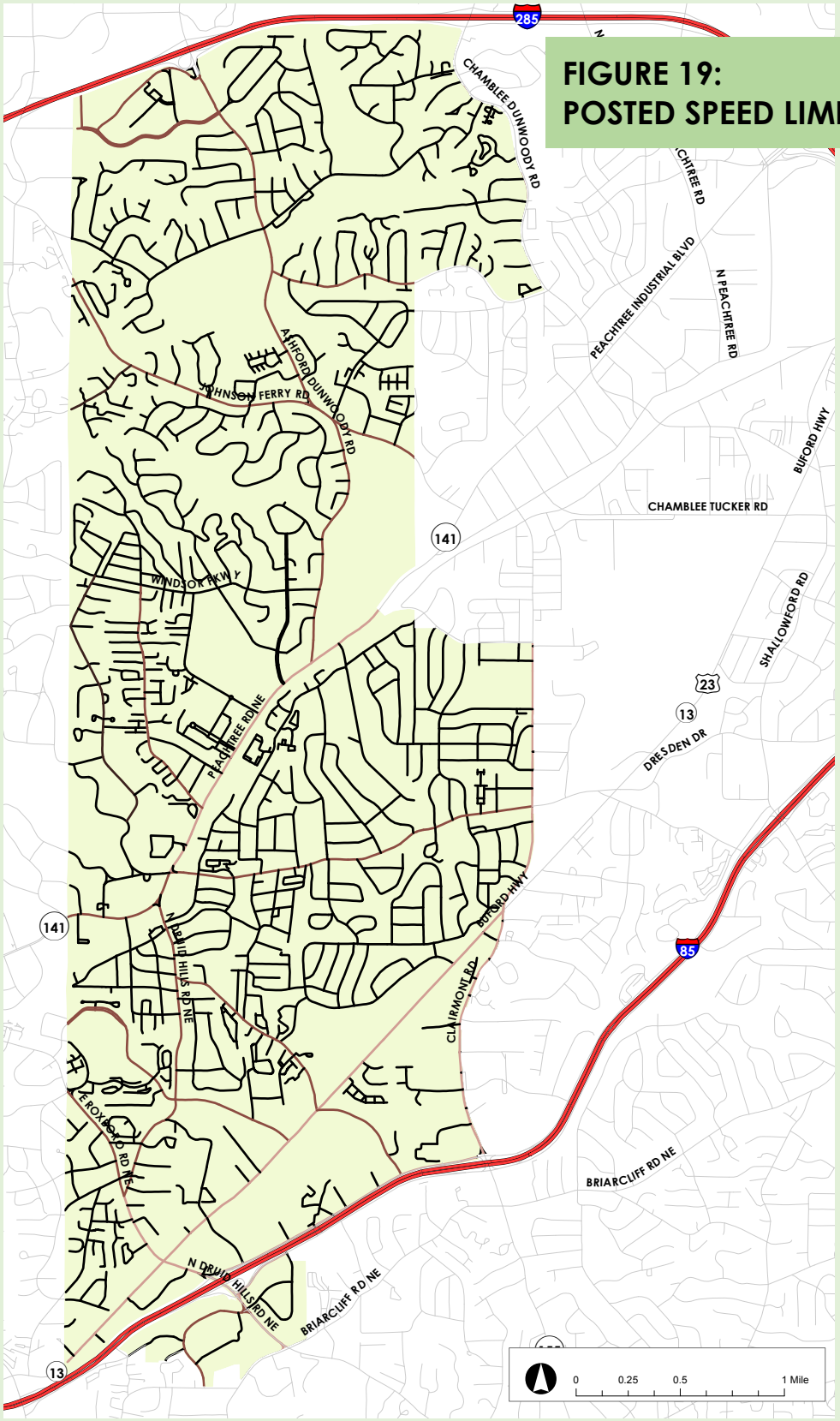


FIGURE 19:
POSTED SPEED LIMIT



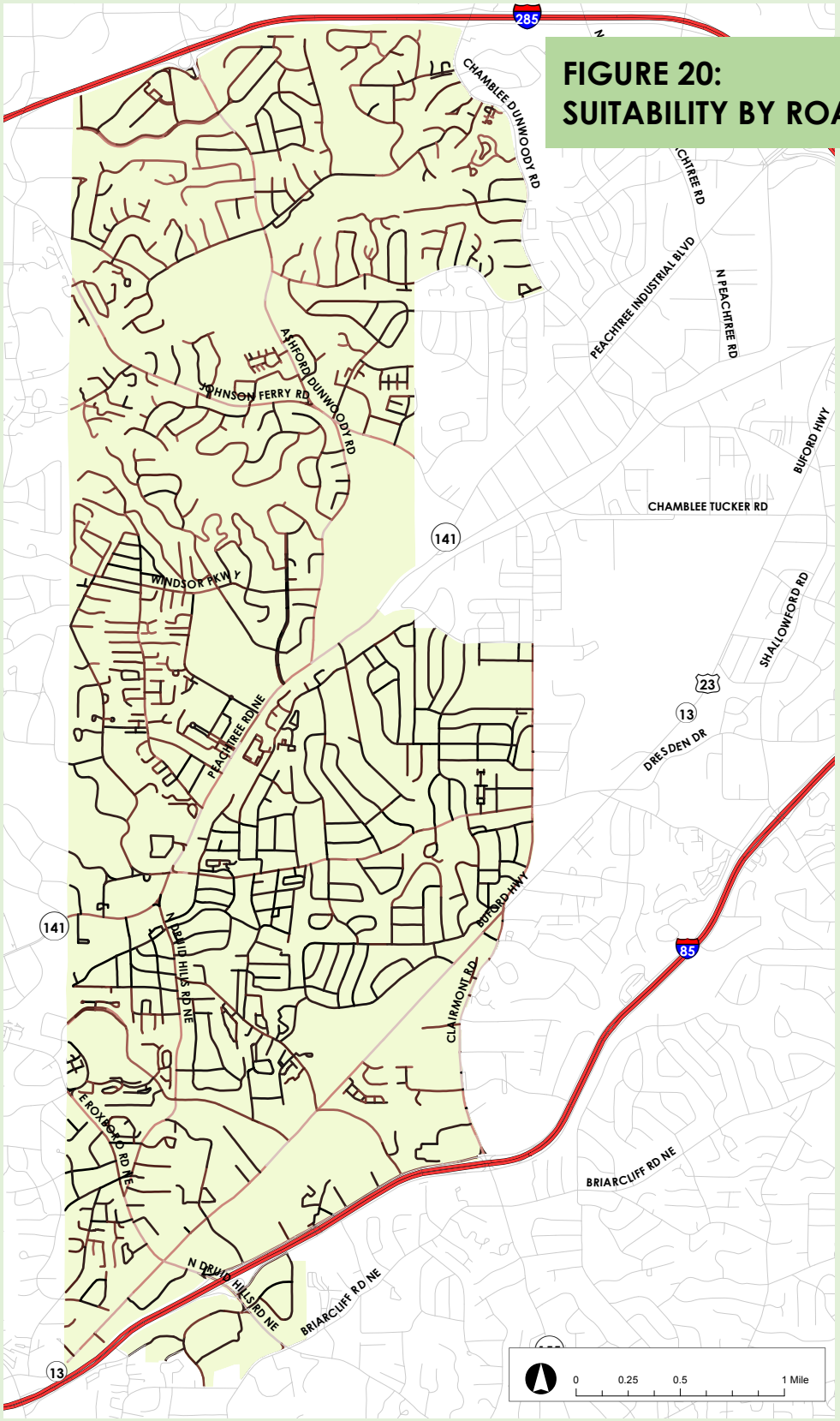
Suitability by
Posted Speed Limit

Low — High

Roads

- Freeway
- Major Road
- Other Road

FIGURE 20:
SUITABILITY BY ROAD CHARACTER



Appendix I
FEASIBILITY ANALYSIS

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Buford Highway	City Limits; east of Cheshire Bridge to Clairmont	State highway with 6 travel lanes; some sections have center two-way left turn lane, others have median Sparse sidewalks Recent improvements with mid-block crossings at some locations on southern end of roadway Continuous low- to mid-rise housing with intermittent retail blocks (strip malls) Major intersections Heavy pedestrian and transit usage	Capitalize on recent pedestrian improvements; Infrastructure improvements could create significant quality-of-life improvements for residents and workers; large transit-dependent population along corridor who would benefit from sidewalk gap fill-in and last mile connectivity	State maintained; limited ROW; heavily traveled vehicular corridor with ADT > 30,000 vpd little room for improvements at edge of pavement due to establishments close to the road; conditions are generally not favorable for narrow bike lanes, or any other unbuffered bike facility type
Victor Road	North Fork Creek to Shady Valley Drive	Residential street w/ curbs, no centerline, no sidewalk or other bike/ped infrastructure Sometimes used for parking Approx 22' curb-curb Long, gradual hill down to east	Eastern end is near North Fork Creek, potential connection to trail Homes are typically set back a reasonable distance Eastern end also near Buford Highway, potential for bike/ped connectivity could provide a key connection betwen PATH 400 via the proposed Shady Valley Dr. trail (ID #102), Shady Valley Park, and North Fork trail low volume, low speed road	Appears to be private property at end near North Fork Western intersection (w/Shady Valley Drive) is technically just outside of city and county limits requiring possible coordination with Buckhead CID and City of Atlanta powerline utilities on south side of road
Shady Valley Drive	Victor Road to North Druid Hills Road	Corridor also includes portion of Goodwin Road Goodwin Rd. approx 26' curb-curb, Shady Valley Dr approx 22' No sidewalk present on Goodwin Rd. Continuous 5' sidewalk along western side of Shady Valley Dr.; eastern side has intermittent 5' sidewalks Residential/collector street Speed humps present Used sometimes for on-street parking	Improvement to pedestrian space by narrowing travel lanes and acquiring add'l ROW (add buffer, move mailboxes and signage out of sidewalk); route could open up connection to PATH 400; low speed, low volume road; coordination with city of Atlanta could ultimately lead to a connection to Shady Valley Park fields	Eastern intersection (w/Victor Road) is technically just outside of city and county limits powerline utilities transitions between both sides of the road making relocation of lines a necessity for any ROW take; roadside parking is taking place along much of the road which may make any form of road diet or buffered bike lane difficult to get approval from residents; grade drop off is substantial on east side of road which limits widening potential - "chasing existing grade problems" near Victor Road end
Roxboro Road	Goodwin Road to city limits (south of Lenox Park Boulevard)	South of Lake Boulevard: two-lane residential/collector road, some on-street parking in certain sections; infrequent sidewalks North of Lake Boulevard: four-lane collector/arterial with major signalized intersections providing access to Buckhead (becomes Wieuca Road/Phipps Boulevard) - 8'-10' (varies) multi use path on both sides that begins at Lake Blvd and continues under MARTA tracks to E. Paces Ferry Rd. where the trail become sidwalk/bike lane	Partial sidewalk segments which could be connected Busy construction corridor, potential to get developers to put in sidewalks (?) Potential access to Buckhead area (Lenox Square, MARTA station, Peachtree Road etc); some segments on east side of road with wide setbacks for potential widening - segment approx. 800'	Four lane section south of corridor (North Druid Hills Road); new developments may make this segment more congested and less friendly to new bike/ped infrastructure; continuous powerline utilities on western side and intermittent lines on eastern side (setback further from road); ADT >18,000 vpd suggesting need for buffered/separate facility
North Druid Hills Road	Roxboro Road to Curtis Drive	2-3 lane roadway (additional southbound lane from Goodwin Road south) 2 lane section has wide travel way (approx 31 feet for two lanes; approx 33 feet for three) Narrow, but largely continuous sidewalk along eastern edge; sidewalk also on western edge in northern portion of corridor; ADT approx. 15,000 vpd	Roughly parallel to Buford highway; connection to Cross Keys High School; fewer roadside utilities on eastern side existing sidewalk on eastern side is continuous but narrow MARTA bus stops located on east and west side destinations such as Cross Keys and MARTA station are also located on eastern side	Complicated intersection with Roxboro Road (connection between Roxboro Rd. should take place on Goodwin Rd. signal) continuous powerline poles on western side fencing at Congregation Or VeShalom synagogue on western side would need to be relocated some obstacles on east side such as nearby trees, poles, mailboxes, etc. would need to be relocated residential stone wall south of Curtis Drive on east side could be difficult to move - may consider narrowing lanes and/or using striped median area

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
North Druid Hills Road	Curtis Drive to Apple Valley Road	Typically two travel lanes; intersections have auxiliary lanes Residential/collector type street Continuous, but frequently narrow sidewalk along eastern side, intermittent sidewalk on west; ADT approx. 15,000 vpd	Connection between Cross Keys High School, Brookhaven MARTA, Peachtree Road retail; fewer roadside utilities on eastern side; can take advantage of coordination with school property and Boys and Girls Club property for construction of segments of trail connection to Brookhaven MARTA station is priority; this section would serve as a primary segment of the spine, making it critical that this section provide for all users	frequent number of residential driveways on eastern side, which is preferred side of road based on utility relocation, destinations, etc. some street-accessible parking at Brookhaven Baptist Church on east side; no access to MARTA stops on western side of road
Curtis Drive/Corporate Boulevard	North Druid Hills Road to North Fork Creek	Runs immediately by entrances to Cross Keys High School Roadway continues across Buford Hwy to I-85 access road 2 lane road; wide but highly variable width (22-44 feet)	Connection between Cross Keys High School, North Fork Creek/Buford Highway Use excess width to create buffer for pedestrians or new bike infrastructure; much opportunity to widen sidewalk to 10' trail on eastern side of road and connect to residences	steep grades; will likely require coordination with Cross Keys High School to construct additional sidewalk width landscape treatments south of school (fencing, trees) may limit available widening space
Nancy Creek/Lynwood Park Connection	Warrenhall Lane to Nancy Creek/Lynwood Park	Creekbed of fork off of Nancy Creek	Connection from nearby but disconnected neighborhoods to Lynwood Park and potential Nancy Creek Trail (Project 121)	Property ownership, limited space for connection
Colonial Drive/Oglethorpe Avenue	Peachtree Road to North Druid Hills Road	2 lane residential streets Speed humps present Provides overpass of railway Access to Peachtree Rd. west of Peachtree Rd. at North Druid signal Very little sidewalk except for section between Peachtree and first intersection south of railway bridge Typ approximately 23 feet wide	Connection to Peachtree Road; Access crossing rail line; Capitalize on existing traffic calming; grid network of Thornwell Dr., Pine Grove Ave., and Oglethorpe presents a bike boulevard candidate	Awkward offset-T intersection at eastern termini (North Druid Hills at Colonial and Oglethorpe); Oglethorpe is extremely narrow and residential landscaping often extends up to edge of pavement
Briarwood Road	North Druid Hills Road to Buford Highway	2 lane residential/collector connecting many apartments and Briarwood park; 20-30 feet wide Continuous sidewalk along northern/eastern edge, southern/western edge is intermittent with a few long segments, but not continuous	Connection from Buford Highway to N Druid and thus up to Peachtree Connection to Briarwood Park, Boys & Girls Club, and Northeast Plaza shoulder on southern/western side offers some room to build new facilities; some MARTA bus stops exist on southern/western side that do not have sidewalk access	Awkward offset-T intersection at western termini (North Druid Hills at Colonial and Oglethorpe) roadway width is limited and may make bike lanes infeasible without widening; continuous utilities line northern/eastern edge of road; steep grades
Briarwood Road	Buford Highway to I-85 Access Road	2 lane collector with aux lanes at intersections 25-30' wide Existing bridge over North Fork Creek Existing sidewalks on both sides of street	Connection to North Fork Creek, Buford Highway, I-85 Access (REI) Extra pavement width for most of length of corridor Existing sidewalks Bridge over North Fork Creek has bike lanes and sidewalks	Congested and constrained intersections Limited ability to get new ROW

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Standard Drive/Sylvan Circle/Cartecay Drive	Colonial Drive to Oostanaula Drive (stormwater walkway)	2 lane residential streets with speed humps; existing sidewalk on north side of Standard Drive; no sidewalk on Sylvan Cir. or Cartecay Dr. 20'-25' typical width (wider towards east)	Roughly parallel to Peachtree/Dresden; could be bypass/additional corridor Connection to/near Brookhaven MARTA; Standard Drive has existing sidewalks and could accomodate bikes with sharrows and routing info; greenspace on north side of Sylvan Cir. offers an ideal location for a trail section and potential cut-thru to Apple Valley Rd; access to Dresden shops is essential - can be made via Appalachee Dr (bike bouleveard?), Fernwood Cir. or Apple Valley Road	Standard Dr./Sylvan Cir at N. Druid Hills is unsignalized; While roadways link well to form a single corridor, this corridor is not immediately obvious on the ground; would need extra wayfinding signage; Sylvan Cir. and Cartecay Rd. are very constrained by large established trees, landscaping close to edge of pavement, and no existing pedestrian space; utilities on south side of Sylvan and Cartecay
Apple Valley Road	North Druid Hills Road to Caldwell Rd	2-3 lane street From <20 ft to >40ft wide Effectively no sidewalks	Connection to Brookhaven MARTA, Caldwell Rd. and Chamblee Parallel to Peachtree Road, could serve as alternate corridor (together with Caldwell Road) Could connect to a railroad crossing at Osborne Road; north of Dresden, sidewalk extends on west side of road for a short segment	Northern end is industrial/empty Limited space for new infrastructure, especially north of Dresden Dr. Opportunity to coordinate with MARTA and the TOD to construct a trail section on MARTA property; limited shoulder width available
Brookhaven Drive	Peachtree Road to Peachtree Road	2 lane residential street Continuous sidewalks/sidepaths for full length 25-30 feet wide	Access to Peachtree Road/around Peachtree Road @ North Druid Hills Parallel connection to Peachtree Road	Residential and golf course uses; may not be able to expand pavement Constrained intersections at Peachtree Road
Dresden Drive	Thompson Road to Clairmont Road	2-3 lane street Continuous sidewalk along southern side west of Skyland Drive, continuous sidewalk along northern side east of Skyland	Connection from Brookhaven Village and Peachtree Road to eastern city limits	Minor Arterial classification makes "road diet" a less feasible alternative; massive high-transmission power lines exist on south side from Carlton Pl. east to Skyland Dr.; other utility lines on both sides of the road
Peachtree Road	City limits to city limits (Club Drive to New Peachtree Road)	5-6 lane highway (2 NB/SB, center left turn lane, temporary additional SB lane from Ashford Dunwoody Road to Dresden Drive) Mostly continuous sidewalk along northern/western edge	Connections to Brookhaven Park, Town Brookhaven, Oglethorpe University, rail underpass at Redding Road and potential rail overpasses at Osborne Road or Kendrick Road Potential for "premeire corridor"; this segment has 3 SB lanes that begin at Ashford-Dunwoody and end at N. Druid Hills that could potentially be reduced to 2 lanes to save space for alt mode facility; Town Brookhaven has installed a 10' wide segment of path in front of the development; Between Ashford Dunwoody and Redding is an existing approx. 8.5'-9' wide sidewalk adjacent to retaining wall on north side of road	Rail line along southern/eastern edge limits connectivity; will require extensive coordination with MARTA and Norfolk Southern to span tracks; very constrained ROW between A-D Road and Redding Road (rail lines, retaining walls, golf course)

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Caldwell Road	Eastern city limits (8th Street) to East Osbourne Road or Oaklawn Avenue	2 lane residential street with speed humps Mostly continuous sidewalks on both sides of road; some missing towards western end of corridor 20-40 feet wide curb-curb Existing bike lane and sharrows on eastern end	Parallel to Peachtree Road to south; Connections to Chamblee on New Peachtree Rd, apartments and Asford Park; Existing bike lanes present east of Redding Rd.; Connection to potential rail overpass near Town Boulevard/Kendrick Road; Between Cheshire Way and Ashford Road, ROW is 32'-36' with periodic medians for traffic calming (?) in road	Awkward offset-T instersection at Caldwell Road at Redding Road; east side of Caldwell Rd. is predominantly residential with numerous driveways; existing utility lines run continously on west side of road
Osborne Road	Peachtree Road to northern terminus (Lynwood Park)	2 lane residential street Continuous sidewalk on western side south of Windsor, sidewalk on eastern side to north 20-25 feet wide Heavily walked path can be seen in street view on east side of road near Haven Brook/Oakland Trace	Connection from Peachtree Road to Lynwood and Osborne Parks Piece of potential N-S connection west of Peachtree Road/Ashford Dunwoody Road	Some sections very narrow Road has vertical and horizontal curves which limit sight distances High speed vehicular traffic Sole access point for many homes; may increase resistance to modification Utilities along east side south of Windsor; along west side with frequent poles on east to noth Homes, landscaping, and trees on west
Lanier Drive	Peachtree Road to Hearst Drive/Humility Lane	Median-divided road with 1 travel lane on each side Single travel lanes are typically 15-20 feet wide Speed Humps No significant sidewalks	Parallel to Ashford Dunwoody Road (to west) Connections to St. Martin's Episcopal School, Oglethorpe University and Our Lady of the Assumption church/school	Significant grades on either side Steep driveways make many people park on street Direct connectivity limited to Peachtree and Windsor with potential extension to Ashford Dunwoody Utilities along east Close-built trees and landscaping on both sides
Windsor Parkway	Ashford Dunwoody Road to western city limits (Windsor Lake Drive)	2 lane residential/collector 20-25 feet wide Sidewalk along northern side east of Lanier, southern to west; some segments on south east of Lanier	Connection to Sandy Springs One of few E-W connections in northwest portion of city Listed as "walking route" on signage	Curvature and high vehicular volume and speeds make corridor dangerous ROW constrained by grades to south, landscaping to north, treet on both sides

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Hermance Drive	Peachtree Road to Windsor Parkway	2 lane residential/collector Roundabout at Town Brookhaven Speed humps Sidewalks on both sides north to Crosswycky Forest Drive w/Traffic calming crosswalk islands Single sidewalk on eastern edge north of Crosswycky Forest Drive	Connections to Peachtree Road, Oglethorpe University (possible), Town Brookhaven, PATH Academy	Roundabout at Town Brookhaven Limited network connections due to termination on Windsor Parkway
Nancy Creek	Lynwood Park to Johnson Ferry Road	Along Mill Creek Rd, Knollhaven, and creekbed Mill Creek and Knollhaven are narrow residential streets with no sidewalks	Creation of largely off-road connections Part of N-S connector in western portion of city	Access through individuals's back yards, or nearby Existing bridges may not be wide enough
Nancy Creek	Johnson Ferry Road to Ashford Dunwoody Road	Creekbed	Creation of largely off-road connections Part of N-S connector in western portion of city Access to Ashford Dunwoody Road and Marist School	Access through individuals's back yards, or nearby Existing bridges may not be wide enough Creekbed travels through Marist School property
Nancy Creek	Ashford Dunwoody Road to Chamblee Dunwoody Road	Creekbed	Creation of largely off-road connections Part of N-S connector in western portion of city Access to Murphey Candler Park	Access through individuals's back yards, or nearby Existing bridges may not be wide enough
Nancy Creek Drive/Ashentree Drive	Western limit of Murphy Candler Park to Clairmont Road	2 lane residential streets Typically 20-30 feet wide Speed humps Sidewalks on Nancy Creek Drive, but not always on same side of road, not always continuous	Access to Murphey Candler Park E-W connector from Ashford Dunwoody Road to Clairmont Road Segment in park already creates a low-speed, bike/ped friendlier environment	T-Intersection of Nancy Creek Drive and Ashentree Drive would require signage to direct users Limited ROW
Nancy Creek Drive	Ashford Dunwoody Road to western terminus	2 lane residential street Traffic calming islands Sidewalk along northern edge Utilities along northern edge, in buffer zone Typically 25 feet wide	Part of N-S connector in northwestern portion of city Connection to creek path (Project #121) (doesn't appear to be a home at end of Nancy Creek Dr)	Mailboxes and lanscaping built up to curb
Old Johnson Ferry Road/Saint Joseph Hospital	Nancy Creek Drive to Peachtree Dunwoody Road	2 lane roads of different characters Old Johson Ferry Rd, residential Old Balloon Rd, small collector St. Joseph Hospital, hospital access	Connection to Medical Center MARTA, medical buildings Part of parallel corridor to Johnson Ferry/Peachtree Dunwoody Road	Roundabout at Old Johnson Ferry and Old Balloon Hospital driveway is heavily constrained, needs to be accessible and useful for hospital
Ashford Dunwoody Road	I-285 interchange to Nancy Creek Drive	Southen extent is 2 lane road Northern end road expands to 4-6 lanes at 285 interchange Residential/collector to large collector Continuous sidewalk on western side, almost continuous sidewalk on eastern side, but few gaps	Connection to Perimeter Center	Busy interchange with no room for bike infrastructure
Ashford Dunwoody Road	Nancy Creek Drive to Blackburn Park	3 lane collector/aterial Complete sidewalk coverage Bike lanes from north of Ashford Creek Trail to Nancy Creek Drive	Access to Marist School, nearby Murphey Candler Park	Constrained, congested roadway
Blair Circle	Donaldson Drive to Johnson Ferry Road	2 lane residential/commercial street Parallel and agle parking Pedestrian Tables Runs through/adjacent to apartment complexes	Goes around Ashford Dunwoody at Johnson Ferry intersection Access to Blackburn Park and Blackburn II Park	May pass through private land/roadway Southern access point would need to link into Publix path

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Donaldson Drive/Harts Mill Road	Blair Circle to Harts Mill Road	2 lane residential street Some missing sidewalks, esp north end	Residents have mentioned excessive cut-through traffic, may be good place for traffic calming Connections to Chamblee schools	Very narrow, constrained ROW
Chamblee Dunwoody Road	I-285 interchange to eastern city limits (Harts Mill Road)	2 lane residential/collector Long stretches without sidewalks	Network connection for all segments which end on eastern end of city	Steep grades on sides, and along path of road High-volume roadway
East Nancy Creek Drive	Chamblee Dunwoody Road to Murphy Candler Park	2 lane residential street Traffic calming islands Typically 25 feet wide Existing sidewalk on north side	Could create E-W connector in northern part of city Access to Murphey Candler Park, Kittredge Magnet School	Utilities on north side, opposite side of sidewalk from road
Ashwoody Court/Ashwoody Trail	Murphy Candler Park to Ashford Dunwoody Road	2 lane residential street Typically 25 feet wide	Could create E-W connector in northern part of city	Series of roads, would need signage to guide users Grade on either side of Ashwoody Trail; more severe to north/west Trees, landscaping up to edge of road Steep grades along road as well
Perimeter Summit Parkway	Asford Dunwoody Road to Perimter Center Parkway/Lake Hearn Drive	4 lane, median-divided roadway Bike lanes and sidewalks on both sides	Relatively low-volume access into Medical Center and Perimeter Center	Many, horizontal curves create dangerous situation
Perimeter Center Parkway	Perimeter Summit Parkway to norther city limit (I-285 bridge)	4 lane, median-divided roadway Bike lanes and sidewalks on both sides	Connection from Perimeter Summit Pkwy into Perimeter Center	Fairly steep bridge
Lake Hearn Drive	Perimeter Summit Parkway/Perimeter Center Parkway to western city limit	2-6 lane roadway Sidewalks on both sides	Connection from Perimeter Summit Pkwy into Medical Center	High-volume roadway, already has many tansitions occuring. May not be space for additional infrastructure/signage/striping
Redding Road	Peachtree Road to Caldwell Road	2 lane roadway Railway underpass from Peachtree Road Sidewalks on both sides and crosswalks at Peachtree	Connection from Peachtree Road to Caldwell; Ashford Park	Rail underpass
Drew Valley Road	Skyland Drive to stormwater walking path	2 lane residential street Typically 25 feet wide Speed humps Continuous sidewalk on northern edge of road; some segments on southern	Connection roughly parallel to Buford Highway/Dresden Drive	Houses built near narrow road, no room for additional pavement or bike lane restriping; utility lines alternative between north and south side of road
Clairmont Road	City limit (Airport Road) to Dresden Road	4 lane residential/arterial Typically 45 feet wide (w/ center TWLTL) Continuous sidewalks on both sides	Network connection for all segments which end on eastern end of city Access to Plaza Fiesta and Peachtree Dekalb Airport; passes by runway protection zone that could become park space; also passes by Georgian Hills green space	State maintenance; partially outside of city limits; some utilities on west side of road (city side); steep sloped shoulders south of Georgian Hills park; homes closer to edge of pavement south of G.H. park; commercial corridor 2 blocks north of Dresden is dense with many buildings and parking at roadside
Clairmont Road	Dresden Road to Buford Highway	5 lane arterial Typically 55-60 feet wide Continuous sidewalks on both sides	Network connection for all segments which end on eastern end of city Access to Plaza Fiesta	State maintenance Heavily constrained corridor Utilities to west
Clairmont Road	Buford Highway to I-85 interchange	4-5 collector/arterial Continuous sidewalks on both sides	Connection between Buford Highway and I-85	State maintenance Busy interchange to south; new sidewalk/streetscaping along corridor from Buford Hwy to interchange for most of the segment
Brookhaven Drive	Brookhaven Drive to Oglethorpe Creek	Narrow 2 lane road Continuous sidewalk to south with wide buffer (golf course to north)	Roughly parallel to Peachtree Road Part of potential path around Peachtree at Dresden Intersection (NE)	Golf course bounds to the west and north

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Drew Valley Road	Drew Valley Road to Buford Highway	Narrow 2 lane roads Typ approx 25 feet wide No sidewalks	Important connection between Drew Valley Road and neighborhood and Buford Highway	Intersection with Buford Highway is stop-controlled with no crossings and is constrained
Keswick Park connection	Durden Road to Keswick Park	Link between Durden Road and nearby Keswick Park in Chamblee	Connection from Brookhaven to Chamblee via Keswick Park, Keswick Parks's extension trail into downtown Chamblee	Challenging terrain
North Fork Nancy Creek	Murphy Candler Park to northern city limit (I-285)	Creekbed	Connection across 285 to Perimeter Center area off road	Possible connection points north of 285 are isolated and not walkable
Ashford Dunwoody Road	Peachtree Road to norther edge of Peachtree Golf Club	2-3 lane residential/collector Some sidewalk along north portion of this segment, missing entirely to the south	N-S connection in center of city Golf course to east eliminated driveways and cross streets on that side of the road	Golf course bounds to the east High volume roadway Vertical and horizontal curvature
Ashford Park/former runway protection zone, creek	Clairmont Road to Skyland Drive	Ashford Park is undeveloped with some unpaved trails running through it	Ashford Park offers major green space as attraction and can connect to Clarimont Road and PDK some segments have potential to be along creek between Tobey Road and Duke Road (private lot) DeKalb county owns parcel south of Duke Road power line easement could potentially be used with coordination with utility provider existing sidewalk on Skyland Drive (southern segment) could connect to proposed project ID #148 and Ashford Park Elementary School	requires coordination with private owner for creek segment requires coordination with utility provider for powerline easement segment
Tobey Road/Parkridge Drive/Cravenridge Drive	Tobey Road to Caldwell Road	Tobey Road-25' wide no sidewalks, stormwater inlets and curbing present Parkridge Drive-24' wide no sidewalks no curb and gutter, utilities on east side of road existing unpaved path between Parkridge and Cravenridge Cravenridge Drive-existing sidewalks and crosswalks along entire segment	existing cut-through path between Parkridge and Cravenridge connection to Ashford Park Elem., Caldwell Road corridor and proposed Project ID #147	limited ROW Tobey Road - steep shoulder slopes on both sides of road and power lines on south side
Poplar Springs Drive	Drew Valley Road to Buford Highway	Poplar Springs Road-25' side no sidewalks existing curb and gutter	makes use of FEMA buyout lots	utilities on east side of road no sidewalks parking currently taking place within roadway residential landscaping is established and extends to edge of pavement along Poplar Springs Road
Clairmont Way	Buford Highway to Clairmont Way	Clairmont Way-26' wide sidewalks on east side	connects multifamily residences north of Buford Highway to Montclair Elementary connects Brookhaven to North Fork area existing sidewalk on Clairmont Way	crossing Buford Highway via existing culvert
North Duid Hills Road	Buford Highway or North Fork Creek to Goodwin Road at Projects #103 and 104	5 lane arterial Typically 55-60 feet wide Continuous sidewalks on both sides	Relatively few driveways/intersection streets Little to no development immediately on roadway, expecially to east	High speed, high volume roadway
North Fork Creek	City limits to city limits	Creekbed along I-85/Buford Highway	Planned construction of trail in creekbed along North Fork Peachtree Creek	
Corporate Boulevard	North Fork Creek to Frontage Road	Corporate: 2-4 lane connector with RI/RO access to frontage road; widewalk on west	Well shaded Access to Corporate Square offices	

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Bragg Street/Tobey Road	Skyland Drive to city limits/Clairmont Drive	Skyland: 20-25 feet wide residential street, no sidewalk Tobey Road: 25 feet wide no sidewalks, stormwater inlets and curbing present	East-west connection from Skyland Dr and nearby creek trail (Project 147) to potential southern PDK airport trail	Narrow, constrained residential street Limited usefulnees without PDK trail
Ellijay Drive and Coosawattie Drive	Dresden Drive to Briarwood Road	Residential street Mostly continuous sidewalk on west from Dresden to Cortez Lane, then continuous sidewalk to east until approx 350 feet north of Briarwood Road	Useful north-south connection from Briarwood into urban area of Dresden	Narrow, constrained residential street
Cheshire Way, Valvedere Drive, Thompson Road	Caldwell Road to Dresden Drive	Series of residential streets with no sidewalks 25-35 feet wide	Connection from potential rail crossing south to Dresden	Narrow roads with no existing infrastrucutre Limited connectivity if rail crossing not built near Town Brookhaven Indirect route
Skyland Drive	Dresden Drive to Drew Valley Road	Wide residential street Continuous sidewalk to west Large redevelopment happening along south	Connection from Skyland Park to Drew Valley and Buford Highway	Major redevelopment at southern end in progress; unclear how this will change sidewalk conditions and/or road cross-section
Executive Park Drive	City limits (Sheridan Road) to North Druid Hills Road	Executive Park Drive is four lane, median-separated roadway Very limited sidewalks, typically on south side of roadway	Connectivity between major office parks Alternative to busy Briarcliff Road	Tullie is narrow Limited need for connectivity
Thompson Road	Dresden Drive to Drew Valley Road	Narrow residential streets with speed humps	Link between projects 156 and 149	Narrow street Offset T intersection to north, disjointed from Proj 149 to south
Dresden Drive	Peachtree Road to Thompson Road	2-3 lane street Continuous sidewalk along southern side west of Skyland Drive, continuous sidewalk along northern side east of Skyland	Connections to Peachtree Road, Brookhaven MARTA, Brookhaven Village, Plaza Fiesta Single corridor from center of city to eastern limits; homes east of retail area are setback from the edge of pavement and existing sidewalk lines south side of the road	Minor Arterial classification makes "road diet" a less feasible alternative; massive high-transmission power lines exist on south side from Carlton Pl. east to Skyland Dr.; other utility lines on both sides of the road
Nancy Creek Drive	Ashford Dunwoody Road to Murphy Candler Park	2 lane residential streets Typically 20-30 feet wide Speed humps Sidewalks on Nancy Creek Drive, but not always on same side of road, not always continuous	Access to Murphey Candler Park E-W connector from Ashford Dunwoody Road to Clairmont Road Segment in park already creates a low-speed, bike/ped friendlier environment	T-Intersection of Nancy Creek Drive and Ashentree Drive would require signage to direct users Limited ROW
Blackburn Park	Blair Circle to Ashford Dunwoody Road	Park with winding recreational paths	Create direct link from Blair Circle to northern limits of park at Ashford Dunwoody Road	Existing fields and other facilities may be impacted depending on alignment, these facilities may force a less direct alignment
Frontage Road	Corporate Boulevard to Briarwood Road	Frontage Road: 2-3 lane one-way road; intermittent sidewalks along north	Frontage road has extra shoulder width Crossing of 85, regional connection	High speed, high volume; one way design and access to/from intersetate promote high speeds and decrease expectations of bike/ped Crossing under 85 would be challenging, underpass is unfriendly environment for bike/ped
Tullie Road/Tullie Circle	North Druid Hills Road to Frontage Road	Typical two lane roadway, 30-35 feet wide Some on-street parking, on Circle, some short sidewalk segments, but sidewalks largely missing Missing marking (centerline, edge of pavement marking etc)	Integration with Project 165 to cross I-85 Use of excess pavement	Space beyond existing pavement is constrained

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Frontage Road South	Tullie Circle to I-85 underpass	High speed, one way access road with two lanes 3-5 foot shoulder on southern edge Some sidewalk segments along southern side, fairly sparse	Connection to Project 163, crossing I-85, space to south of roadway	High-speed roadway, unattractive to walking or cycling
Skyland Drive/Tobey Road	Ashford Park (runway protection zone) to Dresden Drive	Skyland Drive-currently 22' wide, sidewalk on south/west side from Carlton Place to Dresden Drive, no curb and gutter	Connection from Proj 147 and 154 south to Dresden	Power lines on south side of road
Rail Overpass	Peachtree Road to Caldwell Road	Need for connection over rail line between Redding Road and North Druid Hills Road	Could be located at entrance for Town Brookhaven (shown) or to south at Osborne Road	Expensive, large structure, must be well-integrated into network to be useful, limited space for landings on each side
Brookhaven Park/Mabry Road	Peachtree Road/Osborne Road to Brookgate Way and Brookhaven Park Place	Various trails in Brookhaven Park and nearby unbuilt area	Connection to Brookhaven Park for residents who are nearby but must use Peachtree Road or Osborne Road to access; connection between cul-de-sacs which would increase access to Peachtree Road	Property owners
East Osborne Road/Green Meadows Lane	Caldwell Road to Dresden Drive	Narrow residential streets with speed humps Some sidewalks near Dresden, none at all elsewhere Alignment could also be shifted to follow Caldwell Road only	Connection from Caldwell Road (project 116) to Brookhaven Village area	Very narrow, constrained ROW, residences on all sides
Drew Valley Stormwater Trail	Oostanaula Drive to Drew Valley Road	Loose path around Drew Valley Stormwater retention area	Existing connection betwenn otherside non-integrated	Narrow, adjacent residents have built privacy fences along path
Skyland Drive	Drew Valley Road to Buford Highway/Clairmont Road	Existing roadway ends before intersection of Clairmont and Buford Highway, some sidewalks	Bike/ped only connection to major corridors	
Osborne Park	Osborne Road to Nancy Creek	Osborne Park and other properties	Connection would help create a strong north-south corridor in western section of the city; complement to Ashford-Dunwoody and PATH 400; provide better access to Osborne and Lynwood Parks for residents of areas just north	Property owners
Nancy Creek access trail	West Nancy Creek Drive to Nancy Creek	Undeveloped section of property at end of cul-de-sac	Access to Nancy Creek Trail (Projects 121, 122) for nearby residents; provide grade-seperated crossing of Johnsons Ferry	Property owners
Murphy Candler Park connection	Ashwoody Court to Murphy Candler Park trail	Thin slice of parkland between road and trail	Stronger east-west connection in north part of city, access through park to Kittleridge Elementary	Parkland, new access point has limitations
Publix connection	Ashford Dunwoody Road to Johnsons Ferry	Borderline between loading zone for Publix and northern property of Peachtree Golf Club	Connection in major north-south spine, provides a bypass to the intersection of Ashford Dunwoody Rd and Johnsons Ferry, connections to Projects 146 and 129	Publix land provides uncomfortable area for pedestrians, golf course land is fenced off and includes difficult terrain
Oglethorpe Connection	Dorby Park Drive	Small residential street providing access to only a handlful of homes	Connection between Osborne Road and Hermance Drive	Narrow street, no space for widening
Oglethorpe Connection	Dorby Park Drive to Hermance Drive	Undeveloped parcel along creekbed	Connection between Osborne Road and Hermance Drive	
Matthews Street	Colonial Drive to Oglethorpe Avenue	Sidewalk at intersection with Pine Grove Avenue, two lane residential street	Connection to existing rail overpass; especially useful in conjuction with Project 178, which would create a stronger link between Peachtree and AT&T development	Narrow street with limited ROW Existing landscaping, mailboxes, etc near roadway
Matthews-Park Vista connection	Cul-de-sac of Park Vista Drive to cul-de-sac of Matthews Street	Undeveloped, privately owned land	Connection between cul-de-sacs, increasing access between AT&T development and northern neighborhoods, as well as alternative connection to Cross Keys High School	Privately owned land
Colonial Drive	North Druid Hills Road to existing sidewalk	Narrow residential street with some sidewalk, which don't reach to North Druid Hills Road	Gap-filling to take advantage of existing sidewalks and create a more complete pedestrian network	Narrow street with limited ROW Existing landscaping, mailboxes, etc near roadway

Strt_Names	Extents	Existing Conditions	Opportunities	Limitations
Lenox Park Boulevard	North Druid Hills Road to Roxboro Road	Median-divided four lane road with continuous sidewalks	Inclusion of biking provisions to complement pedestrian facilities and improve access to AT&T development on on into Buckhead	
Mabry Road	Brookhaven Drive to Windsor Parkway	Typical two lane residential street Continuous sidewalk on east side of road	Alternative to Osborne Road for western portion of city	Narrow roadway
Harts Mill Road	Ashford Dunwoody Road to Chamblee Dunwoody Road	Constrained two lane residential street Continuous sidewalk on south of street, long segments of sidewalk on north, but with gaps	Increased connection to Chamblee and Nancy Creek Trail	Narrow roadway
Johnson Ferry Road	Donaldson Drive to eastern city limit	Major 2 lane collector/arterial with auxiliary lanes at most driveways and intersections Existing 8' sidepath along northern side	Increase connectivity to Chamblee, near downtown	

Appendix J
PROJECT PRIORITIZATION

Corridor ID	Implementation Phase	Street Name	Treatment	Corridor Suitability - Attractions	Corridor Suitability - Demand	Corridor Suitability - Character	Corridor Suitability - Total	Corridor Suitability	Consistency with Community Vision	General Connectivity	Construction Cost	ROW Cost	Community Support	TOTAL	Total Cost
100	ST	Buford Highway	Fill in sidewalk gaps	6.7	3.6		15.7	9.2	0	20	0	10	5	44.2	$ 930,000
100	MT	Buford Highway	road diet to make room for a "bus and bike only" lane Identify additional potential sites for HAWK crossings	6.7	3.6		15.7	9.2	0	20	0	10		39.2	$ 480,000
101	ST	Victor Road	Sidewalks and sharrows	2.4	10.0		18.0	10.5	0	5	5	5		25.5	$ 310,000
102	ST	Shady Valley Drive/Goodwin Road	Fill in sidewalks on Goodwin Road, crossing improvements, sharrows	3.3	0.0		18.5	10.8	0	5	5	10		30.8	$ 140,000
103	LT	Roxboro Road/Goodwin Road	Multi-use trail along eastern side to Goodwin Road and northern side of Goodwin to North Druid Hills Road (Project 104)	4.3	5.3		13.9	8.1	0	10	0	5		23.1	$ 640,000
104	MT	North Druid Hills Road	Add multi-use path on east and fill in sidewalk gaps to west	5.7	6.5		13.8	8.1	20	15	5	5	5	58.1	$ 410,000
105	MT	North Druid Hills Road	Expand sidewalk to multi-use trail along eastern side, fill in sidewalk gaps on west side	9.5	6.5		16.9	9.9	20	20	0	0	20	69.9	$ 1,210,000
106	MT	Curtis Drive/Corporate Boulevard	Multi-Use trail to east of road	5.7	7.7		18.8	11.0	20	15	0	0	15	61.0	$ 1,060,000
107	LT	Nancy Creek/Lynwood Park Connection	Multi-use trail along creekbed in coordination with Project 121 and resident demand	1.9	7.5	10	19.4	11.3	0	5	5	5	5	31.3	$ 240,000
108	ST	Colonial Drive/Oglethorpe Avenue	sharrows on Oglethorpe and Colonial	9.0	6.9		22.1	12.9	0	10	10	10		42.9	$ 40,000
108	LT	Colonial Drive/Oglethorpe Avenue	Multi-use trail	9.0	6.9		22.1	12.9	0	10	5	0		27.9	$ 640,000
109	ST	Briarwood Road	Fill in sidewalk gaps on south/west	5.2	6.5		17.1	10.0	0	10	5	10		35.0	$ 220,000
109	LT	Briarwood Road	Widen sidealk to multi-use trail to the south/west	5.2	6.5		17.1	10.0	0	10	0	0		20.0	$ 1,100,000
110	ST	Briarwood Road	Bike lanes striped on existing roadway	4.8	6.2		15.4	9.0	0	10	10	10		39.0	$ 50,000
111	LT	Sylvan Circle	Multi-use trail on north through greenspace, add access to Apple Valley	9.0	6.9		21.4	12.5	0	10	5	0		27.5	$ 650,000
112	ST	Apple Valley Road	Sidewalks	7.6	6.5		20.9	12.2	0	15	0	10		37.2	$ 540,000
112	LT	Apple Valley Road	Expand sidewalk to trail along north/west of roadway	7.6	6.5		20.9	12.2	0	15	0	0	10	37.2	$ 1,390,000
113	ST	Brookhaven Drive	Add sharrows	7.6	6.9		21.1	12.3	0	5	10	10		37.3	$ 40,000
114	MT	Dresden Drive	Multi-use path on south side of road	5.2	6.4		19.8	11.5	10	15	0	0	15	51.5	$ 1,180,000
115	ST	Peachtree Road	Fill in sidewalk gaps on north/west	8.6	2.1		15.6	9.1	20	20	5	10	15	79.1	$ 140,000
115	MT	Peachtree Road	Expand multi-use path on north side	8.6	2.1		15.6	9.1	20	20	0	0	15	64.1	$ 4,380,000
116	ST	Caldwell Road	Fill in sidewalk gaps	4.8	6.0		17.1	10.0	0	15	5	10	5	45.0	$ 130,000
116	LT	Caldwell Road	Expand sidewalk to multi-use trail to north/west of roadway Fill in sidewalk gaps to south	4.8	6.0		17.1	10.0	0	15	0	0	10	35.0	$ 1,780,000
117	ST	Osborne Road	Sharrows, fill in sidewalk gaps	3.8	6.4		17.0	9.9	10	15	0	10	10	54.9	$ 530,000
117	LT	Osborne Road	Widen sidewalk to multi-use trail	3.8	6.4		17.0	9.9	10	15	0	0	10	44.9	$ 1,310,000
118	ST	Humility Lane/Hearst Drive/Lanier Drive	Sidewalks along Humility Lane/Hearst Drive; add cycle track and sidewalk to opposite sides of Lanier Drive	3.8	6.4		17.0	9.9	10	15.0	0.0	3.3	10.0	48.2	$ 550,000
119	ST	Windsor Parkway	Sharrows, fill in sidewalk gaps	4.3	7.2		16.4	9.6	10	10	0	10	5	44.6	$ 540,000
119	LT	Windsor Parkway	Road calming and multi-use trail	4.3	7.2		16.4	9.6	10	10	0	0	5	34.6	$ 2,140,000
120	ST	Hermance Drive	Sharrows	5.7	6.3		18.2	10.6	0	10	10	10		40.6	$ 70,000
120	LT	Hermance Drive	Improve sidewalk connections to school	5.7	6.3		18.2	10.6	0	10	10	10		40.6	$ 10,000
121	LT	Nancy Creek	Path along creekbed	1.9	7.5	10	19.4	11.3	10	10	0	0	10	41.3	$ 940,000
122	LT	Nancy Creek	Path along creekbed	3.8	8.4	10	22.2	13.0	10	10	0	0	10	43.0	$ 1,550,000
123	LT	Nancy Creek	Path along creekbed	2.9	6.9	10	19.7	11.5	10	15	0	0	10	46.5	$ 2,090,000
124	ST	Nancy Creek Drive/Ashentree Drive	Sidewalks and sharrows	2.9	6.9		15.4	9.0	0	10	0	0		19.0	$ 1,010,000
125	ST	Nancy Creek Drive	Sharrows, connect sidewalks	2.9	0.0		16.1	9.4	0	5	5	10		29.4	$ 140,000
126	ST	Old Johnson Ferry Road/Saint Joseph Hospital	Sharrows, connect sidewalks	4.3	0.0		18.6	10.8	0	10	5	10		35.8	$ 340,000
127	ST	Ashford Dunwoody Road	Fill in gaps in sidewalk to east	4.8	7.7		17.1	10.0	0	10	10	10	15	55.0	$ 30,000
127	MT	Ashford Dunwoody Road	Expand sidewalk to multi-use trail to east of road	4.8	7.7		17.1	10.0	20	10	0	0	15	55.0	$ 1,170,000
128	MT	Ashford Dunwoody Road	Improve and brand multi-use trail to east of road	3.8	8.4		24.4	14.3	20	10	5	10	15	74.3	$ 350,000
129	MT	Blair Circle	Improve and brand existing multi-use trail; widen sidewalks where necessary to make trail continuous	7.1	7.5		18.9	11.0	20	15	10	10	15	81.0	VARIES
130	MT	Donaldson Drive	Coordinate with Chamblee to improve and connect sidewalks Sharrows	3.8	7.3		16.8	9.8	0	5	5	0		19.8	$ 730,000
131	MT	Chamblee Dunwoody Road	Coordinate with Chamblee to add sidewalks	3.3	0.8		13.1	7.6	0	10	0	0		17.6	$ 1,140,000
132	ST	East Nancy Creek Drive	Extend sidewalk, add sharrows	5.2	6.9		19.1	11.1	0	5	10	10		36.1	$ 60,000
133	ST	Ashwoody Court/Ashwoody Trail	Sidewalks and sharrows	2.4	6.9		15.7	9.2	10	10	0	0		29.2	$ 800,000
134	MT	Perimeter Summit Parkway	Midblock crossing at offices	0.0	0.0		N/A	N/A	20	5	10	10	15	60.0	$ 40,000
135	ST	Perimeter Center Parkway	Sharrows	8.1	6.9		22.7	13.3	0	10	10	10		43.3	$ 10,000
136	ST	Lake Hearn Drive	Sharrows	0.0	8.1	5	13.1	7.7	20	10	10	10	15	72.7	$ 10,000
137	LT	Redding Road	Multi-use trail on west side, tying in to park and Caldwell Road (Project 116) Wayfinding to Dresden Drive and downtown Chamblee	4.3	6.4		34.3	20.0	0	15	10	5		50.0	$ 110,000
138	ST	Drew Valley Road	Sharrows	2.9	0.4		24.1	14.1	0	10	10	10		44.1	$ 80,000
138	LT	Drew Valley Road	Sidewalk on north	2.9	0.4		24.1	14.1	0	10	10	10		44.1	$ 30,000
139	LT	Clairmont Road	Multi-use trail to west	5.7	6.5		17.3	10.1	10	15	0	0	5	40.1	$ 1,320,000
140	LT	Clairmont Road	Multi-use trail to west	8.6	6.9		20.9	12.2	10	15	0	0	5	42.2	$ 1,050,000
141	MT	Clairmont Road	Trailhead at North Fork Add wayfinding signage to recent streetscaping	6.2	9.1		15.9	9.3	10	15	10	10	5	59.3	VARIES
142	ST	Brookhaven Drive	Sharrows	3.3	6.8		17.1	10.0	0	5	10	10		35.0	$ 90,000
143	ST	Drew Valley Road	Connect sidewalks, improve crossings	3.8	9.3		19.3	11.2	0	10	10	10		41.2	$ 120,000
143	LT	Drew Valley Road	Expand sidwalk to multi-use trail	3.8	9.3		19.3	11.2	0	10	5	5		31.2	$ 250,000
144	MT	Keswick Park connection	Extend sidewalk/trail to park	3.3	7.5		20.5	12.0	10	15	10	5	10	62.0	$ 170,000
145	LT	North Fork Nancy Creek	Creekbed path	0.5	6.9	10	17.4	10.1	10	10	0	5		35.1	VARIES
146	ST	Ashford Dunwoody Road	Fill in gaps in sidewalk to east	7.6	7.5		17.7	10.3	20	20	5	10	15	80.3	$ 370,000
146	MT	Ashford Dunwoody Road	Expand sidewalk to multi-use trail to east of road	7.6	7.5		17.7	10.3	20	20	0	10	15	75.3	$ 830,000
147	LT	Ashford Park/fmr runway protection zone/Skyland Dr	Multi-use path	2.5	5.0	10	17.5	10.2	0	5	0	0		15.2	$ 770,000
148	MT	Tobey Road/Parkridge Drive/Cravenridge Drive	Multi-use path along all segments	4.3	5.9		23.4	13.6	0	5	5	0		23.6	$ 750,000

Corridor ID	Implementation Phase	Street Name	Treatment	Corridor Suitability - Attractions	Corridor Suitability - Demand	Corridor Suitability - Character	Corridor Suitability - Total	Corridor Suitability	Consistency with Community Vision	General Connectivity	Construction Cost	ROW Cost	Community Support	TOTAL	Total Cost
149	LT	Poplar Springs Drive/Peachtree Creek	Multi-use path	2.5	8.1	10	20.6	12.1	0	10	5	0		27.1	$ 970,000
150	ST	Clairmont Way	Sharrows	4.3	7.7		26.0	15.2	0	10	10	10		45.2	$ 60,000
150	LT	Clairmont Way	Trailhead at North Fork, widen sidewalk to multi-use trail	4.3	7.7		26.0	15.2	0	10	0	10		35.2	$ 600,000
151	MT	North Druid Hills Road	Mixed use trail on east side, continuation of project 104	5.7	7.5		16.3	9.5	20	20	0	0	5	54.5	$ 1,450,000
152	MT	Peachtree Creek Greenway	Multi-use trail	4.8	1.6	10	16.3	9.5	10	20	0	10	15	64.5	$ 2,550,000
153	MT	Corporate Boulevard	Multi-use path on east side of Corporate Blvd.	4.8	6.3		16.5	9.6	20	10	5	0	15	59.6	$ 600,000
154	LT	Bragg Street/Tobey road	Multi-use trail extending PDK trail	5.2	6.9		17.7	10.3	0	10	0	0		20.3	$ 940,000
155	ST	Ellijay Drive and Coosawattie Drive	Fill in sidewalk gaps, sharrows, improve crossings, especially where sidewalk changes sides of street (Cortez)	5.7	5.6		19.0	11.1	0	10	0	10		31.1	$ 490,000
156	MT	Cheshire Way, Valvedere Drive, Thompson Road	Add sidewalk to south/west	3.3	5.9		15.1	8.8	0	5	5	0		18.8	$ 440,000
156	LT	Cheshire Way, Valvedere Drive, Thompson Road	Expand sidewalk to multi-use trail to south/west	3.3	5.9		15.1	8.8	0	5	0	0		13.8	$ 740,000
157	LT	Skyland Drive	Multi-use trail to west	4.8	6.6		20.4	11.9	0	5	5	5		26.9	$ 540,000
158	ST	Executive Park Drive	Fill in sidewalk gaps, sharrows	6.2	5.6		17.8	10.4	20	10	0	10	15	65.4	$ 510,000
158	MT	Executive Park Drive	Expand sidewalk to multi-use trail on south	6.2	5.6		17.8	10.4	20	10	0	5	15	60.4	$ 520,000
159	ST	Thompson Road	Sharrows, sidewalks	2.4	5.7		15.3	8.9	0	5	10	5		28.9	$ 180,000
160	MT	Dresden Drive	Bike lanes (as width allows) from Apple Valley Rd. thru urban area (Camille Dr.) and widen sidewalks to south, incorporating development regulations as appropriate	8.1	6.1		18.4	10.8	10	20	0	0	15	55.8	$ 1,280,000
161	MT	Nancy Creek Drive	Expand multi-use PATH trail	4.3	6.9		17.3	10.1	10	10	5	5		40.1	$ 410,000
162	MT	Blackburn Park	Multi-Use Path	8.1	6.9	10	25.0	14.6	20	10	0	10	15	69.6	$ 510,000
163	MT	Frontage Road	Fill sidewalk gaps	4.3	6.2		18.4	10.7	20	20	5	10	10	75.7	$ 250,000
163	LT	Frontage Road	Widen sidewalk to multi-use path on north side of Frontage Rd., crossing at I-85 underpass	4.3	6.2		18.4	10.7	20	20	0	0	10	60.7	$ 2,820,000
164	MT	Tullie Road/Tullie Circle	Multi-use trail	5.7	7.5		20.3	11.9	20	20	5	5	15	76.9	$ 460,000
165	LT	Frontage Road South	Multi-use path on south side of road	4.3	7.5	10	21.8	12.7	20	20	5	0	15	72.7	$ 370,000
166	ST	Skyland Drive/Tobey Road	Fill in sidewalk gaps	3.8	6.4		28.4	16.6	0	5	10	10		41.6	$ 30,000
166	MT	Skyland Drive/Tobey Road	Expand sidewalk to multi-use trail	3.8	6.4		28.4	16.6	0	5	5	5		31.6	$ 310,000
167	LT	Rail Overpass	Multi-use trail overpass connecting to Town Brookhaven	8.6	6.3	10	24.8	14.5	15	20	0	0	15	64.5	VARIES
168	LT	Brookhaven Park	Multi-use trail	3.8	6.9		21.2	12.4	0	5	5	10		32.4	$ 230,000
169	ST	East Osborne Road/Green Meadows Lane	Sharrows	6.2	6.3		20.0	11.7	0	10	10	10		41.7	$ 30,000
169	LT	East Osborne Road/Green Meadows Lane	Add sidewalk	6.2	6.3		20.0	11.7	0	10	10	5		36.7	$ 200,000
170	MT	Drew Valley Stormwater Trail	Pave existing trail, with possibility of widening to full 10'	3.8	5.0	10	18.8	11.0	0	10	5	5		31.0	$ 210,000
171	ST	Skyland Drive	Sharrows	0.0	7.3	10	17.3	10.1	0	10	10	10		40.1	$ 10,000
171	LT	Skyland Drive	Add sidewalks, continuation of adjacent projects, improve connections to intersection	0.0	7.3	10	17.3	10.1	0	10	10	10		40.1	$ 20,000
172	LT	Osborne Park	Multi-use trail connecting to Nancy Creek Trail (Project 121)	2.4	7.5	10	19.9	11.6	10	10	5	5		41.6	$ 210,000
173	LT	Nancy Creek access trail	Multi-use trail connecting trail and cul-de-sac	0.0	8.1	10	18.1	10.6	0	10	10	5		35.6	$ 100,000
174	LT	Murphy Candler Park connection	Multi-use trail	0.5	6.9	10	17.3	10.1	10	5	10	5		40.1	$ 20,000
175	MT	Publix connection	Multi-use trail along northern edge of forested area	6.7	7.5	10	24.2	14.1	20	20	5	0	15	74.1	$ 560,000
176	LT	Dorby Park Drive/Oglethorpe Connection	Sharrows on Dorby Park Drive, multi-use path from road end to Hermance Drive	3.4	7.2	10	17.5	10.2	0.0	8	7.5	5.0	0	30.2	$ 370,000
177	ST	Matthews Street	Sharrows	7.1	5.3		19.0	11.1	0	5	10	10		36.1	$ 20,000
177	LT	Matthews Street	Add sidewalk to east	7.1	5.3		19.0	11.1	0	5	10	5		31.1	$ 140,000
178	LT	Matthews-Park Vista connection	Multi-use path	0.0	4.4	10	14.4	8.4	0	5	10	0		23.4	$ 340,000
179	MT	Colonial Drive	Fill sidewalk gaps	6.2	4.4		17.9	10.5	0	5	10	10		35.5	$ 40,000
180	MT	Lenox Park Boulevard	Buffered bike lanes as part of road diet	3.8	4.6		14.6	8.5	10	15	10	10	5	58.5	$ 80,000
181	ST	Mabry Road	Sharrows	3.3	1.8		14.6	8.5	0	15	5	10		38.5	$ 130,000
182	LT	Harts Mill Road	Coordinate with Chamblee to create multi-use path	1.9	6.9		13.7	8.0	0	10	0	0	5	23.0	$ 2,060,000
183	MT	Johnson Ferry Road	Improve and brand existing sidepath	6.7	7.5		17.2	10.1	10	10	10	10		50.1	VARIES
184	ST	Cartecay Drive	Sharrows	6.2	6.0		21.3	12.4	0	10	10	10		42.4	$ 30,000
185	ST	Standard Drive	Sharrows	10.0	6.9		23.6	13.8	0	5	10	10		38.8	$ 20,000
186	MT	Peachtree Creek	Multi-use path	3.3	8.0	10	21.3	12.4	0	15	5	0		32.4	$ 530,000
187	MT	Creek parallel to Skyland Drive, power easment	Multi-use path	4.8	6.2	10	21.0	12.3	0	5	5	0		22.3	$ 490,000
188	ST	Fernwood Circle	Fill in sidewalk gaps, add sharrows	6.2	5.0		18.7	10.9	0	5	5	10		30.9	$ 300,000
189	MT	Woodrow Way	Extend existing sidewalk to Lanier Boulevard	5.2	7.5		18.6	10.9	0	5	10	10		35.9	$ 50,000
190	ST	North Cliff Valley Way	Add buffered bike lanes	5.2	8.5		17.7	10.3	10	10	10	10		50.3	$ 50,000
191	LT	Northeast Plaza	Multi-use path	2.9	6.3	10	19.1	11.2	10	10	5	0		36.2	$ 660,000
192	LT	Perimeter-Medical Connector Trail	Multi-use path	4.3	8.1	10	22.4	13.1	0	15	5	0		33.1	$ 930,000
193	ST	Osborne Road	Sharrows	3.8	7.5		18.3	10.7	10	15	10	10	10	65.7	$ 50,000
194	LT	Georgian Hill Park Trail	Multi-use path	4.8	6.9	10	21.6	12.6	0	5	5	5		27.6	$ 440,000
195	LT	Cove Circle/Bamby Lane Creekway	Multi-use path	2.9	6.3	10	19.1	11.2	0	5	0	0		16.2	$ 1,260,000
196	MT	Coosawattee Connector	Multi-use trail connecting from Coosawattee through existing ROW and small pieces of apartment land to southern Coosawatee. Then along west side of Coosawattee to N Cliff Valley Rd.	1.9	8.4	7	17.3	10.1	0	5	5	5	0	25.1	$ 510,000

Appendix K
CONCEPTUAL DRAWINGS

112-LT and 116-LT

Apple Valley Road and Caldwell Road Multi-Use Path

Project Description

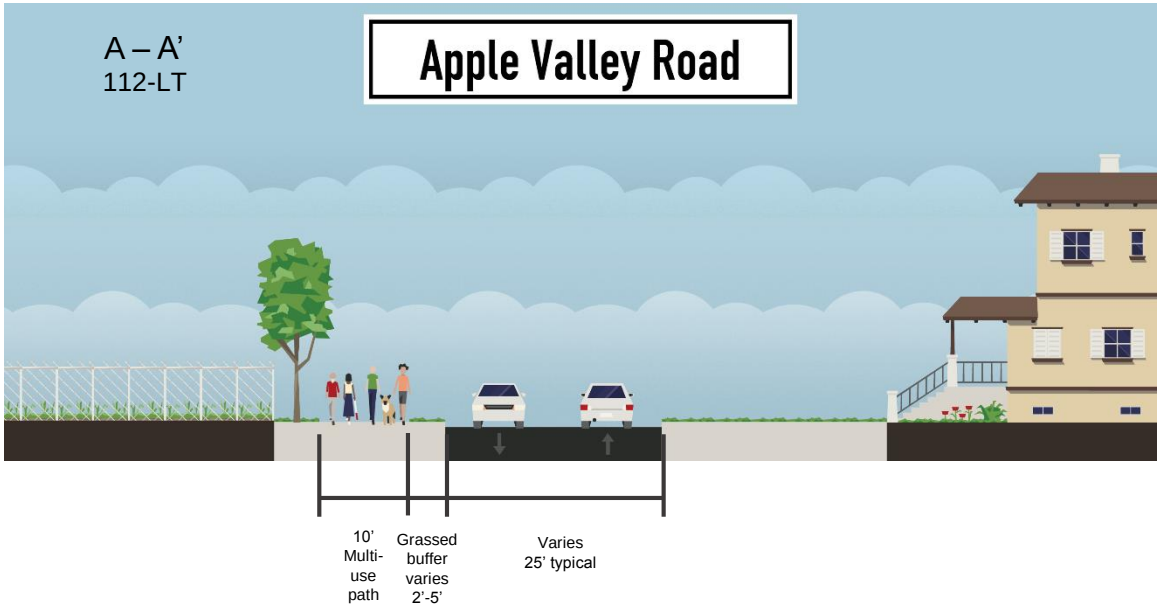
10’ multi-use path along Apple Valley Road, E. Osborne Road, and Caldwell Road connecting such destinations as:

- Proposed MARTA Transit Oriented Development (TOD) at the Brookhaven Station
- Retail and residences on Dresden Drive
- Potential Peachtree Road grade-separated pedestrian bridge
- Proposed Dresden Drive trail
- Local neighborhoods
- City of Chamblee

The multi-use path is proposed for the west side of the road(s) with a typical 2’-5’ grassed buffer when applicable. The southern terminus is the signal at Apple Valley Road at Dresden Drive and the project will extend approximately 1.9 miles to the northeast to the intersection of Caldwell Road and 8th Street at the Brookhaven city limit. Improved crossings are proposed for

- Signalized intersection of Apple Valley Rd. and Dresden Dr.
- Unsignalized side-street stop controlled “T” of Apple Valley Rd. and E. Osborne Rd.
- Unsignalized side-street stop controlled intersection of Caldwell Rd. and Redding Rd.

A – A’
112-LT



112-LT Estimated Cost:
$1,390,000

* Note: installation of a 10’ multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion

112-LT and 116-LT

Apple Valley Road and Caldwell Road Multi-Use Path (cont.)

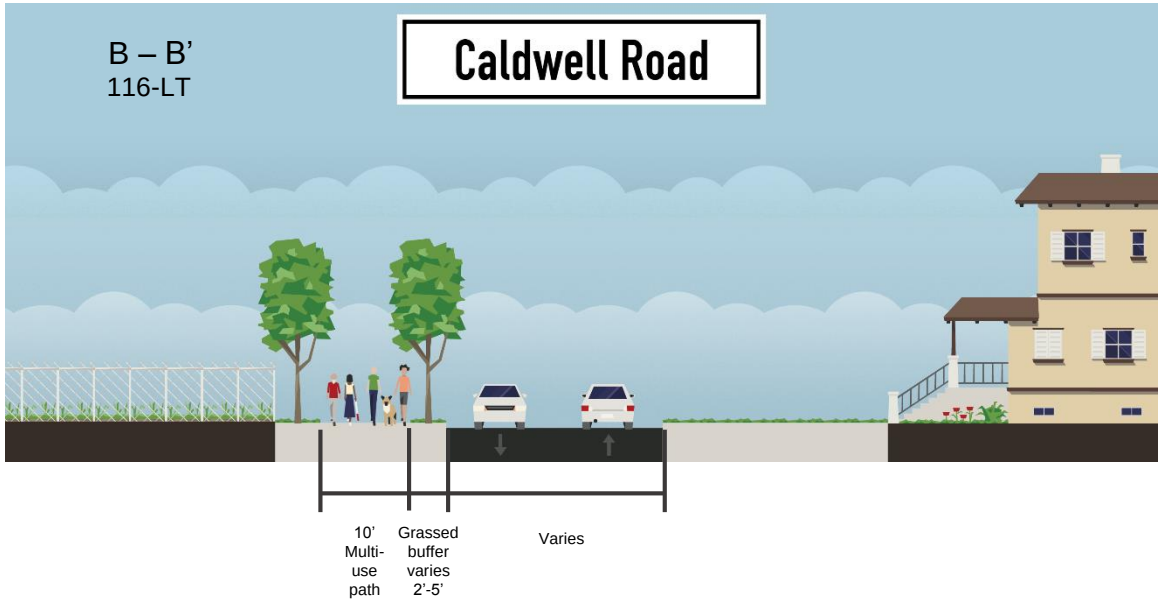
Project Description

10’ multi-use path along Apple Valley Road, E. Osborne Road, and Caldwell Road connecting such destinations as:

- Proposed MARTA Transit Oriented Development (TOD) at the Brookhaven Station
- Retail and residences on Dresden Drive
- Potential Peachtree Road grade-separated pedestrian bridge
- Proposed Dresden Drive trail
- Local neighborhoods
- City of Chamblee

The multi-use path is proposed for the west side of the road(s) with a typical 2’-5’ grassed buffer when applicable. The southern terminus is the signal at Apple Valley Road at Dresden Drive and the project will extend approximately 1.9 miles to the northeast to the intersection of Caldwell Road and 8th Street at the Brookhaven city limit. Improved crossings are proposed for:

- Signalized intersection of Apple Valley Rd. and Dresden Dr.
- Unsignalized side-street stop controlled “T” of Apple Valley Rd. and E. Osborne Rd.
- Unsignalized side-street stop controlled intersection of Caldwell Rd. and Redding Rd.



116-LT Estimated Cost: $1,780,000

* Note: installation of a 10’ multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion

139-LT and 140-LT

Clairmont Road Multi-Use Path

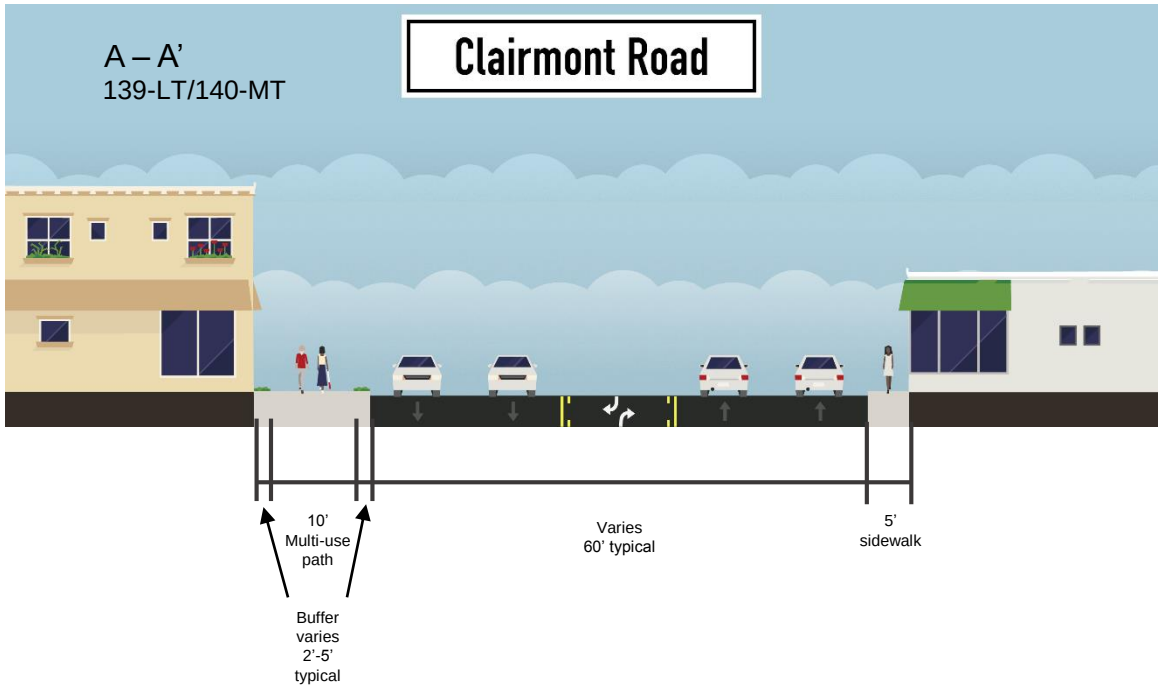
Project Description

10’ multi-use path along the west side of Clairmont Road connecting such destinations as:

- Buford Highway
- Retail and residences on and off of Clairmont Road
- Proposed Dresden Drive trail
- Georgian Hills Park
- Proposed green space in former runway protection zone
- City of Chamblee

The multi-use path is proposed for the west side of Clairmont Road with a typical 2’-5’ grassed buffer when applicable. The urban setting and proximity of businesses and residences on Clairmont Road may necessitate a narrower buffer section in certain areas. The southern terminus is the signal at Buford Highway and Clairmont Road. The project will extend approximately 0.5 miles to the north to the Brookhaven city limit. Improved crossings are proposed for:

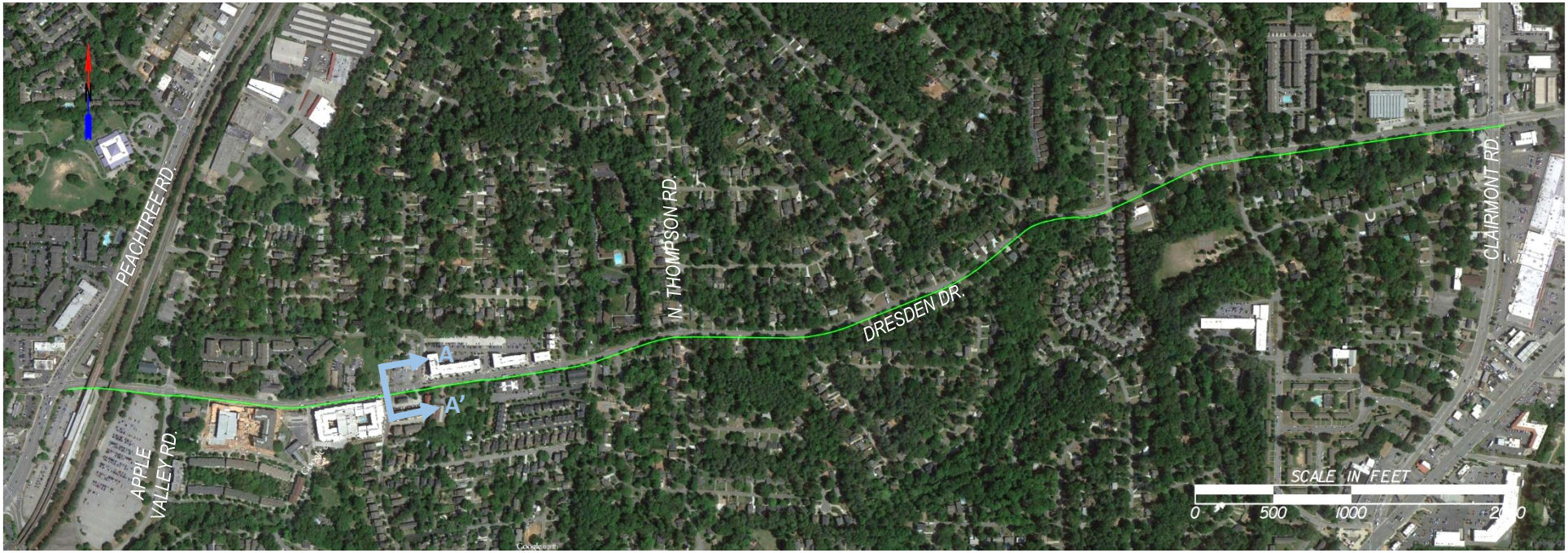
- Signalized intersection of Buford Highway and Clairmont Road
- Signalized intersection of Clairmont Road and Skyland Road
- Signalized intersection of Clairmont Road and Dresden Drive
- Signalized intersection of Clairmont Road and Bragg Street
- Various unsignalized intersections along Clairmont Road



139-LT Estimated Cost:
$1,320,000

140-LT Estimated Cost:
$1,050,000

* Note: installation of a 10’ multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion



160-MT and 114--MT

Dresden Drive Wide Sidewalks/Buffered Bike Lanes and Multi-Use Path

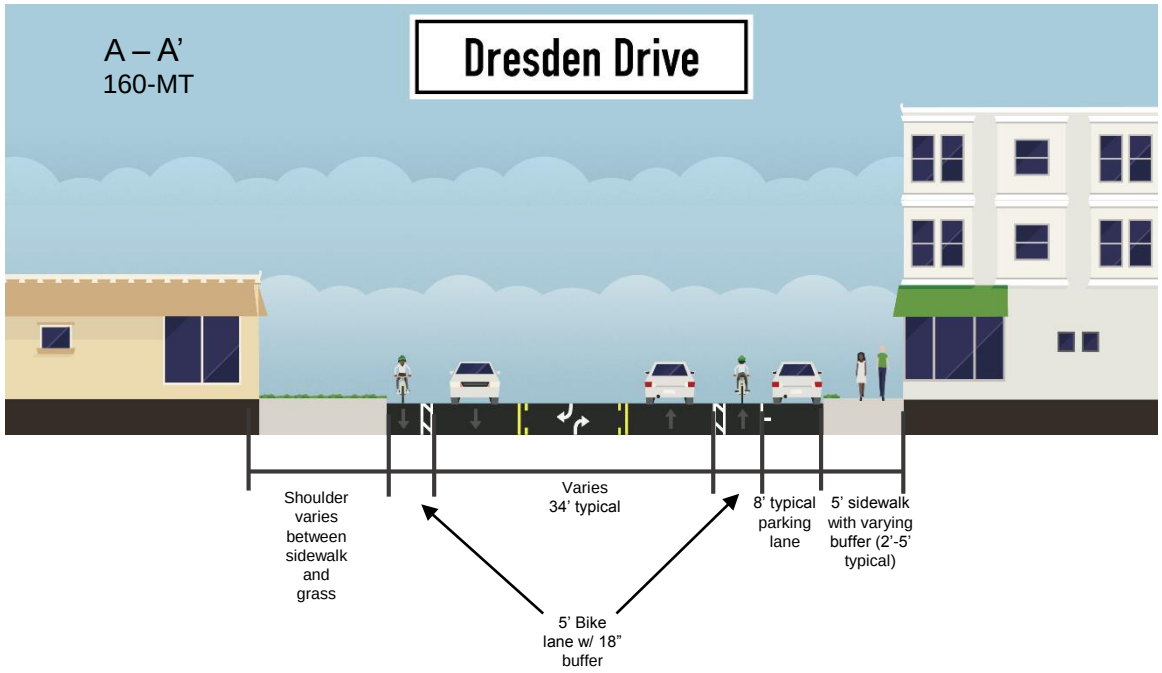
Project Description

10' multi-use path along Dresden Drive connecting such destinations as:

- Proposed MARTA Transit Oriented Development (TOD) at the Brookhaven Station
- Proposed Caldwell Road trail
- Proposed Clairmont Road trail
- Retail and residences on Dresden Drive
- Local neighborhoods
- Drepung Loseling Monastery
- Skyland Park

The segment between Peachtree Road and N. Thompson Road (MT-160) is a proposed combination of wide sidewalks (5'-7') and buffered bike lanes, with the potential to use on-street parking as the buffer. East of N. Thompson Road, the section (MT-114) would transition into a 10' multi-use path on the south side of Dresden Drive with a typical 2'-5' grassed buffer when applicable. The project would extend approximately 1.2 miles from Peachtree Road to Clairmont Road. Improved crossings are proposed for:

- Signalized intersection of Dresden Drive and Apple Valley Road
- Signalized intersection of Dresden Drive and Caldwell Road
- Signalized intersection of Dresden Drive and N. Thompson Road
- Signalized intersection of Dresden Drive and Skyland Drive
- Various unsignalized intersections along Dresden Drive



160-MT Estimated Cost:
$1,280,000

160-MT and 114-MT

Dresden Drive Wide Sidewalks/Buffered Bike Lanes and Multi-Use Path (cont.)

Project Description

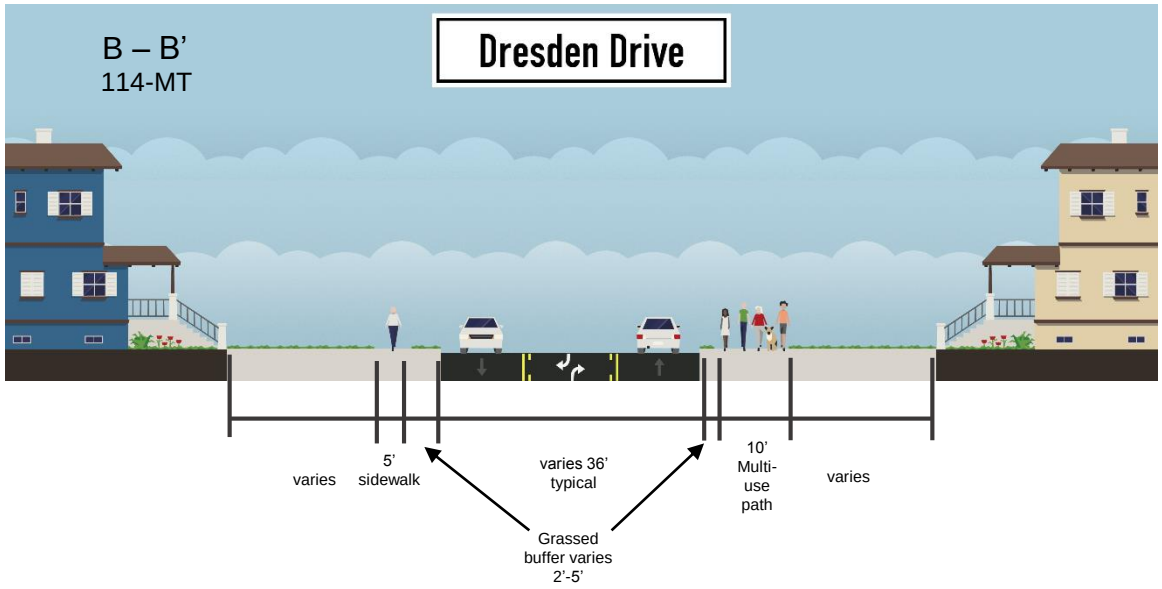
10' multi-use path along Dresden Drive connecting such destinations as:

- Proposed MARTA Transit Oriented Development (TOD) at the Brookhaven Station
- Proposed Caldwell Road trail
- Proposed Clairmont Road trail
- Retail and residences on Dresden Drive
- Local neighborhoods
- Drepung Loseling Monastery
- Skyland Park

The segment between Peachtree Road and N. Thompson Road is a proposed combination of wide sidewalks (5'-7') and buffered bike lanes, with the potential to use on-street parking as the buffer. East of N. Thompson Road, the section would transition into a 10' multi-use path on the south side of Dresden Drive and 5' sidewalk to the north with a typical 2'-5' grassed buffer when applicable. The project would extend approximately 1.2 miles from Peachtree Road to Clairmont Road. Improved crossings are proposed for:

- Signalized intersection of Dresden Drive and Apple Valley Road
- Signalized intersection of Dresden Drive and Caldwell Road
- Signalized intersection of Dresden Drive and N. Thompson Road
- Signalized intersection of Dresden Drive and Skyland Drive
- Various unsignalized intersections along Dresden Drive

B – B'
114-MT



Estimated Cost:
$1,180,000

* Note: installation of a 10' multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion

138-LT

Drew Valley Road Multi-Use Path

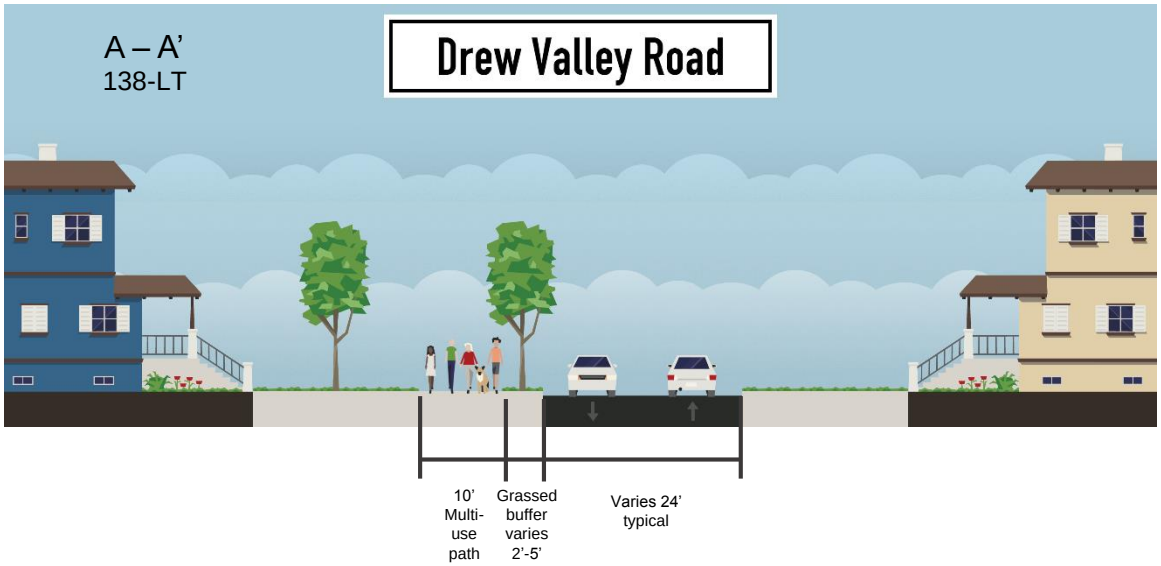
Project Description

10' multi-use path along Drew Valley Road connecting such destinations as:

- Trail connection to Oostanaula Drive in wetland retention area
- Local neighborhoods
- Proposed Clairmont Road trail

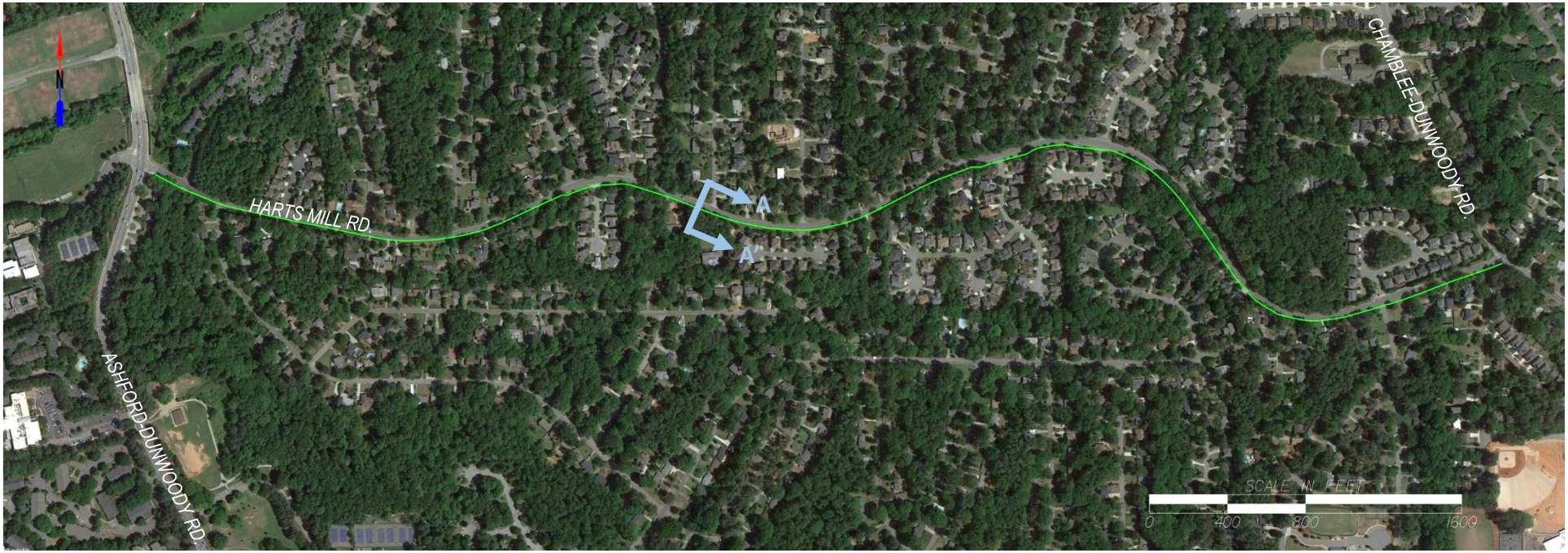
The segment is an example of a narrower local multi-use path connecting the existing trail in the wetland retention area at the western terminus of the proposed Drew Valley Road path to Clairmont Road to the east. The project would extend on the north side of Drew Valley Road for approximately 0.9 miles from the connection over to Oostanaula Drive to Clairmont Road. Improved crossings are proposed for:

- Various unsignalized intersections along Drew Valley Road



Estimated Cost:
$4,000,200

* Note: installation of a 10' multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion



182-LT

Harts Mill Road Multi-Use Path

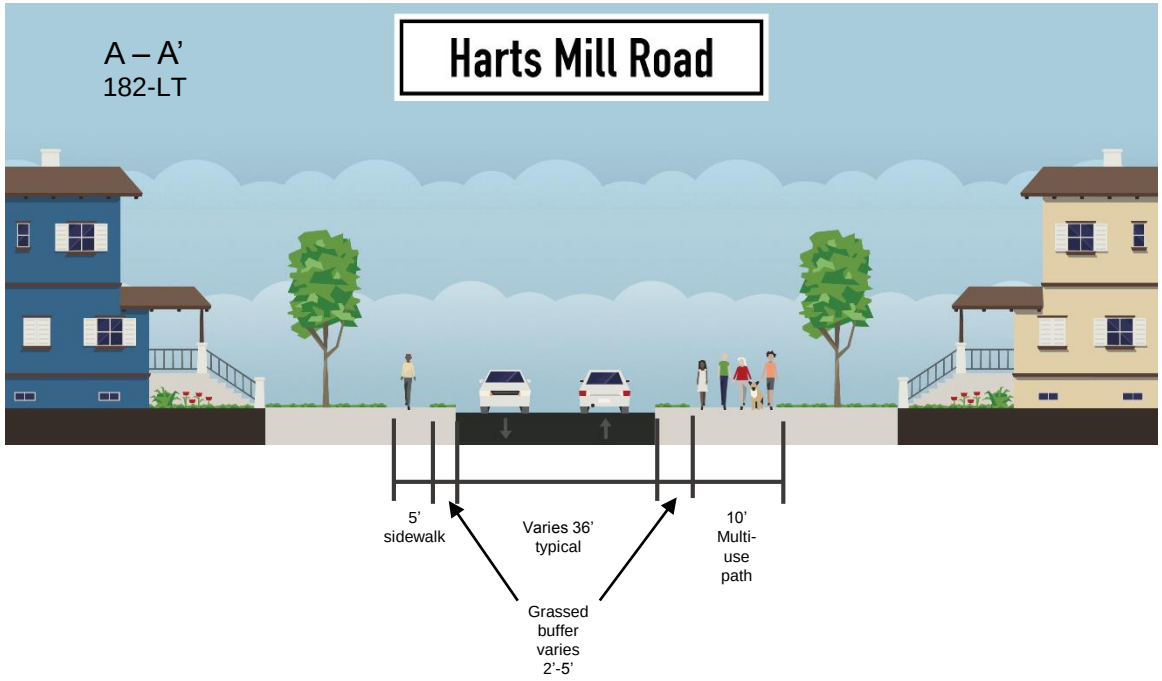
Project Description

10' multi-use path along Harts Mill Road connecting such destinations as:

- Marist School
- Nancy Creek Trail
- Local neighborhoods
- City of Chamblee

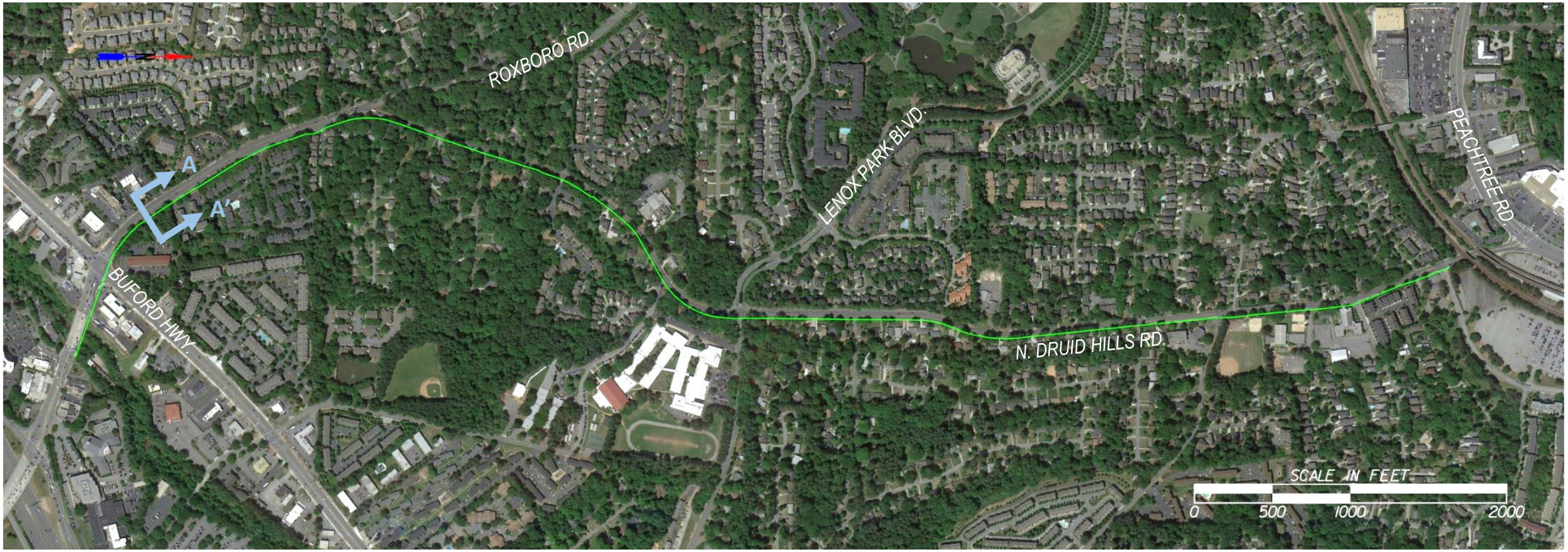
The proposed multi-use path on Harts Mill Road would extend between the signal at Ashford Dunwoody Road and Chamblee Dunwoody Road. The path is proposed on the south side of Harts Mill Road to retain the existing sidewalk on the north side and to minimize utility impacts. Gaps in the north-side sidewalk would be completed to create a continuous section. The typical section consists of a 10' wide path with a 2'-5' grassed buffer. The project would extend approximately 1.4 miles. Improved crossings are proposed for:

- Signalized intersection of Harts Mill Road and Ashford Dunwoody Road (into the Marist School)
- Signalized intersection of Harts Mill Road and Chamblee Dunwoody Road
- Various unsignalized intersections along Dresden Drive



182-LT Estimated Cost:
$2,060,000

* Note: installation of a 10' multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion



151-MT, 104-MT and 105-MT

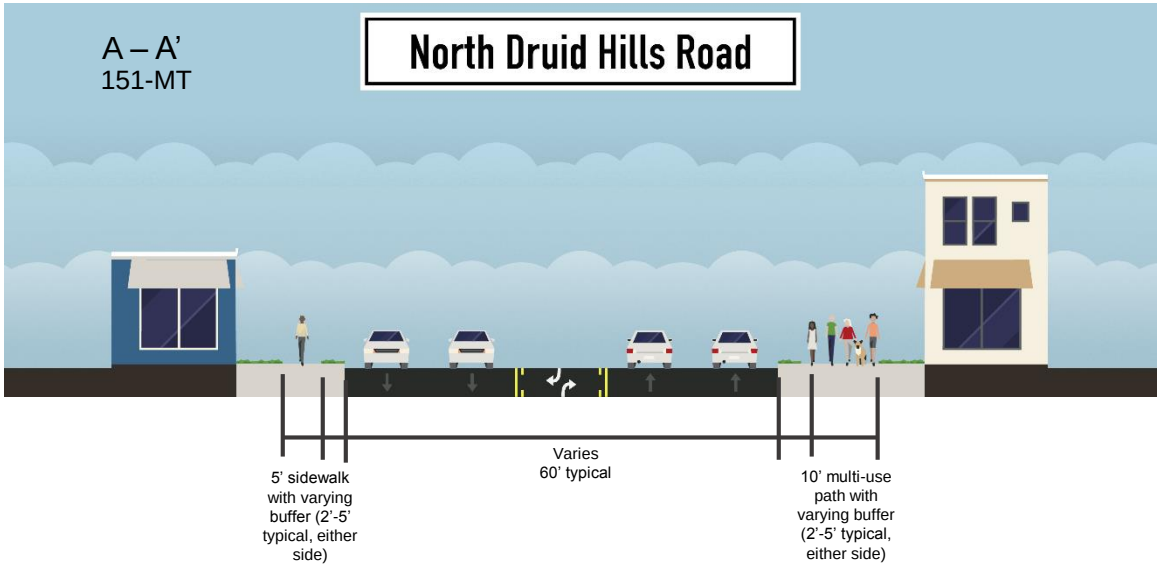
North Druid Hills Road Multi-Use Path and Sidewalks

Project Description

10’ multi-use path along east side of N. Druid Hills Road and 5’ sidewalk on west side connecting such destinations as:

- Proposed North Fork Creek trail
- Buford Highway
- Cross Keys High School and Woodward Elementary School
- MARTA bus stops
- Local neighborhoods
- Boys and Girls Club
- Congregation Or VeShalom Synagogue
- Brookhaven United Methodist Church
- Brookhaven Baptist Church
- Brookhaven Branch Library
- Proposed MARTA Transit Oriented Development (TOD) at Brookhaven Station

The proposed multi-use path on the east side of N. Druid Hills Road would begin at a trailhead for the proposed North Fork Creek trail south of the signal at Buford Highway and N. Druid Hills Road. The path would continue to the north for approximately 1.9 miles to the proposed MARTA TOD site at the Brookhaven Station. On the east side, the existing sidewalk gaps should be filled when applicable. The typical section consists of a 10’ wide path section on the east side, 5’ sidewalks on the west side in certain segments, with a 2’-5’ grassed buffer where applicable.



151-MT Estimated Cost:
$1,450,000

* Note: installation of a 10’ multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion

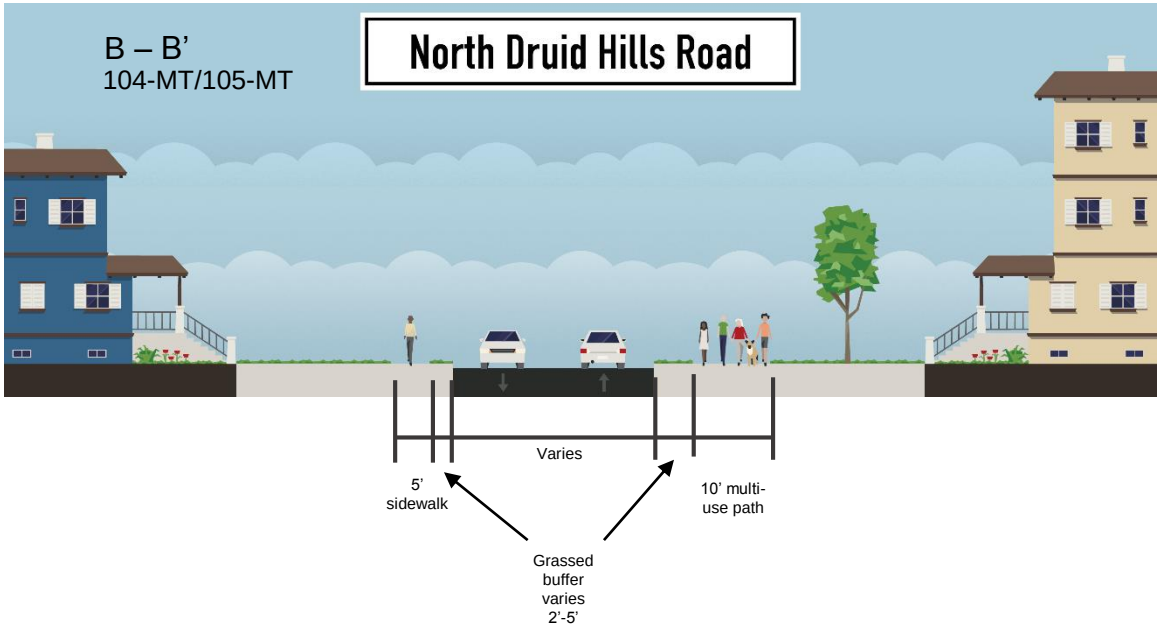
151-MT, 104-MT and 105-MT

North Druid Hills Road Multi-Use Path and Sidewalks (cont.)

Project Description (cont.)

Improved crossings are proposed for:

- Signalized intersection of Buford Highway at N. Druid Hills Road
- Signalized intersection of N. Druid Hills Road and E. Roxboro Road
- Signalized intersection of N. Druid Hills Road and Goodwin Road
- Signalized intersection of N. Druid Hills Road and Curtis Drive
- Signalized intersection of N. Druid Hills Road and Lenox Park Blvd./N. Cliff Valley Way
- Signalized intersection of N. Druid Hills Road and Briarwood Road
- Signalized intersection of N. Druid Hills Road and Apple Valley Road



104-MT Estimated Cost: $410,000

105-MT Estimated Cost: $1,210,000

* Note: installation of a 10' multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion

190-ST

North Cliff Valley Way Buffered Bike Lanes

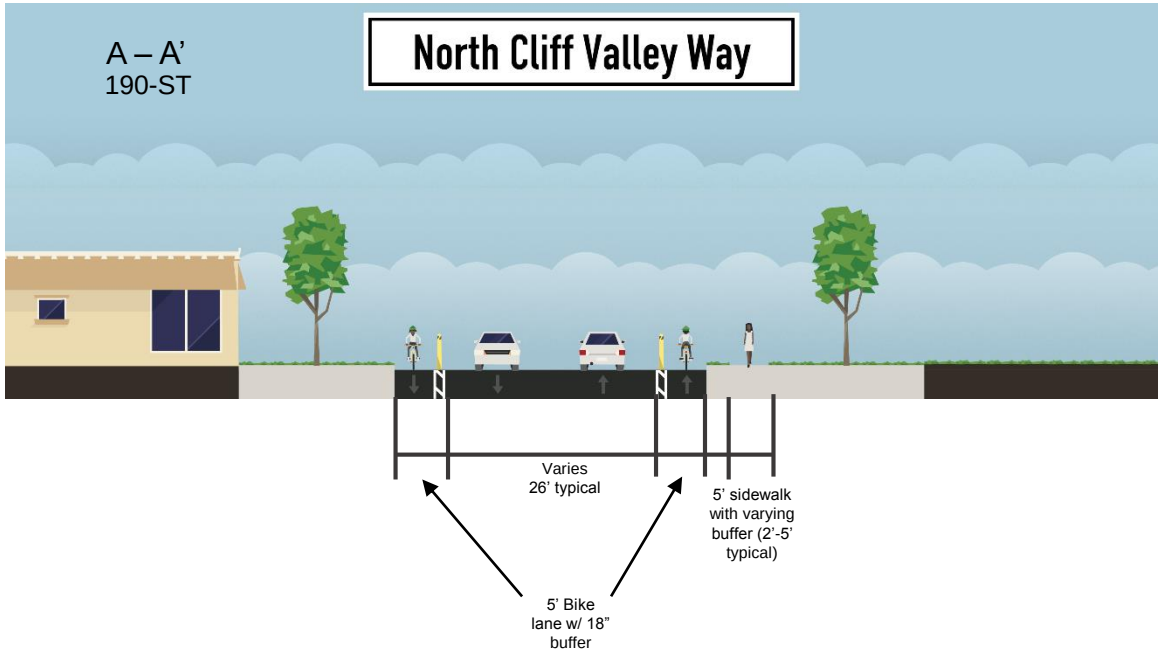
Project Description

Existing pavement width to be converted to buffered bike lanes in each direction of N. Cliff Valley Way connecting such destinations as:

- Buford Highway
- Cross Keys High School
- Local neighborhoods
- Proposed North Druid Hills Road trail
- MARTA bus stops on Buford Highway and North Druid Hills Road

The proposed buffered bike lanes would begin at the signalized intersection of N. Druid Hills Road and Lenox Park Boulevard/N. Cliff Valley Way and extend to the east to the signal at Buford Highway at N. Cliff Valley Way. The typical section consists of 4' bike lanes in each direction with a 1.5' buffer within the existing pavement. The proposed improvements would extend for approximately 0.6 miles Improved crossings are proposed for:

- Signalized intersection of N. Druid Hills Road and Lenox Park Boulevard/N. Cliff Valley Way
- Signalized intersection of N. Cliff Valley Way and Buford Highway



190-ST Estimated Cost:
$50,000

117-LT and 193-ST

Osborne Road Multi-Use Path and Bike Sharrows

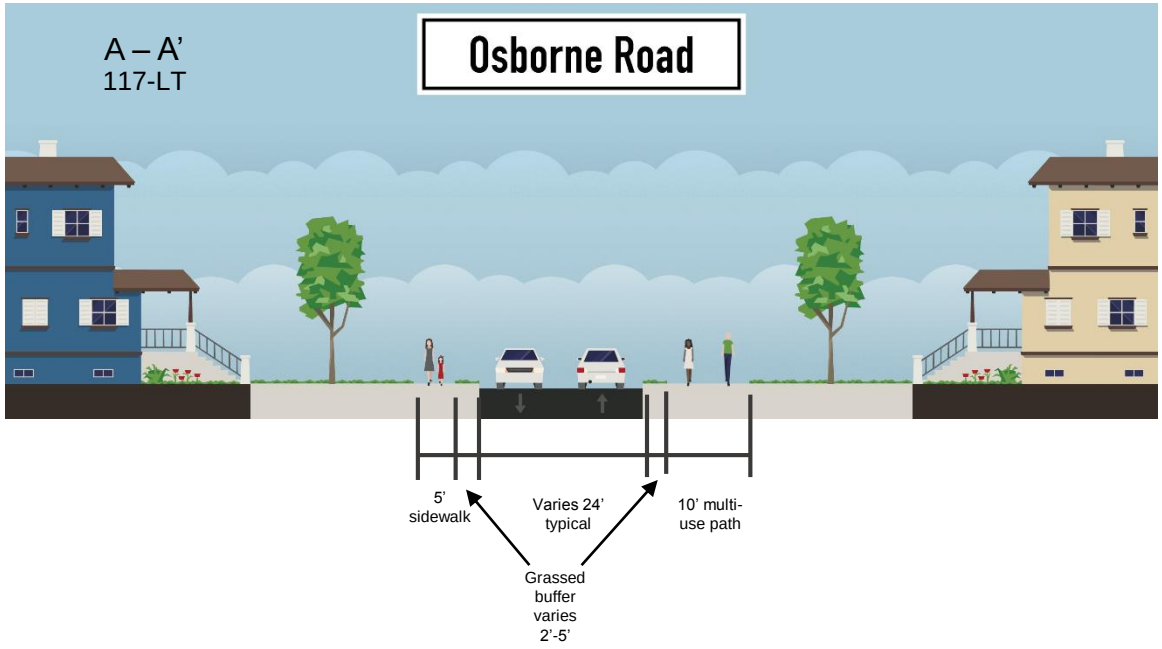
Project Description

10' multi-use path along Osborne Road between Peachtree Road and Windsor Parkway, with sharrow pavement markings extending north of Windsor Parkway to Lynwood Park, connecting such destinations as:

- Peachtree Road
- Brookhaven Park
- Local neighborhoods and retail
- China Grove Missionary First Baptist Church
- Proposed Windsor Parkway trail
- Lynwood Park
- Proposed West Nancy Creek trail

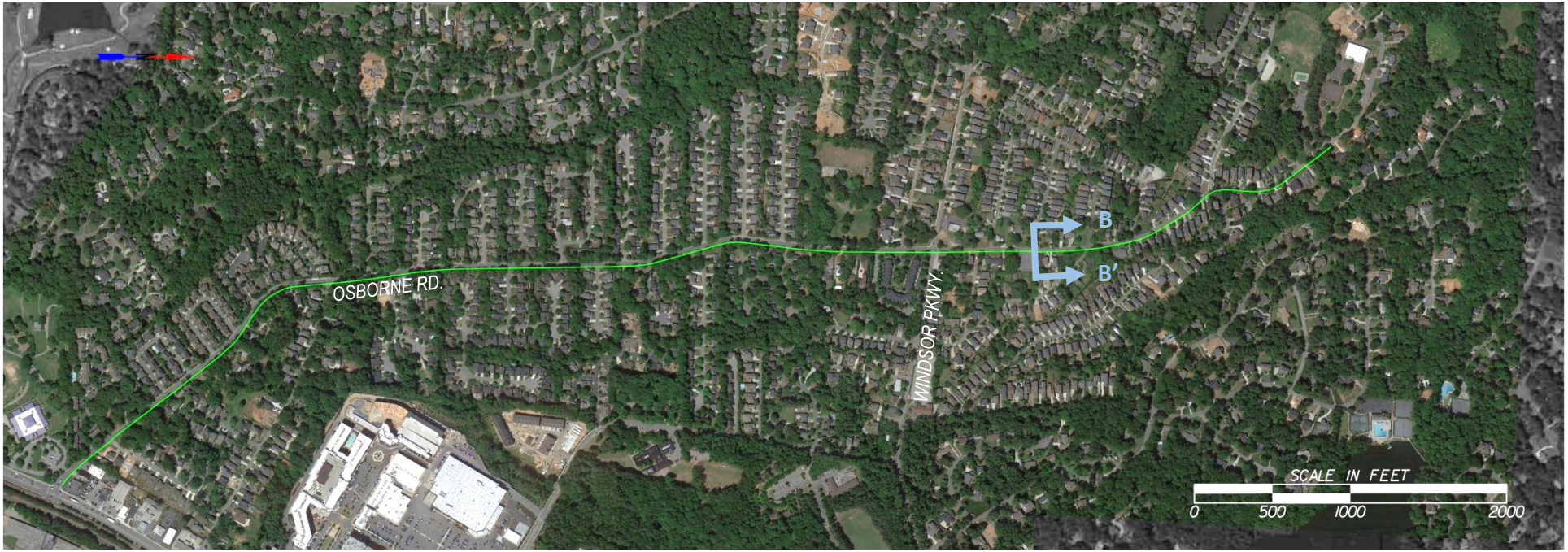
Between Peachtree Road and Windsor Parkway, the proposed typical section consists of a 10' wide multi-use path on the east side of Osborne Road, retaining the existing sidewalk on the west side. North of Windsor Parkway, the proposed improvement consists of sharrow pavement markings within travel lanes to avoid impacts to existing homes on Osborne Road to Lynwood Park. The existing sidewalk on this segment would be retained for pedestrian use. The southern segment (with multi-use path) would extend approximately 1 mile and the northern segment (with sharrows) would extend another The project would extend approximately 0.5 miles. Improved crossings are proposed for:

- Unsignalized four-way stop controlled intersection of Osborne Rd. and Windsor Pkwy.
- Various unsignalized intersections along Osborne Rd.



117-LT Estimated Cost:
$1,310,000

* Note: installation of a 10' multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion



117-LT and 193-ST

Osborne Road Multi-Use Path and Bike Sharrows (cont.)

Project Description

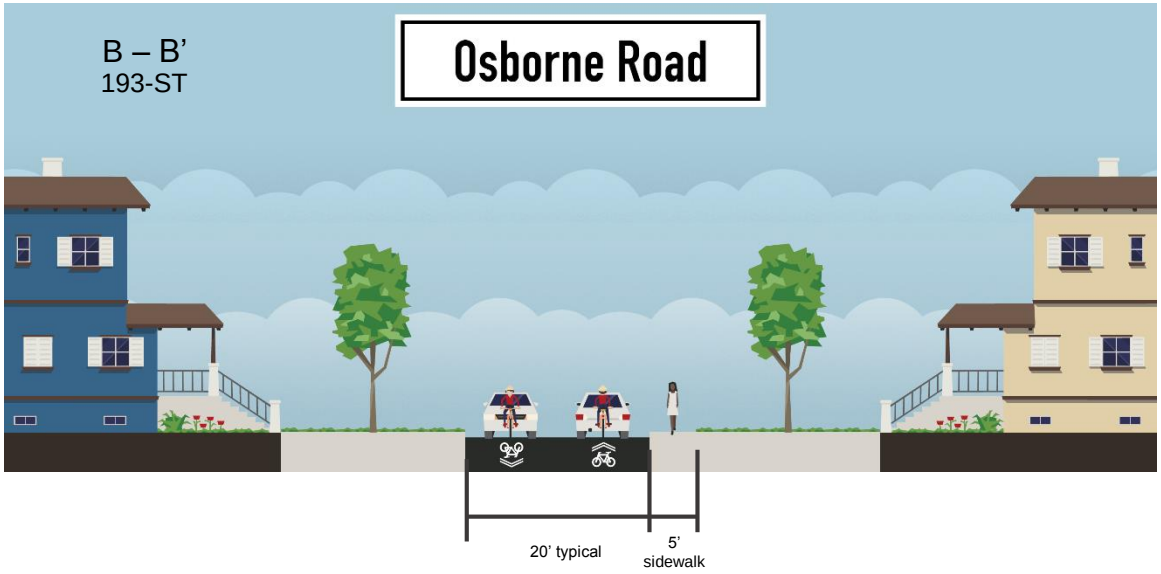
10' multi-use path along Osborne Road between Peachtree Road and Windsor Parkway, with sharrow pavement markings extending north of Windsor Parkway to Lynwood Park, connecting such destinations as:

- Peachtree Road
- Brookhaven Park
- Local neighborhoods and retail
- China Grove Missionary First Baptist Church
- Proposed Windsor Parkway trail
- Lynwood Park
- Proposed West Nancy Creek trail

Between Peachtree Road and Windsor Parkway, the proposed typical section consists of a 10' wide multi-use path on the east side of Osborne Road, retaining the existing sidewalk on the west side. North of Windsor Parkway, the proposed improvement consists of sharrow pavement markings within travel lanes to avoid impacts to existing homes on Osborne Road to Lynwood Park. The existing sidewalk on this segment would be retained for pedestrian use. The southern segment (with multi-use path) would extend approximately 1 mile and the northern segment (with sharrows) would extend another 0.5 miles. Improved crossings are proposed for:

- Unsignalized four-way stop controlled intersection of Osborne Rd. and Windsor Pkwy.
- Various unsignalized intersections along Osborne Rd.

B – B'
193-ST



193-ST Estimated Cost:
$50,000

119-LT

Windsor Parkway Multi-Use Path

Project Description

10' multi-use path along Windsor Parkway connecting such destinations as:

- St. Martin's in the Fields Episcopal Church and School
- Lynwood Park United Church
- Local neighborhoods and retail
- Buckhead/Fulton County
- Proposed Osborne Road trail

The proposed multi-use path on Windsor Parkway would extend between the eastern terminus of Windsor Parkway at Ashford Dunwoody Road and the Brookhaven city limit to the west. The path is proposed on the south side of Windsor Parkway and would consist of the conversion of existing sidewalk into a 10' wide multi-use path with a 2'-5' grassed buffer when appropriate. The project would extend approximately 1.3 miles. Improved crossings are proposed for:

- Unsignalized four-way stop controlled intersection of Windsor Pkwy. and Lanier Dr.
- Unsignalized four-way stop controlled intersection of Windsor Pkwy. and Woodrow Way
- Unsignalized four-way stop controlled intersection of Windsor Pkwy. and Osborne Rd.
- Unsignalized four-way stop controlled intersection of Windsor Pkwy. and Mabry Rd./Antioch Dr.

119-LT Estimated Cost:
$2,140,000

* Note: installation of a 10' multi-use path is one potential treatment that serves multiple user types; another alternative includes a wider section with designated lanes for pedestrians and cyclists. Design should be determined through concept phase and should consider constraints such as right-of-way and public opinion

100-MT

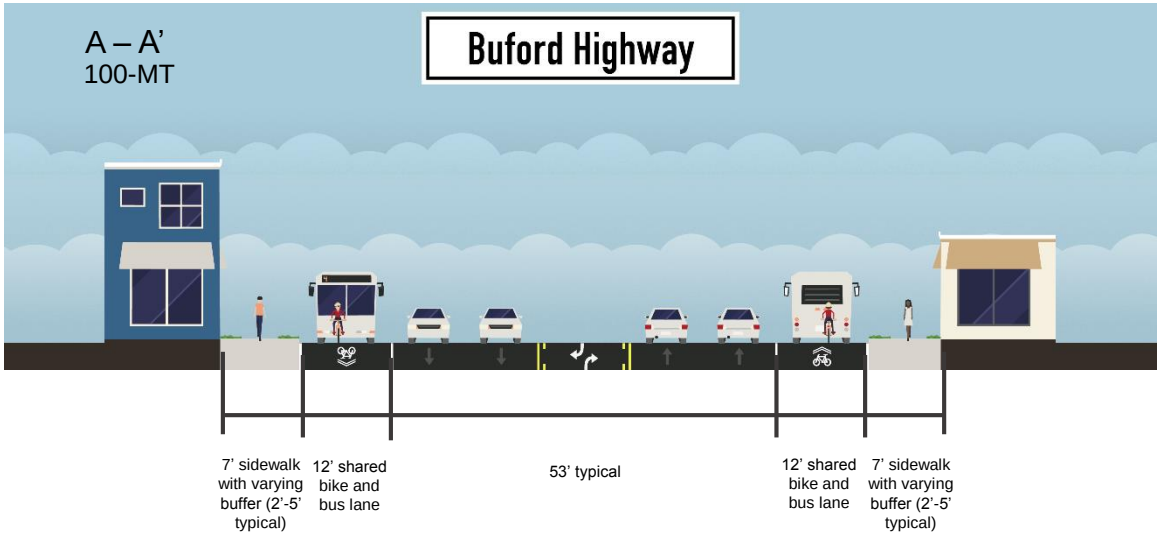
Buford Highway Bus and Bike-Only Lanes and Sidewalks

Project Description

Bike lanes in each direction, with complete sidewalks connecting such destinations as:

- Buckhead/Fulton County
- City of Chamblee
- Retail and residences on and off Buford Highway
- MARTA bus stops
- Local neighborhoods and retail
- Proposed North Druid Hills trail
- Proposed North Cliff Valley Way buffered bike lanes
- Proposed Clairmont Road trail
- Proposed North Fork Creek trail

The proposed project would consist of the creation of a shared bike/bus only lane in each direction on Buford Highway through the city of Brookhaven (and potentially further north and south). The shared lanes would extend for approximately 3 miles through the city in each direction. Additional study is recommended for this proposed improvement. Sidewalk gaps should be completed as necessary. Pedestrian-hybrid beacon(s) (PHB) would be installed periodically on Buford Highway to improve pedestrian crossings. Additional study is recommended to determine preferred locations.



Estimated Cost:
$480,000

100-MT

Buford Highway Bus and Bike-Only Lanes and Sidewalks (cont.)

Project Description

Bike lanes in each direction, with complete sidewalks connecting such destinations as:

- Buckhead/Fulton County
- City of Chamblee
- Retail and residences on and off Buford Highway
- MARTA bus stops
- Local neighborhoods and retail
- Proposed North Druid Hills trail
- Proposed North Cliff Valley Way buffered bike lanes
- Proposed Clairmont Road trail
- Proposed North Fork Creek trail

The proposed project would consist of the creation of a shared bike/bus only lane in each direction on Buford Highway through the city of Brookhaven (and potentially further north and south). The shared lanes would extend for approximately 3 miles through the city in each direction. Additional study is recommended for this proposed improvement. Sidewalk gaps should be completed as necessary. Pedestrian-hybrid beacon(s) (PHB) would be installed periodically on Buford Highway to improve pedestrian crossings. Additional study is recommended to determine preferred locations.