



**A CITY
ON THE
RIGHT
TRACK**



CITY of CHAMBLEE
COMPREHENSIVE PLAN



ADOPTED 3-17-2015
AMENDED 9-20-2016

JACOBS

CITY OF CHAMBLEE: COMPREHENSIVE PLAN

ACKNOWLEDGMENTS

CITY OF CHAMBLEE MAYOR AND COUNCIL MEMBERS

R. Eric Clarkson, Mayor*

John Mesa

Leslie C. Robson

Thomas S. Hogan, II

Brian Mock

Dan Zanger

*Also served on Steering Committee

STEERING COMMITTEE

Paige Perkins

Leslie Freymann

Kim Ramsey

Matt Oliaro

CITY STAFF

Marc Johnson, City Manager

Gary Cornell, Development Director *

Aaron Ruffin, Senior Planner

Joel Holmes, Parks and Recreation Director *

Reginald Anderson, Public Works Director *

Donny Williams, Chief of Police *

*Also served on Steering Committee

CONSULTANTS – JACOBS

Jim Summerbell, Project Manager

Andrea Greco

Audra Rojek

Amanda Hatton

Emily Tabb

Jason Novsam

Joe Shoffner

Kalanos Johnson



EXECUTIVE SUMMARY

The City of Chamblee Comprehensive Plan is a guide for making rezoning and capital investment decisions and sets policies for City officials and staff concerning the future development. This update of the Comprehensive Plan builds upon a long city tradition of planning. At its foundation is the 2006 Comprehensive Plan which was later amended in 2012, and its building blocks include the Livable Centers Initiatives and other studies undertaken over the past eight years. Its preparation was guided by an extensive public outreach effort. That effort included press releases, an online survey, a public workshop, an open house, several steering committee meetings and interviews with local leaders.

Since the last amendment of the plan in 2012, a number of events have occurred that created the need to once again revise and update its findings and recommendations. These events include the annexation of over 2.8 square miles of land area, the completion of the Chamblee Town Center Livable Centers Initiative Study, announcement of the pending GM plant redevelopment, and an update to the Georgia Department of Community Affairs (DCA) standards, by which Comprehensive Plans in Georgia are required to meet. This update reassesses where Chamblee stands today and how it intends to develop in the future, as well as reorganizes the document to fit the requirements of the new state standards. It presents an updated community vision and corresponding goals, an assessment of needs and opportunities that the community will address in working toward that vision, and a work program designed to make that vision a reality.



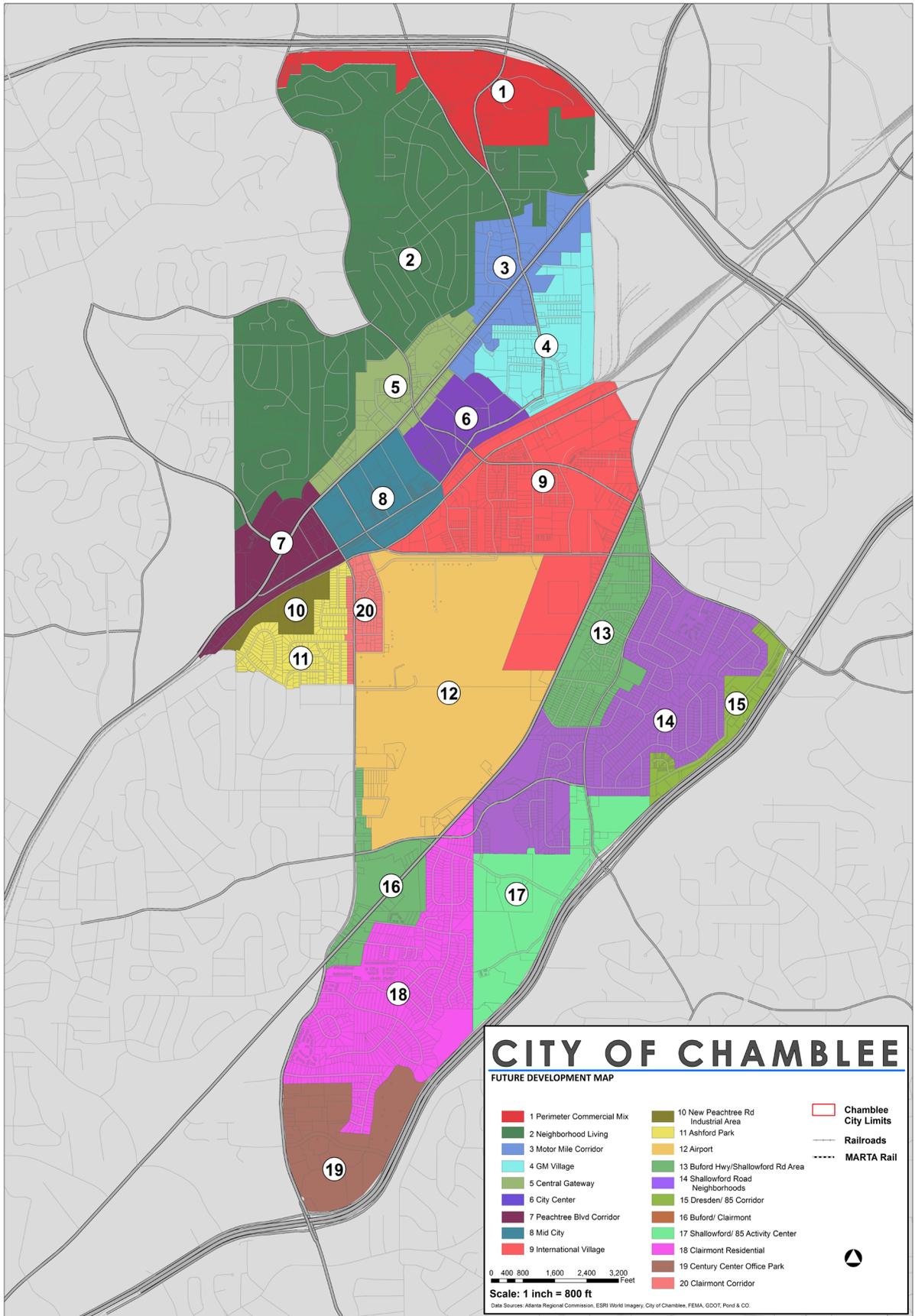
April 2 Public Kickoff Meeting



April 24 Public Workshop



May 22 Open House



THE VISION

The City of Chamblee aspires to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city.

This vision is supported by five overarching goals and a mission statement that will help shape the City's direction.

Goals

1. Create a greater sense of community identity.
2. Support a thriving business environment.
3. Promote a healthy and safe living environment.
4. Develop and maintain strong multi-modal connections.
5. Provide quality government service through partnership and cooperation.

Mission Statement

The City of Chamblee is committed to excellence through exceptional leadership, quality services, community activities, and innovative planning in partnership with our residents and businesses.

The community's vision is further defined by the Future Development Map, which divides the city into twenty unique character areas along with associated subarea visions, policies and implementation measures. The Future Development Map plays a key role in guiding Chamblee's elected officials, and staff in future development and policy decisions. This Future Development Map is further supported by a Gateway Corridors and Structures Map, which identifies the preferred locations of gateway monuments, signs, and corridor streetscape treatments that are designed to enhance the community's sense of place. The gateways should reflect a unifying character for the city and the vision and recognized design elements of the character area that they lie within.

PRIORITY NEEDS AND OPPORTUNITIES

The recommendations of this plan were crafted to address a list of 23 priority needs and opportunities identified through the public outreach effort and existing conditions analysis. They support the five goals of the plan as charted below.

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTIMODAL CONNECTIONS	QUALITY GOVERNMENT
					
1. Need for more community facility planning					
2. Need for additional funding and investment to maintain and improve community facilities.					
3. Need for a central community gathering place.					
4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible.					
5. Need to improve pedestrian infrastructure and landscape.					
6. Need to expand bicycle network and facilities.					
7. Need for better traffic and access management.					
8. Need for local connections across regional transportation facilities (i.e., Rail lines, Peachtree Boulevard, Buford Hwy, PDK Airport).					
9. Need for improved aesthetics.					
10. Need to facilitate investment in quality development.					
11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining.					
12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance.					
13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant structures.					
14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station.					
15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment.					

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTI-MODAL CONNECTIONS	QUALITY GOVERNMENT
					
16. Opportunity to brand “Chamblee’s Motor Mile” along Peachtree Boulevard.					
17. Opportunity to strengthen and support neighborhoods.					
18. Opportunity to support urban farming and gardening practices.					
19. Need for additional housing options.					
20. Need to create an environment that supports residents of all ages.					
21. Need to streamline and update city development regulations.					
22. Need for ongoing communications about city government plans, policies, and actions.					
23. Improve government data resources and accessibility.					

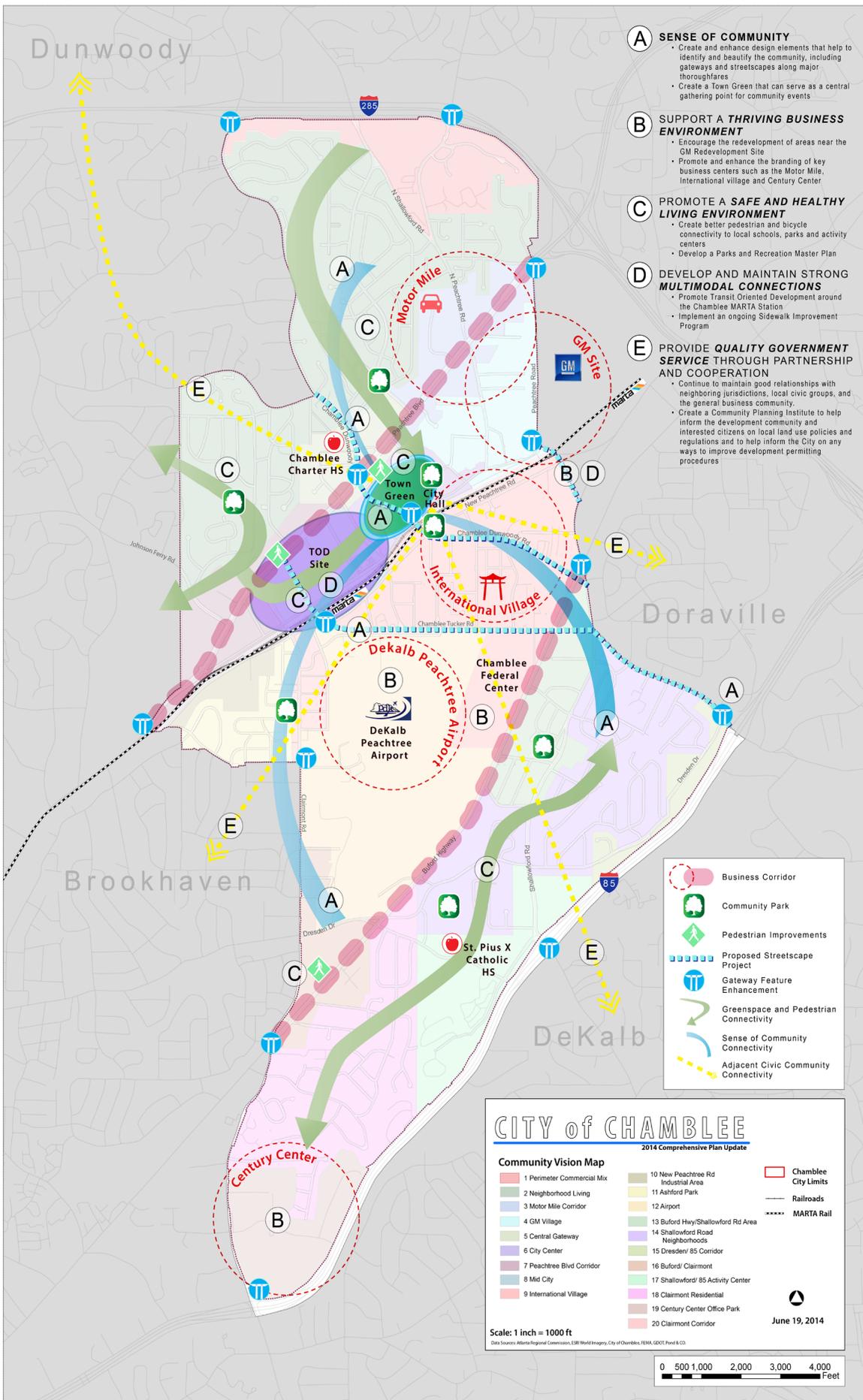


KEY RECOMMENDATIONS

Among the many recommendations of this plan, the following items stand out as key elements in achieving the community's vision for the future. These projects help to achieve multiple City goals, and its long-term vision.

- Construct new gateways to the city and wayfinding and a New Streetscape Plan for beautification of public areas
- Create new zoning districts to support future vision for the city; new districts include Transit Oriented Development, Neighborhood Infill District, Airport, and Mixed Use Business Center
- Create a Community Planning Institute that will help educate the development community and interested citizens on the development process and city codes
- Create and fund a Sidewalk Improvement Program
- Develop and fund a Parks and Recreation Master Plan
- Capitalize on the Arts and Main Street Program
- Capitalize on the concentration of auto dealers on Peachtree Boulevard to form a Chamblee Motor Mile
- Better equip housing and public space for seniors
- Capitalize on the ethnic diversity of the city as reflective in the unique commercial establishments along Buford Highway
- Promote supportive land use patterns to capitalize on the redevelopment of the GM site in Doraville
- Establish incubator for small business startups in the Airport, International Village, and GM Village areas

The Community Vision Map graphic illustrates how the vision and goals of the plan translate to geographic space and highlights some of the key implementation steps to make it a reality.



PEACHTREE RD

OLD
CHAMBLEE
ANTIQUE
ROW



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CHAPTER I - PLAN OVERVIEW

I.1 PURPOSE

The requirements for any comprehensive plan prepared in Georgia are specified in “The Minimum Standards and Procedures for Local Comprehensive Planning,” adopted by the Georgia Department of Community Affairs (DCA). The latest version of these standards and procedures can be found in O.C.G.A Chapter 110-12-1, effective March 1, 2014. This plan update meets and exceeds these Minimum Standards. In doing so, the city is able to maintain its Qualified Local Government Status, making it eligible to receive certain types of state funding.

The City of Chamblee Comprehensive Plan is a living document that is continually updated and shaped by its leadership, staff, and citizens. It is a policy guide for city officials and staff decisions on rezoning, capital investment, and future development of the City. Prior to this planning effort, the last update of the plan was adopted in January 2012, and since then a number of events have occurred that created the need to revise again and update its findings and recommendations. These events include the annexation of over 2.8 square miles of land area (**Figure 1-1, Annexation Area Graphic**), and the completion of several major planning studies. This update reassesses where Chamblee stands today and how it intends to develop what it intends to preserve as result of these events. It presents an updated community vision, corresponding goals, and a work program designed to make that vision a reality.

I.2 SCOPE

In keeping with the requirements of the DCA standards and procedures, this plan is presented in three major components:

1. **Community Vision** – which lays out the future vision and goals that the community wants to achieve in text, maps and graphics;
2. **Needs and Opportunities** – which provides a list of the various needs and opportunities that the community will address;
3. **Community Work Program** – which provides policies and a 5-year Short Term Work Program designed to address the needs and opportunities. This program includes activities, initiatives, programs, ordinances, and administrative systems to be put into place or maintained in order to implement the plan.

In addition, the plan incorporates two planning elements, as defined by the DCA Minimum Standards, that are important to shaping the future of the community: Housing and Transportation. These elements are addressed in detail in the Appendix, which includes a technical addendum for each. The Appendix also includes a record of accomplishments highlighting the success of the previous Short Term Work Program adopted as part of the last plan, a detailed description of the public involvement process utilized in preparing this plan, and a report on how this plan is consistent with the Regional Water Plan and Environmental Planning Criteria.

The geographic area covered by this plan is that which is encompassed by the current incorporated boundaries of the City of Chamblee. The city is located just 15 miles north of Atlanta along I-85 in DeKalb County, and covers approximately 7.6 square miles of area (**Figure 1-2, City Boundaries Map**).

1.3 METHODOLOGY

This plan update is the product of the previous comprehensive plan, multiple planning efforts undertaken by the City since the previous plan’s adoption, and a four-month long public outreach effort. The previous comprehensive plan, the City of Chamblee Comprehensive Plan Major Amendment, adopted in 2012, laid the foundation for this effort, and where relevant, the findings and recommendations of the previous plan were incorporated and updated. In addition, this plan incorporated and updated the recommendations of several planning studies, including two Livable Centers Initiative (LCI) studies (one for Doraville and an update of the one for Chamblee) and the Buford Highway Multi-modal Corridor Study and the ongoing DeKalb County Comprehensive Transportation Plan (DeKalb CTP). **Figure 1-3, Previous Studies Map**, shows the boundaries of each of studies; the city is fully within the boundaries of the DeKalb CTP.

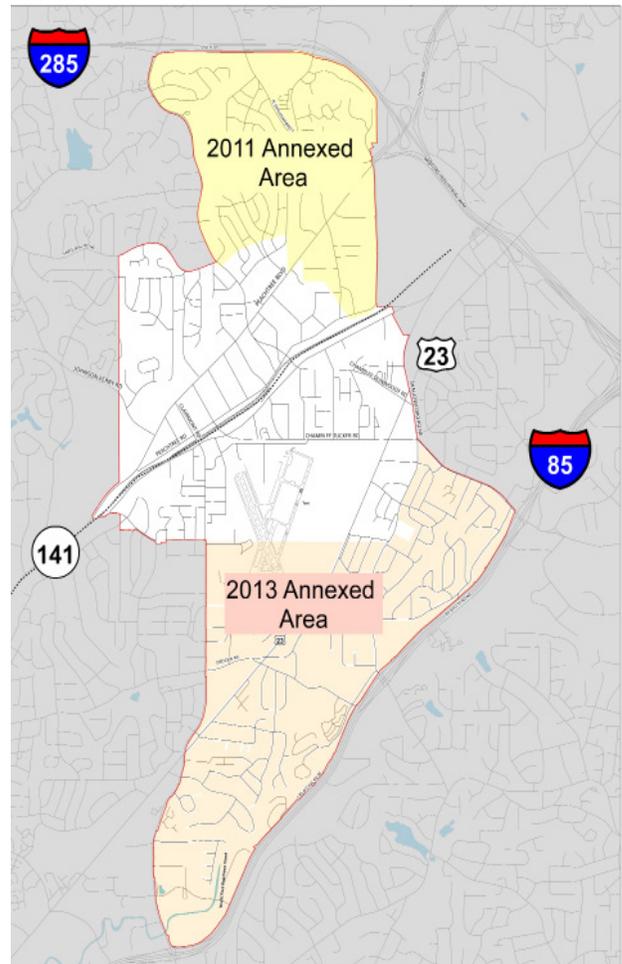


FIGURE 1-1: Annexation Area Graphic

this DeKalb CTP update included a public hearing, a community workshop, and an open house. Announcements and notifications of these meetings were included on the City website, local newspapers, and flyers. In addition, an online community survey was posted, providing those who could not make the public meetings an opportunity to have their ideas recorded and heard.

To help direct the formulation of the plan update, a Steering Committee was formed comprised of 12 members. These members represented a cross-section of the community including elected officials, local business interests, key staff, and residents.

The goals of the Steering Committee were to:

1. *Seek agreement on key issues*
2. *Establish common vision for the future*
3. *Decide actions needed to achieve that vision*

The Steering Committee met four times during the course of the planning effort, and summaries of their meetings can be found in the Appendix.

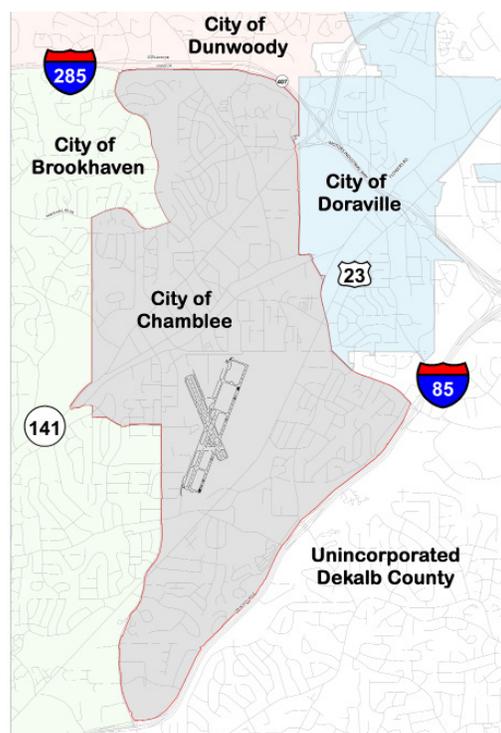


FIGURE 1-2: City Boundaries Map

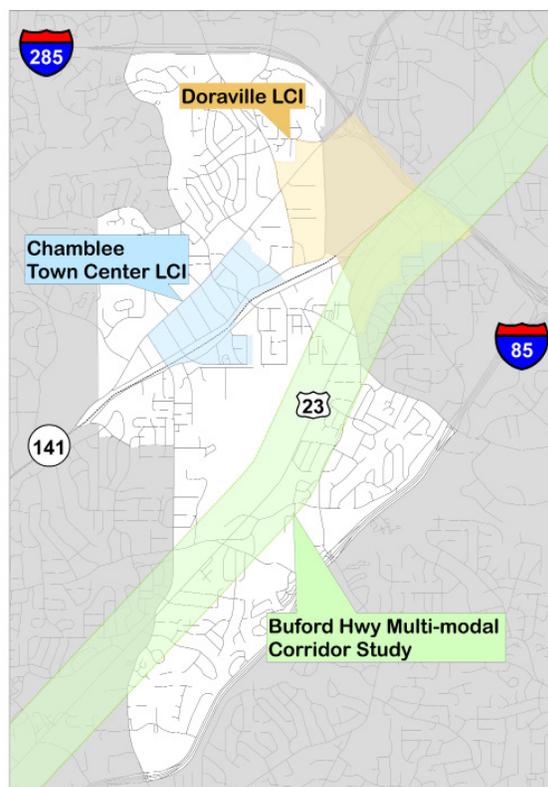


FIGURE 1-3: Previous Studies Map





CHAPTER 2 - COMMUNITY VISION

2.1 INTRODUCTION

The community vision for Chamblee includes four parts:

1. The Vision Statement – supporting the overall vision for the community
2. Goals – overarching goals that the City seeks to achieve in the planning time frame
3. Character Areas – a detailed vision for sub-areas of the city
4. Streetscape and Gateways – a vision for its public right-of-way

This Chapter highlights each of these items, and key needs and opportunities that correspond with each of these goals will follow in Chapter Three.

2.2 VISION STATEMENT

The vision for each of the City’s character areas further defines and clarifies this statement for the future. The vision was created through a public vetting process that started with the vision statement from the 2012 update to the Comprehensive Plan. The 2012 vision was reviewed with the Steering Committee, modified and later vetted with the public at a Visioning Workshop, and further refined by the Mayor and City Council at their retreat in November 2014.

VISION STATEMENT	GOALS	KEY POLICIES AND IMPLEMENTATION METHODS	
<p>The City of Chamblee aspires to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city.</p>	<ul style="list-style-type: none">  COMMUNITY IDENTITY  BUSINESS ENVIRONMENT  HEALTH & SAFETY  MULTI-MODAL CONNECTIONS  QUALITY GOVERNMENT 	<p>STRUCTURES AND GATEWAYS (PUBLIC REALM)</p>	<p>CHARACTER AREAS (PRIVATE REALM)</p>

2.3 GOALS

The Chamblee vision is supported by five overarching goals that will help shape the City’s direction. These goals are based on both analysis of existing conditions and trends, and the priorities voiced by the community through the public involvement process.



Goal A: Create a greater sense of community identity

Chamblee contains a number of beneficial assets that many communities desire to have, including good schools, good access to the regional transportation network, a strong employment base, and a number of strong, vibrant neighborhoods. Unfortunately though, many visitors to the city and countless more that pass through are not aware that they are in Chamblee, and even many that work and live here do not identify with the city but rather the larger Atlanta region. The City should be a place that its residents are proud to identify with, and a destination that visitors seek out. To achieve this vision, the city needs to enhance its gateways and community gathering spaces, encourage quality private investment, and foster a unique image that positively reflects on its many assets.

Key Needs and Opportunities:

- Additional branding of the city through gateway and directional signage, particularly in the downtown and annexed area.
- Creation of a Town Green or central community gathering space.
- Additional design standards for key corridors.

How Will We Measure Success?

- Enhancement of gateway signage at targeted locations.
- Undertaking streetscape projects along key road corridors leading into the city.
- Investment in the creation of a central community gathering space.
- Regular survey of community to measure contentment with City’s overall look and feel.
- Documented positive press coverage of the City’s public and private investments.



Goal B: Support a thriving business environment

A strong business climate in the city is vital to maintaining and improving the overall quality of life for citizens. City government and leadership should be responsive to the needs of current businesses and work hand-in-hand with the local business community to support their growth. The wide variety of development options available in Chamblee – spaces for lease, purchase, and properties for development and redevelopment- should be aggressively marketed, and new businesses recruited that supports the city’s vision and development goals.

Key Needs and Opportunities:

- Support of the local Chamber of Commerce and the Downtown Development Authority to promote the city as a business location.
- Continued promotion of Downtown Core to regional market.
- The hiring of a City Economic Development Director.
- Provide additional public parking downtown.
- Develop a plan to implement the Georgia Main Street Program to help brand the downtown and access available state funds.

How Will We Measure Success?

- Vacancy rate of office and commercial spaces, through the use of maintenance of the ARC vacant property inventory.
- Location of new businesses.
- Counts of business licenses within the city.



Goal C: Promote a healthy and safe living environment

Chamblee is a welcoming community where all citizens thrive regardless of age, income or ethnicity. There is a wide variety of housing, shopping, recreation, and employment options in the city. Residents and visitors are safe and secure in their homes and as they move about the city.

Key Needs and Opportunities:

- Development of additional recreational spaces.
- Attract private investment in housing for senior and millennial populations.
- Support the Atlanta Regional Commission's Lifelong Community Initiative.

How Will We Measure Success?

- Reduction in crime.
- Presence of diverse age groups living and working in city.
- Increase in the amount of parks and recreation space in the city.



Goal D: Develop and maintain strong multi-modal connections

Chamblee is well connected to the regional transportation system, with direct access to the following transportation resources:

1. Chamblee MARTA transit station
2. DeKalb-Peachtree Airport (PDK)
3. Interchanges on I-85 and I-285
4. Chamblee Rail Trail

However, it still needs improvement in its local pedestrian and bicycle network. One of the key goals of this plan is to invest in the development of a safe pedestrian and bicycle network, including sidewalks, crosswalks, bicycle lanes, and multi-use trails that provide connections between the city's activity centers.

Key Needs and Opportunities:

- Increase connectivity between neighborhoods/employment centers and major community destinations via bikes, pedestrians, and local transportation.
- Involvement in regional planning efforts to ensure Chamblee remains a target location of future transportation investment.

How Will We Measure Success?

- Incorporation of bicycle resources.
- Sidewalk improvement program implemented.
- Regular survey of population to measure ability to travel around via modes.

 **Goal E: Provide quality government service through partnership and cooperation**

Chamblee is a well-managed city that works cooperatively with adjacent governments to reach common goals. The city maintains an open-door government that actively strives to positively engage all citizens and community groups. City services not only maintain health, safety and welfare and but also promote a well-rounded community.

Key Needs and Opportunities:

- Better use of the city website as means to inform the citizens of community activities.
- Active support of community programs and special events to draw people downtown.
- Utilize strong neighborhood organizations to improve communication to citizens.

How Will We Measure Success?

- Representation of different neighborhoods in city on boards and leadership roles within the city.
- Attendance at public meetings.
- Regular survey of population to gauge satisfaction with community services.



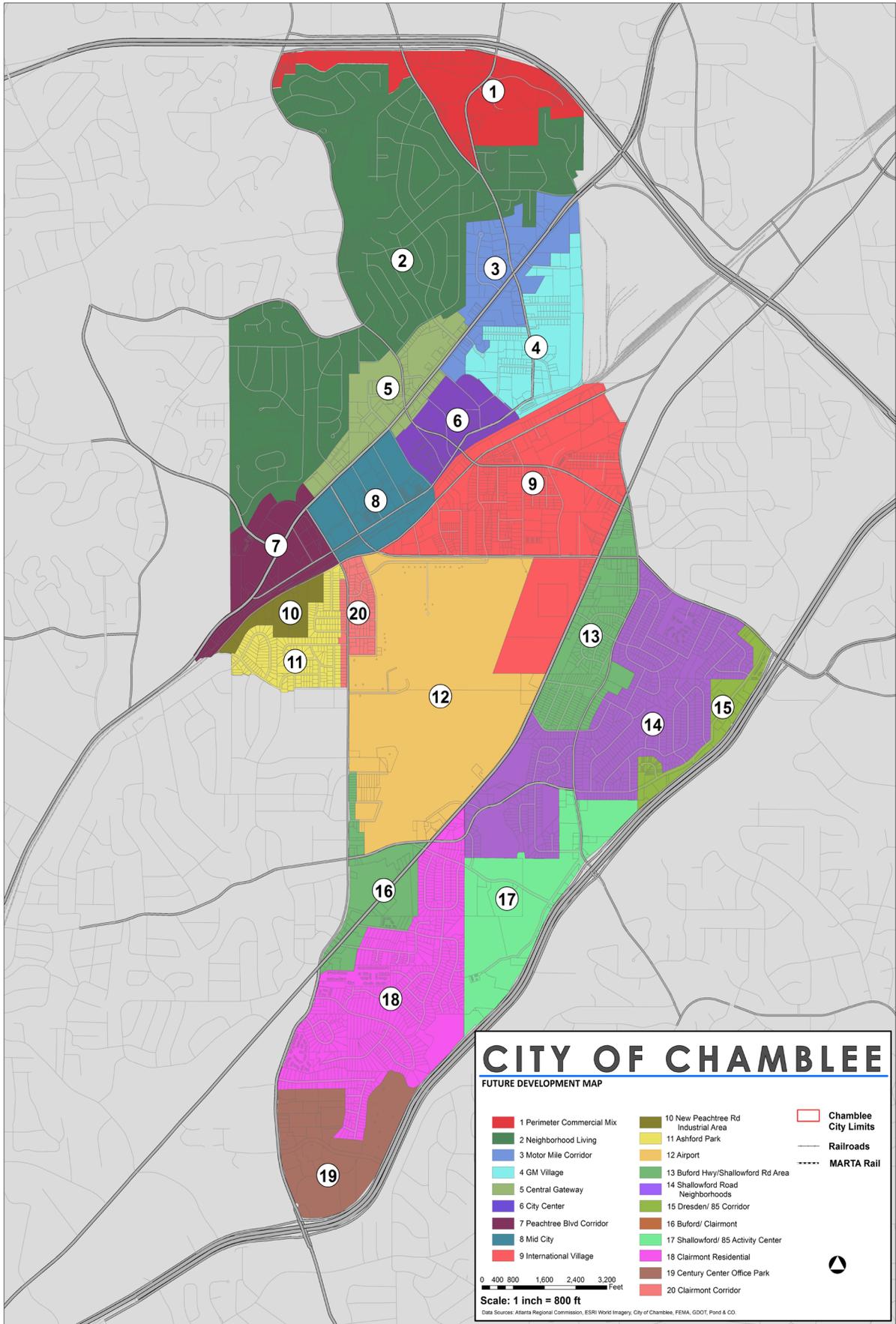


FIGURE 2-1: Future Development Map

2.4 CHARACTER AREAS

The **Future Development Map** is a location-based vision and policy statement to help guide Chamblee’s elected officials, and staff in future development and policy decisions. The Future Development Map divides the City of Chamblee among twenty unique character areas as shown in Figure 2-1.

Each character area has a set of goals – including a vision statement, delineation of appropriate zoning districts, and implementation measures for achieving the vision for the area. Supporting this information are photos and images of existing conditions and/or desirable future development and character. The map and corresponding policy framework is a tool to help make planning, zoning, and development decisions that are consistent with the vision and goals for the future.



The Georgia Department of Community Affairs defines a character area as:

A specific geographic area or district within the community that meets one of the following:

- Has unique or special characteristics to be preserved or enhanced (such as a downtown, a historic district, and arts district, a neighborhood, or a transportation corridor).
- Has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern).
- Requires special attention due to unique development issues (rapid change of development patterns, economic decline, etc.).

City of Chamblee Zoning Districts

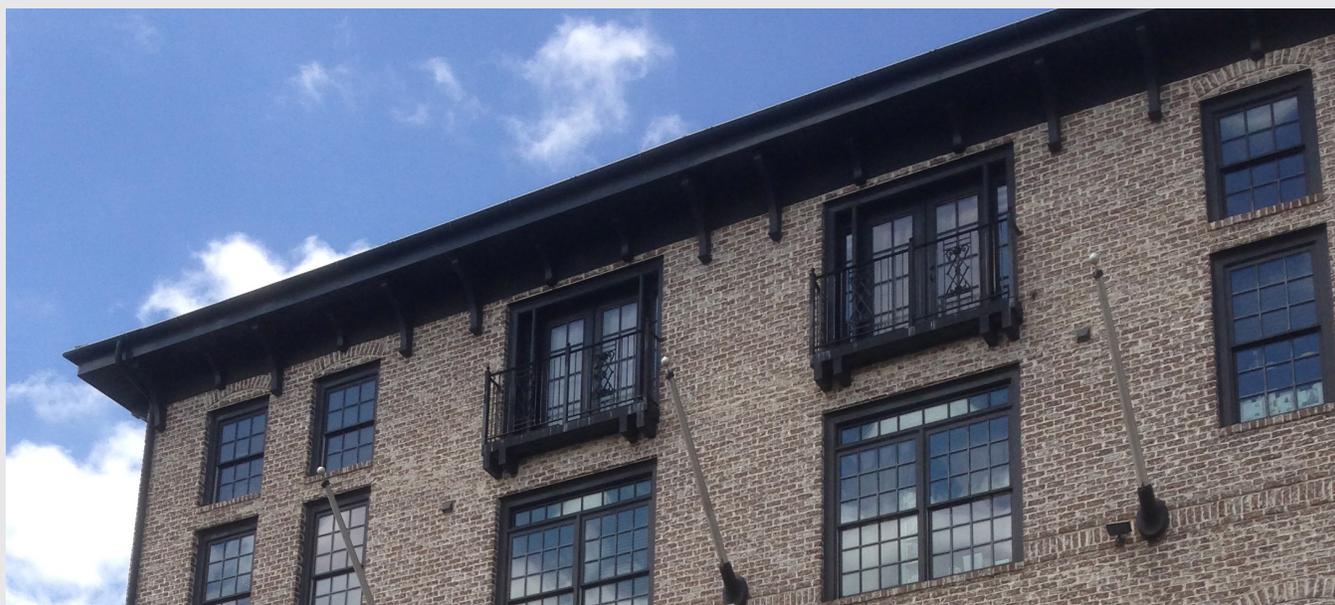
Zoning Districts are described in Section 404 of the City of Chamblee Zoning Ordinance as follows:

Existing Zoning Districts

- **NR-1**, Neighborhood residential 1 district. This zoning district is intended primarily for single-family residences and related uses. This district is designed to stabilize and protect the residential characteristics of the district and to encourage a suitable family life on larger lots.
- **NR-2**, Neighborhood residential 2 district. This zoning district is intended primarily for single-family residences and related uses. This district is designed to stabilize and protect the residential characteristics of the district and to encourage a suitable family life on smaller lots.
- **CR**, Corridor residential district. This zoning district is intended primarily for two-family and multifamily housing and related uses. This district is designed to provide a multifamily residential characteristic with lower densities.
- **VR**, Village residential district. This zoning district is intended primarily for two-family and multifamily housing and related uses. This district is designed to provide a multifamily residential characteristic with higher densities.
- **NC-1**, Low-density neighborhood commercial district. This zoning district is intended primarily for mixed-use development and related uses at a lower density. This district provides a location for residences and convenient goods and services directly adjacent to single-family neighborhoods that will satisfy the common and frequent needs of the residents of nearby residential neighborhoods with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.
- **NC-2**, Medium-density neighborhood commercial district. This zoning district is intended primarily for mixed-use development and related uses at a medium density. This district provides a location for residences and convenient goods and services not directly adjacent to single-family neighborhoods that will satisfy the common and frequent needs of the residents of nearby residential neighborhoods with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.
- **CVC**, Corridor village commercial district. This zoning district is intended primarily for non-residential development and related accessory uses at a medium density where auto-dominated uses are not appropriate. This district provides a location for non-residential uses in corridors of the city that serve needs of the city's businesses and residents designed

in a manner that encourages a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.

- **CC**, Corridor commercial district. This zoning district is intended primarily for mixed-use development and related uses at a medium density. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of the city’s businesses and residents with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.
- **VC**, Village commercial district. This zoning district is intended primarily for mixed-use development and related uses at a higher density. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of the city’s commercial core and greater Chamblee area with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians. (See the descriptions of the proposed TOD and VC-2 districts on the next page.)
- **IT**, Industrial transitional district. This zoning district is intended for properties that are located on or have ready access to a major street or state highway and in which light industrial activities conclude a transition or locations which complement a transition into a less intense residential or commercial district while maintaining an attractive environment.
- **I**, Light industrial district. This zoning district is intended for properties that are located on or have ready access to a major street or state highway and are well adapted to light industrial development but whose proximity to residential or commercial districts makes it desirable to limit industrial operation and processes to those that are not objectionable in terms of the emission of noise, vibration, smoke, dust, gas, fumes, odors and do not create fire or explosion hazards, or other obnoxious conditions.



OFFICIAL ZONING MAP
 OF THE
CITY OF CHAMBLEE, GEORGIA
 ADOPTED BY THE MAYOR AND CITY COUNCIL ON
August 18, 2015
 DATE
 MAYOR
 CITY MANAGER
 This is to certify that this is the Official Zoning Map referred to in the Chamblee Unified Development Ordinance.

- LEGEND**
ZONING DISTRICTS
- NR-1 Neighborhood Residential 1 
 - NR-2 Neighborhood Residential 2 
 - NR-3 Neighborhood Infill 
 - VR Village Residential 
 - NC-1 Neighborhood Commercial 1 
 - NC-2 Neighborhood Commercial 2 
 - CC Corridor Commercial 
 - CVC Corridor Village Commercial 
 - VC Village Commercial 
 - TOD Transit Oriented Development 
 - MU-BC Mixed Use Business Center 
 - A Airport 
 - I Light Industrial 
 - IT Industrial Transitional 
 - RPZ Runway Protection Zone* 
 - Conditional Zoning 
- (*RPZ is Approximate based upon CAD data)



0 500 1,000 2,000 3,000 4,000 Feet

MAP AMENDMENTS	
August 18, 2015	2015 Z-05, NR-1 to VR (c)
Feb. 16, 2016	2015 Z-06, IT to VR (c), 2015 Z-07 NR-1 to VR (c)
July 19, 2016	2016 Z-02, NC-2 to CC (c)
Sept. 20, 2016	2016 Z-03, CC to VC

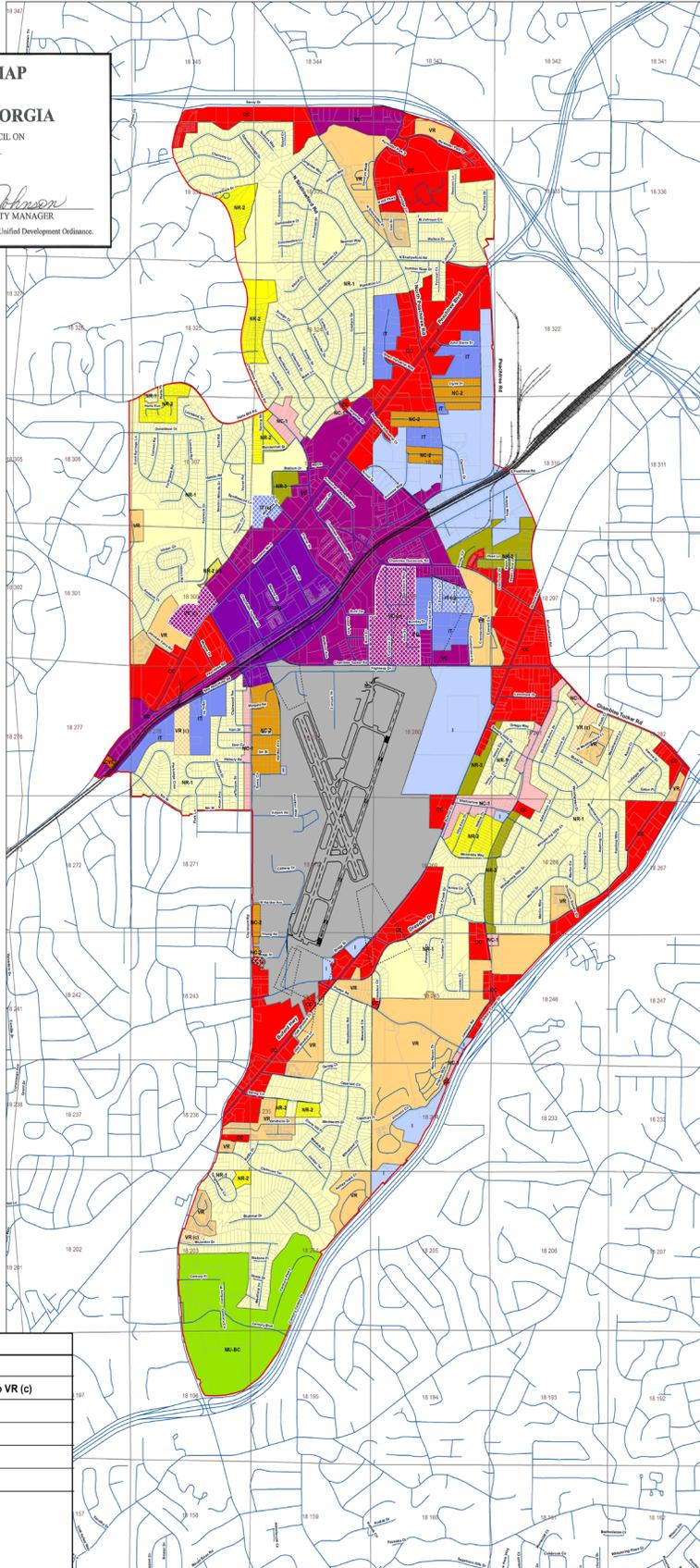


FIGURE 2-2: Official Zoning Map

Proposed Zoning Districts

Note: As per the recommendations of the LCI Update, there is a need to modify the existing VC, Village Center district, to better accommodate Transit Oriented Development (TOD) and provide more flexible design in areas more limited for redevelopment. In order to accommodate this, the current boundaries of the Village Commercial zoning district will be split up to create a new TOD. It is recommended that the boundaries of TOD district conform to the boundaries of the Mid-City Character Area on the Future Development Map. The remaining VC areas outside Mid City district will remain VC.

The other proposed districts are the Airport district, the Neighborhood Infill District, and the Mixed Use Business Center district. The need for these districts was identified as a result of the new annexation and the attempt to apply existing city zoning districts to these new areas. The existing zoning districts really do not adequately support the future community supported vision for the areas around PDK Airport and the Century Center Office Park.

- **TOD**, Transit Oriented Development district – This zoning district is intended primarily for mixed-use development and related uses appropriate for those living a transit oriented lifestyle. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of those strongly reliant on easy pedestrian access to rail transit to satisfy their transportation needs. Design standards and design parameters for this area, stress greater mixed use intensity and are intended to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians. This district will allow taller building heights than the current VC district, and introduce minimum parking requirements.
- **A**, Airport district – This zoning district is intended to support continued improvements and developments within and around DeKalb Peachtree Airport (PDK) to spur on economic development and support airport oriented businesses. Future residential encroachment will be restricted.
- **MU-BC**, Mixed Use Business Center district - This zoning district is intended for developments such as the Century Center Office Park*, which will allow a mixed use development primarily oriented to high rise office uses with easy access to the interstate highway system.
- **NR-3**, Neighborhood infill district - This zoning district is intended to provide standards for a specific infill development plan that would apply to an existing lot or series of contiguous lots within or adjacent to an existing neighborhood that would allow innovative use of the property

*Subject to court ruling affirming Chamblee’s jurisdiction

List of Proposed Zoning Districts:

NR-1 - Neighborhood Residential 1 district

NR-2 - Neighborhood Residential 2 district

NR-3 - Neighborhood Infill district (Proposed, previously CR)

VR - Village Residential district

NC-1 - Low-density Neighborhood Commercial district

NC-2 - Medium-density Neighborhood Commercial district

CC - Corridor Commercial district

CVC - Corridor Village Commercial

VC - Village Commercial district

IT - Industrial Transitional district

I - Light Industrial district

TOD - Transit-Oriented Development

VC- Village Commercial district (Proposed)

A - Airport (Proposed)

MU-BC -Mixed Use Business Center district (Proposed)*

*Subject to court ruling affirming Chamblee's jurisdiction

I Perimeter Commercial Mix

a. Vision

The Perimeter Commercial Mix area will be an active employment center and welcoming gateway to the city from I-285. The area will provide a mix of professional, commercial, and residential uses integrated within an aesthetically pleasing boundary along I-285.

b. Appropriate Zoning Districts

- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district

c. Key Policies and Implementation Measures

- Work with bordering cities through regional planning efforts to help achieve the following:
 - Better connectivity between local destinations.
 - Funding for planning and capital investment in infrastructure.
 - Redevelopment of obsolete and underutilized land uses.
 - Implementation of compatible physical design standards along the I-285 corridor.
 - Protection of the environmental quality of Nancy Creek.
 - Gateway signage and streetscape improvements at key intersections.



Apartments on N. Shallowford Road



Vacant Office Building

2 Neighborhood Living

a. Vision

This area will remain a strong stable single-family residential area of well-maintained housing with a distinct community identity. The interior of the area will remain single-family residential on large lots, supported by nearby commercial areas for services, and local parks for recreation.

b. Appropriate Zoning Districts

- NR-1 - Neighborhood Residential 1 district
- NR-2 - Neighborhood Residential 2 district
- NR-3 Neighborhood Infill district
- VR - Village Residential district
- NC-1 - Low Density Neighborhood Commercial district

c. Key Policies and Implementation Measures

- Improve local pedestrian and bicycle connectivity through investments in sidewalks, paths, and bike facilities connecting residents to local recreational and shopping opportunities.
- Implement traffic calming measures on local streets to reduce speeding and cut-through traffic.



Single-family residential home



Infill single-family home



Huntley Hills Neighborhood Park

3 Motor Mile Corridor

a. Vision

The Motor Mile Corridor will continue to be a major regional shopping destination for auto sales and service. Though local commercial areas will be primarily auto oriented in their marketing, local land uses will reflect a mixed use urban environment that is friendly to alternative modes of transportation and visually appealing to visitors.

b. Appropriate Zoning Districts

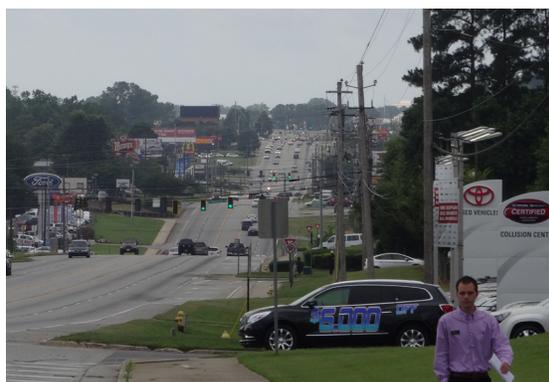
- CC - Corridor commercial district
- IT - Industrial transitional district

c. Key Policies and Implementation Measures

- Implement urban design standards that feature coordinated signage, inventory display, street furniture, lighting and landscaping that create a recognizable character for the corridor and improve walkability.
- Install a prominent gateway monument close to I-285, announcing that the area is part of Chamblee.
- Maintain appropriate buffers between residential areas to the north and the commercial uses along the corridor.
- Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor within the requirements of the IT zoning district.



Car dealerships on the Motor Mile



Looking south on Peachtree Boulevard



Looking north on Peachtree Boulevard

4 GM Village

a. Vision

The GM Village will support and complement the redevelopment of the adjacent former GM plant. The area will contain supportive industry, services and housing with a complementary design and style.

b. Appropriate Zoning Districts

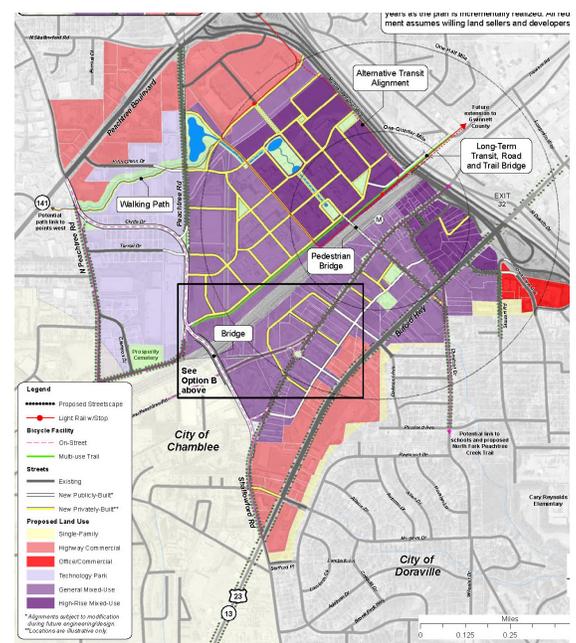
- NC-2 - Medium Density Neighborhood Commercial district
- IT - Industrial Transitional district
- I - Light Industrial district

c. Key Policies and Implementation Measures

- Work closely with the City of Doraville to construct a new roadway connecting Peachtree Road to New Peachtree Road that will provide an additional crossing of the rail line.
- Adopt new design standards that complement the design of the redeveloped GM site.
- Promote the area for light manufacturing and clean industries.
- Establish incubator for small business start-ups.



View of the old GM plant, looking toward Doraville



Doraville 2010 LCI - Framework Plan

5 Central Gateway

a. Vision

As visitors pass through Chamblee along Peachtree Boulevard they will have a clear sense of arrival at a unique and inviting destination that they will identify with the greater Chamblee community. This will be an area that draws attention to the City Center, and yet also serves the local service needs of the surrounding neighborhoods.



Chamblee Charter High School

b. Appropriate Zoning Districts

- NR-1 - Neighborhood Residential 1 district
- NR-3 - Neighborhood Infill district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district
- IT - Industrial Transitional district



Shopping Center on Peachtree Boulevard slated for a mixed use development

c. Key Policies and Implementation Measures

- Construct streetscape improvements to Chamblee Dunwoody Road, Peachtree Boulevard, along with gateway features at the intersection of Broad Street and Peachtree Boulevard.
- Support the redevelopment of Chamblee Plaza as a signature mixed-used development.
- Improve pedestrian connectivity

to and from Chamblee High School.

- Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor within the requirements of the IT zoning district.

6 City Center

a. Vision

The City Center will be a vibrant and unique destination that ties the greater Chamblee community together. A center for civic activities that through its design will continue to reflect the city's rich history and forward looking aspirations. The area will contain a compatible blend of historic and modern buildings within a safe and walkable environment. The area will be a draw for tourism, and serve as a service provider to adjacent mixed-use neighborhoods.

b. Appropriate Zoning Districts

- VC - Village Commercial district

c. Key Policies and Implementation Measures

- Construct streetscape improvements along Broad Street and Peachtree Road.
- Create a central Town Green that can serve as a gathering space for outdoor community activities.
- Plan for and invest in a community trail network, building on Chamblee Rail Trail.
- Continue to pursue potential state and federal programs to improve downtown revitalization through the Georgia's Classic Main Street program.
- Create a public parking reservoir.



City Hall



Mixed use

- Support public artwork to commemorate the city's history and future vision.
- Allow adaptive reuse or redevelopment of obsolete buildings and underutilized land.

7 Peachtree Boulevard Corridor

a. Vision

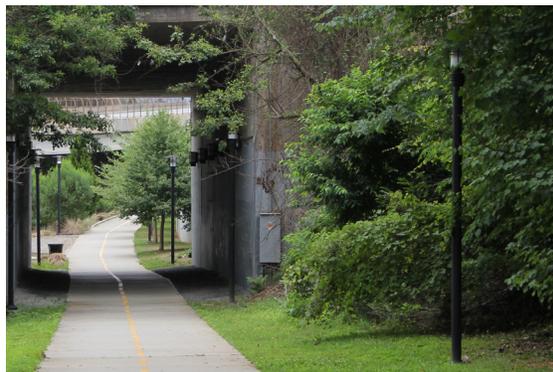
An active and visually appealing mixed-use corridor serving the needs of the surrounding neighborhoods and pass-through regional traffic. It is envisioned as a destination for expanded interstate trade and small business opportunities, as well as an inviting location for pedestrian oriented human scale development. The area will be linked by a comprehensive transportation network that accommodates pedestrian, bicycle, and vehicular traffic.

b. Appropriate Zoning Districts

- NR-3 - Neighborhood Infill district
- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district

c. Key Policies and Implementation Measures

- Encourage the redevelopment of existing strip commercial development into pedestrian scale, interconnected nodes.
- Plan for and invest in a community street, trail and sidewalk network that is friendly to alternative modes of transportation.
- Regularly coordinate with the City of Brookhaven on land use issues along our shared border, to help ensure a consistent design and compatibility of uses.



Chamblee multi-use trail



Townhome development on Johnson Ferry Road



Peachtree Boulevard looking south

8 Mid City

a. Vision

Centered around the Chamblee MARTA Station, this area will support transit oriented lifestyles with associated housing, services, and employment.

b. Appropriate Zoning Districts

- VC - Village Commercial district
- TOD - Transit-Oriented Development (Proposed)

c. Key Policies and Implementation Measures

- Improve pedestrian connections to the MARTA station through the maintenance of and invest in streetscape elements such as sidewalks, fountains, and parks/green space.
- Undertake a parking study for the district and investigate the potential of additional public parking.
- Develop a regional detention area and community space on MARTA owned property located between Chamblee Tucker Road or Malone Drive.
- Work with MARTA to incorporate mapping and way-finding within the station and at bus stops, and prototype bus shelters to enhance the character of the area.
- Provide safe and convenient access to future Chamblee Rail Trail Extension
- Seek high quality development adjacent to the MARTA station.
- Create a blueprint for streetscape improvements



Peachtree Malone Lofts



Chamblee Village



Senior Connections



Chamblee Transit Station

9 International Village

a. Vision

The vision of the International Village is two-fold:

- To fortify and sustain the area as a living and working community for all people.
- To strengthen the local economy by enhancing the appeal of the area to non-residents who desire to experience an authentic international community.

b. Appropriate Zoning Districts

- NR-3 - Neighborhood Infill district
- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- VC - Village Commercial district
- IT - Industrial Transitional district
- I - Light Industrial district

c. Key Policies and Implementation Measures

- Create specific redevelopment plan for development along the major corridors, including New Peachtree Road, Chamblee-Dunwoody Road and Chamblee-Tucker Road that reinforces the international theme.
- Increase marketing cultural heritage and events, such as exhibits, festivals,



China Town



Interactive College of Technology

and parades.

- Construct improvements on Chamblee Tucker Road corridor to better facilitate pedestrian and bicycle traffic between the MARTA station and the IRS/CDC complex on Buford Highway.
- Establish incubator for small business start-ups.

10 New Peachtree Road Industrial Area

a. Vision

A mixed-use employment center with easy access to the PDK Airport and the MARTA Station. Through redevelopment of underutilized property the primary uses will be gradually changed from underperforming light industrial and offices to a mixture of uses including moderate density and commercial mixed use developments that are more compatible with nearby residential neighborhoods.

b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village Residential
- CC - Corridor Commercial
- CVC - Corridor Village Commercial
- VC - Village Commercial
- IT - Industrial Transitional

c. Key Policies and Implementation Measures

- Market the area for mixed-use redevelopment and economic investment.
- Encourage the location of incubators and adaptive reuse of buildings.
- Require appropriate buffers between this area and the residential areas adjacent to it.



GDOT District 7 Office



A MARTA bridge creates a barrier between this area and Peachtree Boulevard Industrial area



A MARTA overpass creates a barrier between this area and Peachtree Boulevard Industrial area

II Ashford Park

a. Vision

A strong single-family residential neighborhood with good access to the MARTA station and PDK Airport, offering good opportunities for infill residential development.

b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood residential 1 district
- NR-3 - Neighborhood infill district

c. Key Policies and Implementation Measures

- Identify and implement traffic calming measures that are acceptable to neighborhoods experiencing speeding and cut-through traffic.
- Ensure compatibility between new infill construction and existing residential homes by establishing design standards for types of infill.



12 Airport

a. Vision

Centered around one of the busiest airports in the state and operated by the county, the Airport Character area is economic hub for regional business and County government services. A prominent feature in the heart of Chamblee, the airport will reflect an aesthetically-pleasing, business friendly environment.

b. Appropriate Zoning Districts and Infill Development Policies

- NC-1 - Low Density Neighborhood Commercial district
- NC-2 - Medium Density Neighborhood Commercial district
- CC - Corridor Commercial district
- VC - Village Commercial district
- I - Light Industrial district
- A - Airport (Proposed)

c. Key Policies and Implementation Measures

- Create a new Airport zoning district that promotes the construction of higher aesthetic elements for uses along the airport's border, adjacent to surrounding streets, but will loosen architectural design standards close to the runways.
- Construct streetscape projects along highly visible adjacent arterial roadways including Chamblee Tucker Road and Buford Highway, including improved fencing, screening and landscaping adjacent to the airport
- Establish incubator for small business start-ups.



Gateway signage off of Chamblee-Tucker Road



Airport Control Tower

13 Buford Hwy/ Shallowford Rd Area

a. Vision

Centrally located at the intersection of three major arterial roadways (Chamblee Tucker Road, Shallowford Road and Buford Highway) and rich in cultural diversity, this area will provide a variety of neighborhood oriented commercial activities, and serve as a destination to non-residents who desire to experience an authentic international community. Adjacent to several strong single family residential areas, future redevelopment of the area will be a manner compatible with the low density residential character.

b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood Residential 1 district
- NR-2 - Neighborhood Residential 2 district
- NR-3 - Neighborhood Residential 3 district
- NC-1 - Low Density Neighborhood commercial district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district
- I - Light Industrial district

c. Key Policies and Implementation Measures

- Support the conversion of single-family houses to commercial and office space and infill with low (one to three story) structures in keeping with the low density residential character of the



Dynamo Swim Center off of Shallowford Road



Commercial signage along Buford Highway

- surrounding neighborhoods.
- Conduct a specific Corridor Study using LCI funds.
- Improve local roadways to better support pedestrian and bicycle mobility and to avoid conflicts with vehicular traffic.
- Support higher-intensity uses along Buford Highway in keeping with the character of the corridor and lower-intensity uses away from the highway, reflecting the single-family residential character along Shallowford Road, so that the area serves as an appropriate transition to the Shallowford Road neighborhoods.

14 Shallowford Road Neighborhoods

a. Vision

Occupied by strong single-family neighborhoods, the area will enjoy easy access to local parks and recreational opportunities and be supported by a variety of other housing types and neighborhood oriented commercial uses.



b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood residential 1 district
- NR-2 - Corridor residential district
- VR - Village residential district
- CC - Corridor commercial district



c. Key Policies and Implementation Measures

- Maintain low-density residential character.
- Support home maintenance and home ownership assistance programs to support long term sustainability of housing stock.
- Improve local pedestrian and bicycle facilities to improve access to local parks and schools.



15 Dresden/I-85 Corridor

a. Vision

Accessible and highly visible from I-85, this area will serve as an employment hub and southern gateway to the city. The area will contain a mixture of medium-density office space mixed with a variety housing types.

b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district

c. Key Policies and Implementation Measures

- Implement gateway signage and streetscape improvements at key intersections.
- Where feasible, maintain natural buffers along the interstate to reduce noise within the surrounding neighborhood.
- Preserve a transitional area buffering the single-family homes in the Shallowford Road Neighborhoods from I-85.
- Support the continued use and development of office and light industrial uses that do not create a nuisance.



16 Buford/Clairmont

a. Vision

A community level activity center that serves the needs of surrounding neighborhoods. Appropriate uses include commercial retail and entertainment, multifamily residential and medium density office. The area will include convenient and safe pedestrian access across Buford Highway and Clairmont Road.



b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village Residential district
- CC - Corridor Commercial district
- CVC - Corridor Village Commercial district

c. Key Policies and Implementation Measures

- Implement gateway signage to direct people to community hubs.
- Construct pedestrian safety improvements along Clairmont Road and Buford Highway.
- Promote the redevelopment of area as a community level activity center in keeping with the requirements of the CC zoning district.
- Support the conversion of traditional suburban land use forms to more urban forms that support alternative modes of transportation to the automobile.



17 Shallowford/85 Activity Center

a. Vision

Growing activity center housing a mix of commercial, institutional and residential uses with easy access to I-85. The home of St. Pius X High School the area is a center for education and civic activities with strong connections to the surrounding community.



b. Appropriate Zoning Districts and Infill Development Policies

- VR - Village residential district
- NC-1 - Low density neighborhood commercial district
- CC - Corridor commercial district
- CVC - Corridor Village Commercial district
- I - Light Industrial district



c. Key Policies and Implementation Measures

- Pursue safe pedestrian and bicycle connections between local civic uses, such as Dresden Park, St. Pius X High School and the Dynamo Aquatic Center.
- Promote the development of community level activity center that serves the needs of the surrounding neighborhoods.

18 Clairmont Residential

a. Vision

A strong residential area containing a diversity of housing types, and limited neighborhood commercial uses. The area will have easy access to both shopping and employment opportunities located at Century Center and along Buford Highway.



b. Appropriate Zoning Districts and Infill Development Policies

- NR-1 - Neighborhood residential 1 district
- NR-2 - Neighborhood residential 2 district
- NR-3 - Neighborhood infill district
- VR - Village residential district

c. Key Policies and Implementation Measures

- Support home maintenance and home ownership assistance programs to support long term sustainability of housing stock.
- Promote higher density infill development near Clairmont Road, but maintain the character of the single family neighborhoods further away from the road.



19 Century Center Office Park

a. Vision

A high-density and mixed-use node that serves as a regional attraction and strong employment center for the city and the greater Atlanta Region.

b. Appropriate Zoning Districts and Infill Development Policies

- VC - Village Commercial district
- MUBC -Mixed Use Business Center district (Proposed)

c. Key Policies and Implementation Measures

- Support the redevelopment of higher density office space and mixed-use through the creation of a new High Rise Office zoning district.
- Plan for and invest in pedestrian and bicycle linkages to the area from the surrounding neighborhood.
- Create a monument gateway at the Clairmont Road / I-85 intersection to welcome visitors to the city.



20 Clairmont Corridor

a. Vision

A low-rise commercial corridor and employment center oriented toward airport related business and local community service needs.

b. Appropriate Zoning Districts and Infill Development Policies

- NC-1 - Low density neighborhood commercial district
- NC-2 - Medium density neighborhood commercial district

c. Key Policies and Implementation Measures

- Support the conversion of older single family housing to commercial and office uses, consistent with the NC-1 and NC-2 zoning districts.
- Maintain the single-family community character along Clairmont Road.



2.5 STREETScape AND GATEWAYS

The **Streetscape and Gateway Map** (Figure 2-3) like the Future Development Map, is a location-based vision and policy guide for city officials in making development decisions. Since at least 2008, the city has been using a Streetscape Map to assist with the administration and enforcement of the City of Chamblee’s Code of Ordinances as they relate to streetscape improvements within the public rights of way. This map is intended to supplement the city’s Zoning Ordinance and Development Regulations.

The Streetscape and Gateway Map uses a different Street Development Class than that currently referenced in the code and on the City’s Streetscape Map. This is intentional, as one of the issues in administering the current map is that it uses a street classification scheme that is similar to the GDOT Functional Classification Map, a point of confusion for many that read it, and one that really does not relate well to the current code or reflect the future vision for the city. The official GDOT Functional Classification Map is intended to reflect existing conditions, whereas this Streetscape and Gateway Map is intended to reflect future conditions, and community’s future vision for its public rights-of-way.



Below is a description of these future street development classifications and the other features of the Streetscape and Gateway Map.

Boulevard

Boulevard corridors will provide design features necessary to accommodate both high-speed and volume automobile traffic as well as pedestrians and bicyclists in a boulevard style. Large sidewalks and planter zones will help comfort pedestrians traveling along heavily trafficked corridors. Access management measures, such as consolidation of driveways will help to prevent pedestrian / automobile conflicts, while they also provide for the orderly procession of traffic. Bus stop amenities may provide important havens for transit users.

Primary

Similar to the Boulevard zones, these zones present fewer conflicts between automobile and pedestrian traffic. Primary zones will include wide sidewalks and planter / amenity zones but will not require medians due to fewer lanes of traffic.

Secondary

Secondary zones will maintain a more “village-style” design. These corridors will have shorter sidewalk and planter zones, but will make use of tree grates to expand the perceived pedestrian space. Painted crosswalks will not be necessary at all driveways, and driveway consolidation is not as crucial.

Feeder Routes

Feeder routes will serve to funnel pedestrians, bicyclists, and local automobile traffic into central primary and secondary corridors. They will feature traditional residential style sidewalks and shoulder bike lanes in order to safely carry pedestrians into higher density, mixed use interest areas. Safety and comfort improvements for pedestrians and bicyclists are the primary goal along these corridors, rather than commercial / aesthetic improvements designed to facilitate development and public “place-making.”

Storefront Streets

Design guidelines for roadways designated as storefront streets emphasize their user-friendliness. Roadways with this designation may currently function as collectors, or as commuter cut-through roads. However, they should be redesigned to prioritize access to local businesses for pedestrians and bicycles over vehicular through-put. Possible techniques to achieve this end include reducing the width of these roads and installing traffic calming devices, such as planted medians, on-street parking, bump outs, crosswalks, pedestrian crossing signals, pedestrian-scale signage etc.

Local Streets

Local streets provide access to and from residential areas. These should be low-speed, low-volume facilities. In those cases where local roads are attracting higher volumes or higher speeds than desired, traffic calming should be used. The needs of bicyclists and pedestrians should be the highest priority on these roads.

Gateways

The gateways should reflect the vision and recognized design elements of the character area they lie within. They do not have to be a monument or sign as is already visible in several locations around the community; they can also be a strong architectural statement. In fact, it is recommended that the Interstate gateways shown on the map should be of a larger scale to attract attention of passerby traffic. Furthermore, gateway monuments in all cases should be in scale with their street classifications and surrounding development.

The Boulevards and primary corridors should also be the target of streetscape improvements, corridor banners and possible design standards to help create a uniformed image. The Community Work Program identifies projects designed to support city beautification effort, and includes policies to support complimentary design and uses for new development proposed adjacent to these locations.

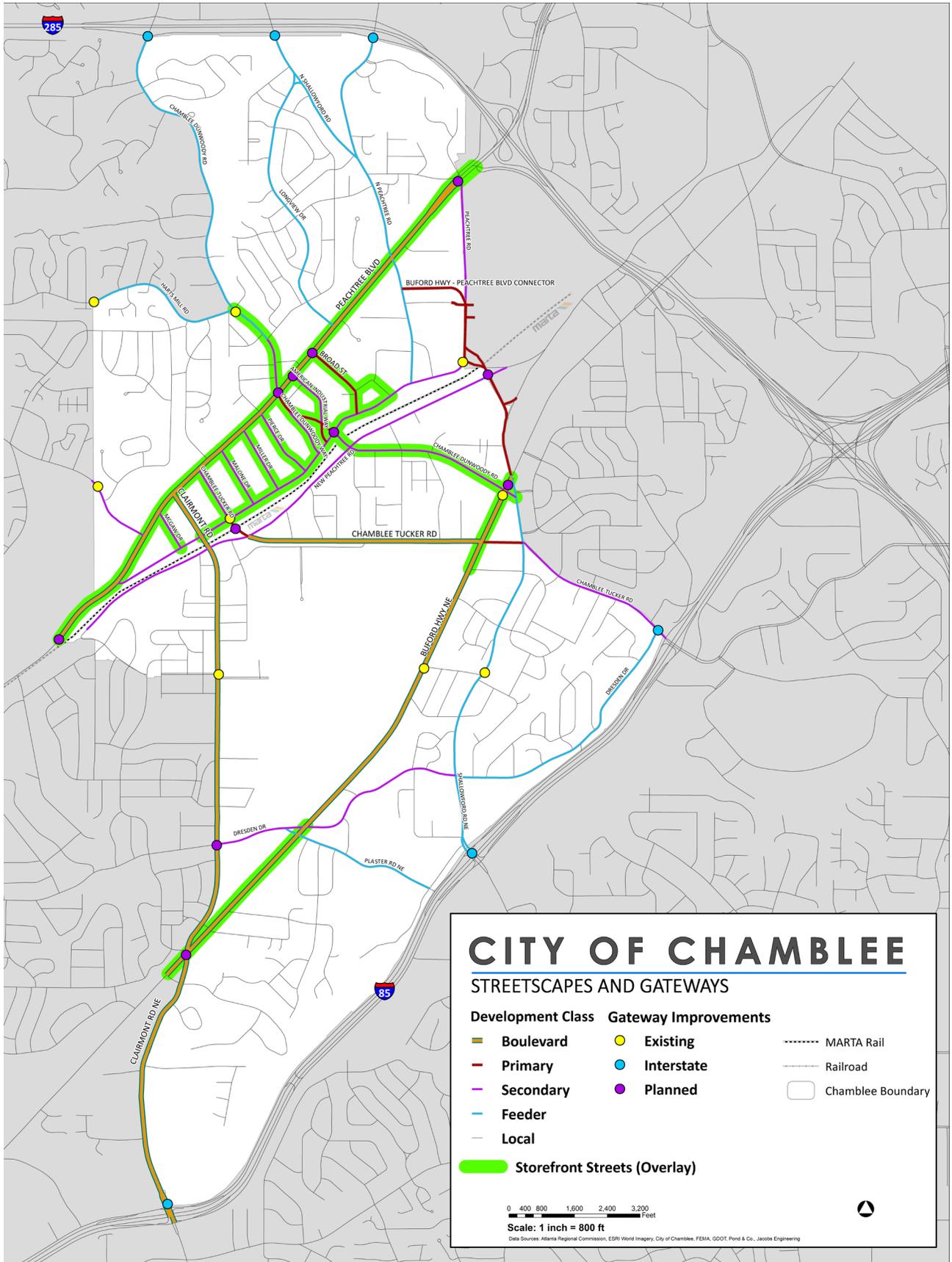
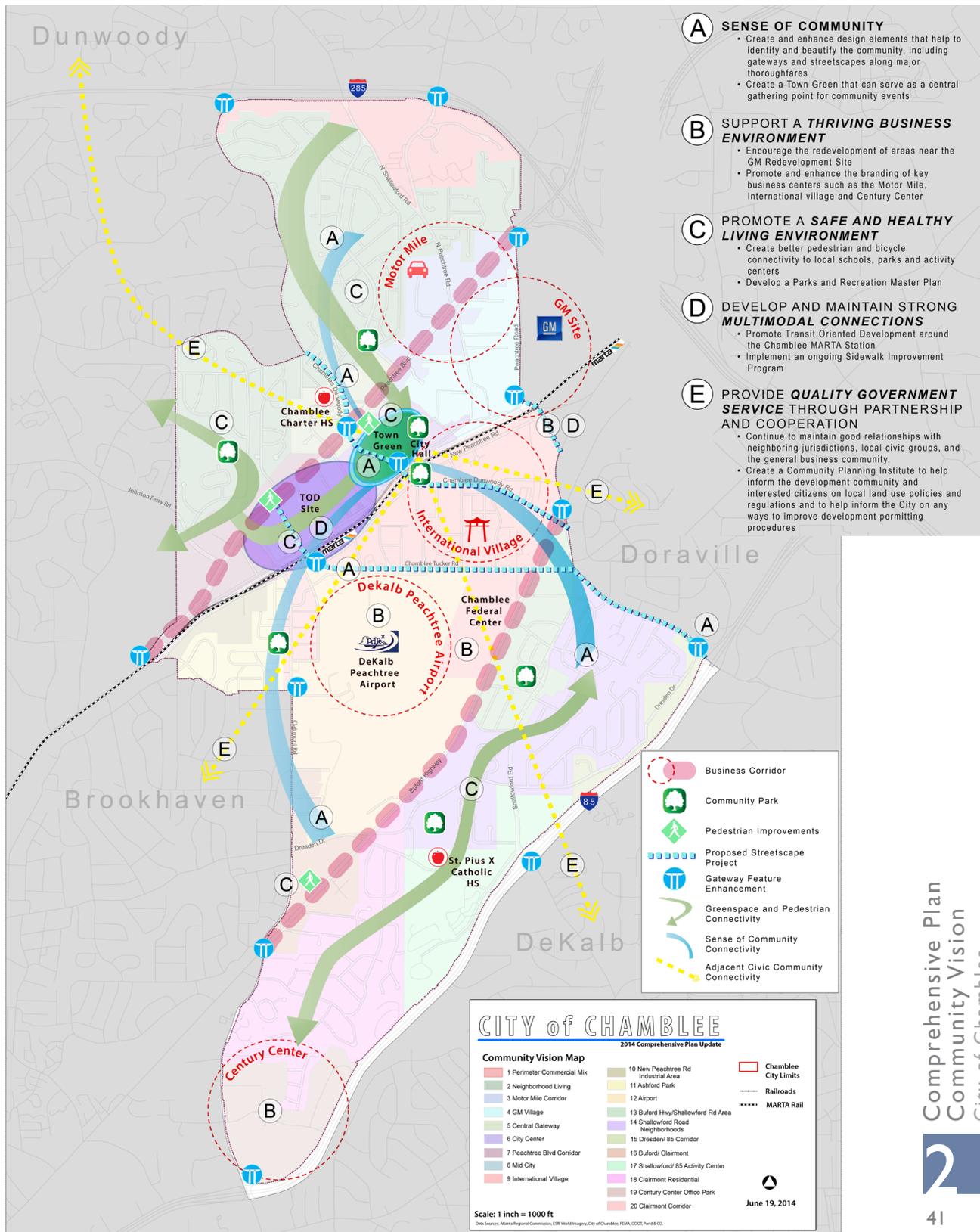


FIGURE 2-3: Streetscape and Gateway Map

2.6 SUMMARY

Below is a Community Vision Map that summarizes and represents the visions and aspirations of this Plan.



CHAPTER 3 - NEEDS AND OPPORTUNITIES

3.1. INTRODUCTION

The community will have to address a number of needs and opportunities in order to achieve the goals of the plan and to make the community's future vision a reality. This chapter identifies those key needs and opportunities that the City will pursue based on an assessment of existing conditions by the study team, discussions with the Steering Committee, and input from participants in the public involvement effort for this plan. Each of these priority needs and opportunities are then followed up with corresponding implementation measures in the Community Work Program. Documentation of the facts and input that were used to derive this list can be found in the Appendix. As required by the Minimum Standards and Procedures for Local Comprehensive Planning, one of the key planning tools used to refine this list was a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis conducted with participants of the public workshop.



3.2 PRIORITY NEEDS AND OPPORTUNITIES

The following list of needs and opportunities are not organized in any particular order or priority, but rather are presented in loose format that reflects their interrelated nature. As is shown in the summary table at the end of the chapter, each of these needs and opportunities relates to one or more of the five goals of the plan, so trying to present them in order of priority or by single topic would be misleading. At any given time, any particular need or opportunity will be a higher priority than another depending the goal that is being pursued. Probably more than any other component of this plan, the list of needs and opportunities that the community recognized is the most dynamic. As the plan is regularly updated, special attention should be given to revising and critically analyzing this in the light of the goals and vision.

3.2.1. Need for more community facility planning

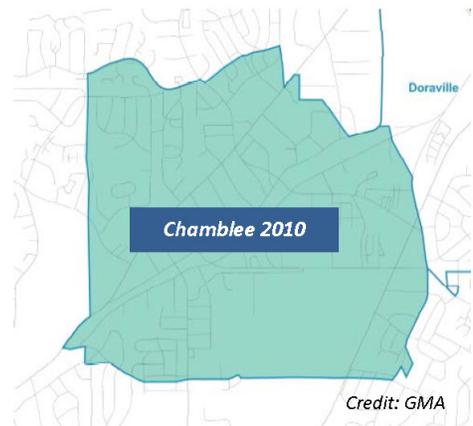
With the rapid growth of the city as a result of recent annexations, there is a need to develop and enhance local facility planning. The service needs of the community have grown, and demands that its expanding population have and will continue to place on local service providers have grown as well. The most efficient way to address these demands is to craft specific operational and facility plans that, like this plan, make an assessment of existing conditions, articulate a

vision and goals to achieve that vision, and a practical program of implementation. The facts surrounding this growth are shown in the Demographic Snapshot below.

Based on this demographic assessment and the concerns raised by participants in the public outreach process for this plan, three community facility plans in particular stand out as strong needs: (1) a Parks and Recreation Master Plan, (2) a Sidewalk Improvement Program, and (3) a Downtown Parking Study.

Chamblee Population in 2010

- 9,892 people
- 29 was median age (GA 35; DeKalb 34)
 - 18% younger than 16
 - 5% older than 65
- Diverse community
 - 45% White
 - 7% Black or African American
 - 8% Asian
 - 34% some other race
- 59% Hispanic (DeKalb overall 10%)
- 2.97 avg. household size (2.5 in DeKalb)
- 3,745 housing units

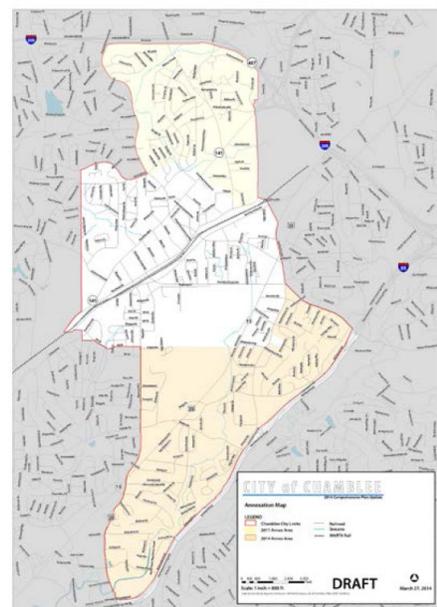


Profiles of Annexed Areas

- Northern area (Jan. 2011)
- 5,599 people (2010 data)
 - 2,872 housing units (2010 data)
- Southern area (Dec. 2013)
- 11,329 people (2010 data)
 - 4,798 housing units (2010 data)

How have Annexations Affected Chamblee’s Population?

- Shifted community’s makeup:
- 45% to 47% White
 - 7% to 16% Black or African American
 - 8% to 8% Asian
 - 34% to 24% some other race
- Hispanic share of population decreased notably (59% to 47%)
- Share of households that are families decreased (56% to 52%)
- Share of renter occupied housing units decreased (67% to 64%)



Chamblee Today

2010 (Census)	2012 (Census estimate)	2014 (JEG estimate)
9,892	15,790	27,500

3.2.2. Need for additional funding and investment to maintain and improve community facilities

One of the biggest challenges in undertaking additional community facility planning, and in particular implementing such plans, is that of funding. Other than raising taxes, the best source of the funding is often state and federal grants, and public-private partnerships with local businesses and developers. Strong leadership, such as has been evident in Chamblee’s past, is critical to this effort. Regular coordination with local funding partners, such as the Downtown Development Authority, the Chamber of Commerce, DeKalb County Government, the Atlanta Regional Commission and the State Departments of Community Affairs and Transportation, has to be a priority of local government staff. In addition new potential resources such as the establishment of a Community Improvement District must also be explored.



3.2.3. Need for a central community gathering place

When you think about Chamblee, what comes to mind? Is it a local landmark like the MARTA Station, PDK Airport, Chamblee High School, Antique Row, or the Chamblee Federal Center? Or do you even associate some of these local landmarks with Chamblee? Do any of the new areas within the annexed area have a Chamblee association, such as St. Pius X High School, Century Center, or Plaza Fiesta? Many who even live and work in the City don’t associate these landmarks with the City, and when the city holds festivals or events the closest place that fits that need is the little park adjacent to City Hall, but it is not of an appropriate scale to handle even a small fraction of the city’s population.



The recently completed Chamblee Town Center LCI Update identified three potential locations for a town green. One includes the redevelopment along Broad

Street, one along American Industrial Way, and one along Chamblee Dunwoody Way. The LCI plan recommended that “while opportunities for each of these areas vary, the City should prioritize one of the concepts to aggressively pursue.” (Chamblee Town Center LCI Update, p. 51)



3.2.4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible

Creating a new town green would certainly draw additional attention to the downtown area, but in the meantime it is very easy for a visitors passing through the city to be totally unaware of the downtown area. There are monument signs and wayfinding signs around the downtown, but one of the most heavily traveled roadways in the city (Peachtree Boulevard) passes within a few hundred feet of the downtown, and there is little if any signage or visual cues that the downtown is there.

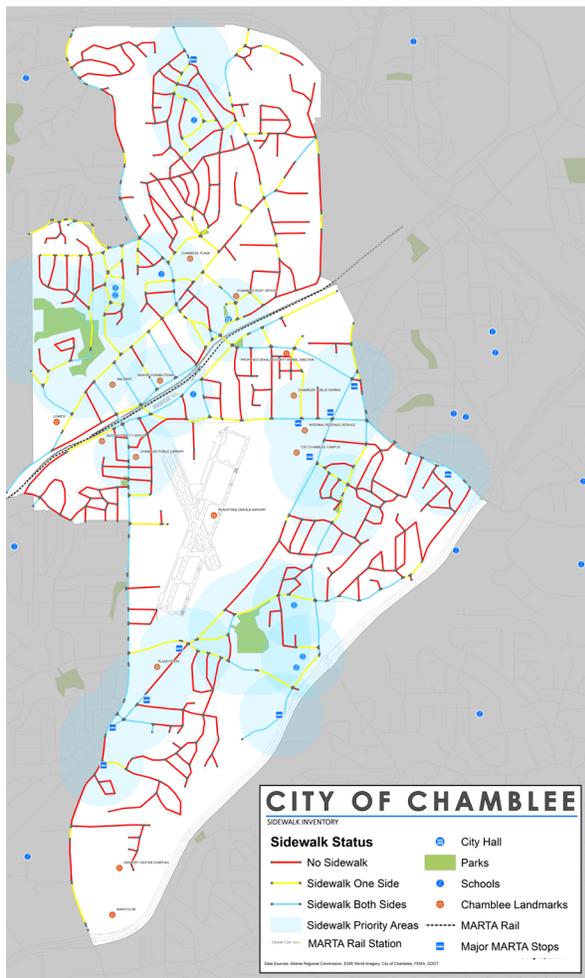


In addition, the general aesthetics of the area lack any unifying theme or architectural treatment. Unsightly elements, such as overhead power lines, billboards, metal building facades, vacant lots, chain link fences, and missing sidewalk segments only exacerbate the situation. The downtown area and the adjacent area along Peachtree Boulevard should exhibit similar architectural and landscaping treatments to create a unified character.

3.2.5. Need to improve pedestrian infrastructure and landscape.

Chamblee has excellent access to regional transportation facilities, highways, rail lines, and an airport, but it lacks a well maintained and connected sidewalk network.

In the community survey undertaken as part of this plan, respondents indicated a strong



preference for sidewalk construction over all other forms of transportation improvements in Chamblee, including intersection safety improvements, their second highest priority.

As part of this planning effort, the planning team undertook an initial inventory of the sidewalk network in the city and found that there were 80.5 miles of roadways in the city, and only 48.3 miles of sidewalk. Assuming that all roadways should have a sidewalk on both sides of the road to have a complete network, this means that the Chamblee network is only 30% complete $((80.5*2)/48.3 = 33\%)$ complete, and that 112.7 miles of sidewalk needs to be constructed to complete the network.

There is a requirement for new development to build sidewalks as part of new construction, but not every parcel in the city is going to be redeveloped in the short term. To address this need and to properly maintain the existing sidewalks, the city should create a sidewalk improvement program that regularly dedicates funds to sidewalk construction and maintenance.

3.2.6. Need to expand bicycle network and facilities

While the city does have sidewalks along many of its roadways, its bicycle network is practically non-existent. As Figure 3-1 indicates, there are some trails such as the Perimeter Trail besides Walmart linking the northern and southern sides of Peachtree Boulevard, but for the most part the city is underserved, making bicycle travel around the city very difficult, and unsafe.

Chamblee has one bike lane, on Longview Drive. Longview Drive attracts drivers seeking an alternative route from North Shallowford Road to Peachtree Industrial. In opposition to this cut-through traffic, the neighborhood requested some traffic calming measures. This bicycle lane was constructed to make the roadway feel narrower to drivers and slow traffic on this residential roadway. However, it does not connect to other bike lanes to facilitate a longer trip by bicycle, so it is rarely used. As sidewalks are not present on this street, the lane attracts more pedestrians than bicyclists.



The Chamblee Town Center LCI Update identified several potential rail to trail conversion opportunities in the LCI study area, and a Bicycle and Pedestrian Plan was undertaken in 2002, however both of these efforts focused on areas within the old city limits. No planning effort has been undertaken to expand those plans to the annexed areas or the greater Chamblee community which would address linkages to other trails in neighboring jurisdictions.

3.2.7. Need for better traffic and access management.

The opportunity for capacity improvements to the roadway network is limited, and traffic levels-of-service projections do not indicate a strong need for such improvements. Rather the greatest transportation needs in the city are for additional pedestrian and bicycle connectivity. To help facilitate the development of these alternative modes of transportation, the city needs to invest in better traffic and access management to help protect the safety and welfare of pedestrian and cyclists from the hazards of conflicts with motorized traffic. In so doing, the city will also create a safer and more pleasant flow of traffic for drivers, with reduced conflict from turning traffic. The resulting roadways would also be more attractive as a result of the reduction of visual clutter in the form of frequent curb cuts and from the addition of attractive medians. Roadway improvements such as consolidated driveways, center medians, and inter-parcel access via shared parking area or alleyway, would help address this need.

3.2.8. Need for local connections across regional transportation facilities

A major issue for travel within Chamblee is connectivity. Two prominent obstacles to through travel in the city are the PDK airport and the CSX and MARTA rail lines. The airport must be circumnavigated via Chamblee Tucker road, Clairmont Road, and Buford Highway. A set of CSX railroad tracks runs parallel to the MARTA rail line through Chamblee. These railroad tracks create an obstacle to east-west transportation in the city. Just three roadways cross the rail tracks in Chamblee in a continuous manner (other smaller, at-grade crossings may be available):



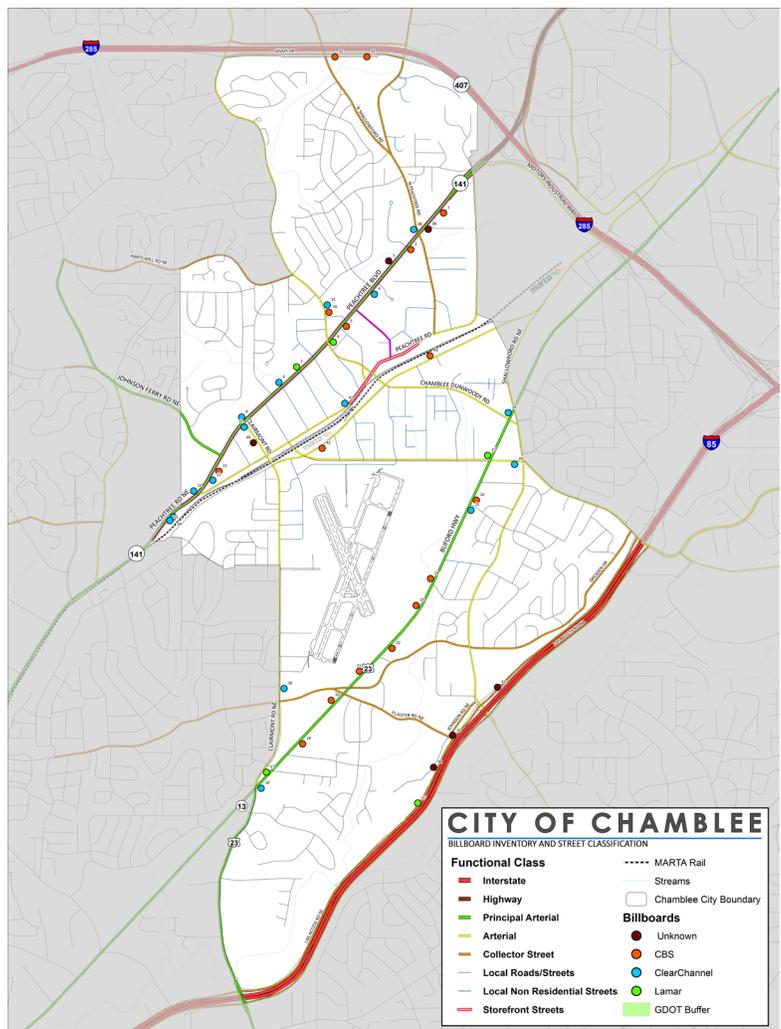
- Chamblee Dunwoody Road (via roadway in underpass);
- Chamblee Tucker Road (via roadway in underpass); and
- Clairmont Road (via roadway on bridge).

An additional crossing of the CSX rail line has been proposed to facilitate and connect to redevelopment at the GM site in Doraville. This additional crossing would be invaluable to Chamblee’s ability to capitalize on this new investment and should be supported by the City.

3.2.9. Need for improved aesthetics

Chamblee has long history as a center of industry, and the legacy of that history is a city in need of beautification. Though the city also has a long history of land use regulations and zoning, much of the city was zoned industrial, particularly along its major transportation corridors. As is the case in many traditional zoning ordinances, the old industrial zones in the city allowed the development of a wide variety of uses with a lack of aesthetic or design controls. Now many of these areas have been rezoned to districts more appropriate to the vision of the community. However, for new changes and visual improvements to be made, redevelopment and reinvestment in the area are much needed, and this change will take years to be accomplished depending on the state of the economy and the strength of the local real estate market.

One prime example of this lack of design controls has been the city’s past lack of sign controls. Even though the city’s current sign regulations do not allow billboards, for many years it did. The result of which is that



Billboard Inventory Map

almost every major roadway in the city contains an excessive amount of billboards. As part of this planning effort, the study team undertook a survey of the city’s billboards and discovered that there were approximately 95 legal non-conforming billboards in the city, located on 43 billboard structures (many billboard structures contain 2 or more billboards).

In general, the city’s primary and secondary roadways could benefit from aesthetic streetscape treatments, such as street trees, pedestrian lighting, community banners, gateway monuments and wayfinding signage. The City has already invested in monument gateway and wayfinding signs that can be found in prominent locations around the old city, however, understandably none of these gateway signs exist in the annexed area (See Figure 2-3: **Streetscape and Gateways Map** on page 40). The city has undertaken some streetscape improvements along Peachtree Road, and is currently working on improvements to Chamblee Dunwoody Road.

The before photo to the right shows the many billboards and pole signs that litter the roadway. The after photo below shows how Peachtree Boulevard could look with the removal of the billboards and pole signs, in addition to sidewalks, street trees, pedestrian lights, and a planted median.



Before: View of Peachtree Boulevard



After: Peachtree Boulevard with Aesthetic Improvements

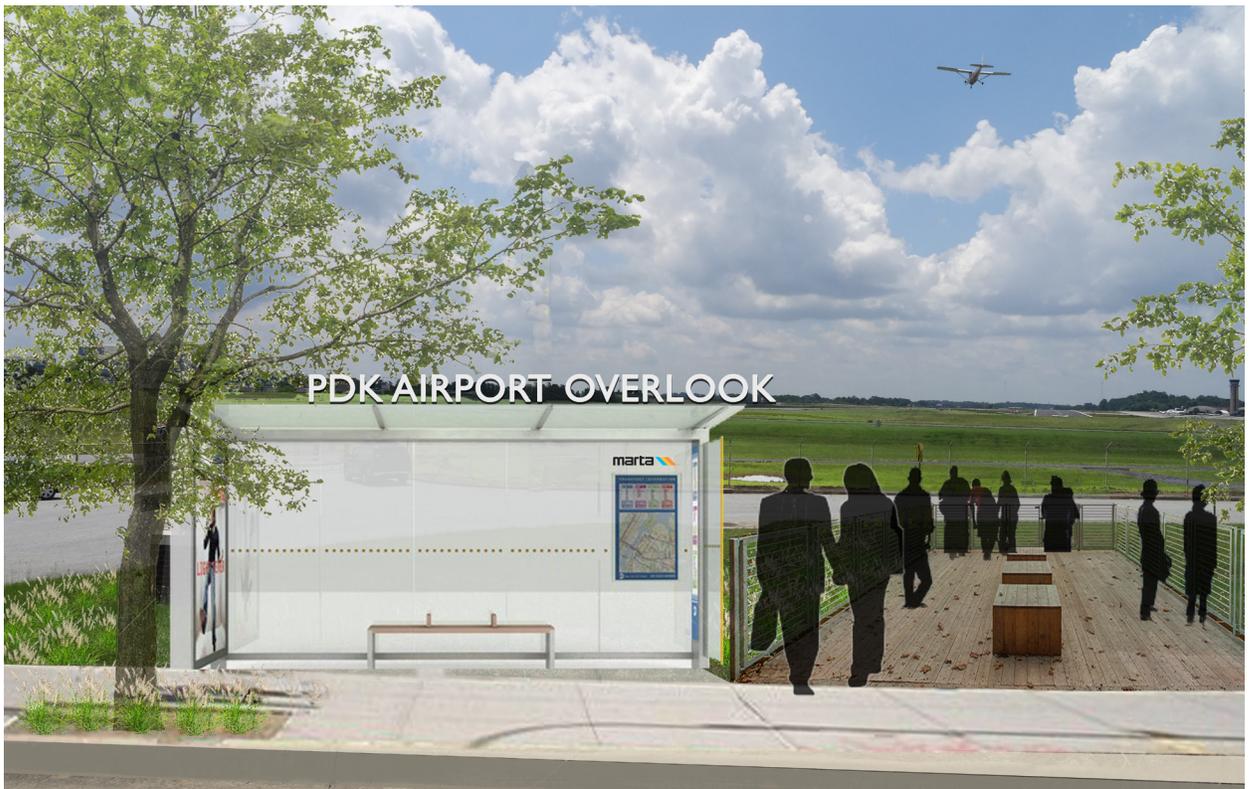
Another tactic to address this issue is to simply provide more green space, in form of public parks. As part of the Parks and Recreation Plan initiative the city should consider acquiring vacant and abandoned industrial and commercial sites to be developed as parks and public greenspace.



An additional opportunity for beautification lies within the vacant-feeling corridor on Chamblee Tucker Road that connects the Chamblee Federal Center and DeKalb Peachtree Airport to the Chamblee MARTA transit station. This area encompasses many possibilities for aesthetic improvements. One opportunity for improvement is the dilapidated chain link fence that could be replaced with an ornamental fence. This area is also an excellent location for a multi-use trail that would connect the Chamblee Federal Center complex to the Chamblee MARTA station, allowing



Before: View of PDK Airport



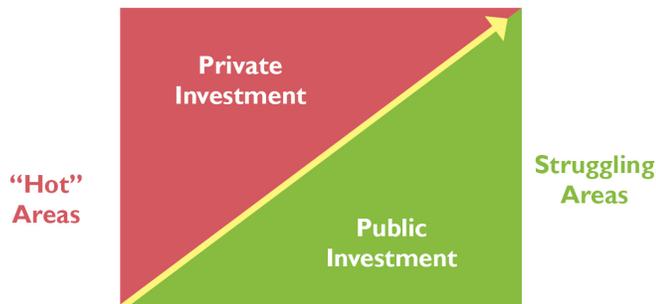
After: PDK Airport Overlook and Marta Stop

employees of the Federal complex and the PDK airport to bike safely to and from the MARTA rail station. In addition to providing this new access, the airport has an opportunity to make this area a destination by building an overlook that would be used as an observation deck. The images on the previous page illustrate a vision of a PDK overlook concept that could become a destination and landmark where community members and passersby could come and watch the airplanes landing and taking off.

3.2.10. Need to facilitate investment in quality development

Throughout the public involvement effort of this plan, participants expressed an interest in promoting quality development. In an urbanized area like Chamblee with a long history, there are very few undeveloped tracks of land remaining for new construction. As a result, almost any new development will have to take the form of redevelopment. As the graphic below illustrates, in real estate markets that are hot, such as areas around the MARTA station, private investment is great and so redevelopment will naturally occur as the market dictates. In areas where the market is colder, such as the International Village area or the old downtown area, public investment in facilities and improvements within the public rights-of-way must be used to spur on private interest.

REDEVELOPMENT STRATEGY



Leveraging Private Dollars



FIGURE 1.5

Even given this relationship between public and private investment in redevelopment, the issue of quality is one that is best controlled through strong land use policies and regulations. The city has made giant strides in this area in just the past five years, and has adopted an aggressive code that in time will lead to quality development, particularly in those areas that are “hot.” But in those areas that are lacking private developer interest, the city needs to be willing to invest in public improvements to draw the attention of private investors. Such improvements should include a town green, streetscape improvements, and additional downtown parking. In addition, though much of the city has adequate parking to handle commercial needs, there is a perceived lack of parking in the immediate area of downtown stores and restaurants. The city should consider investment in downtown parking structures to help alleviate this problem.

The Downtown Development Authority can be a valuable partner in this effort and an additional source of funding, through such tools as tax exempt bonds, tax abatements, and helping to establish a Tax Allocation District (TAD) or Community Improvement District (CID). Currently the Downtown Development Authority boundaries only include the old downtown area, so its ability to help other areas of the city is limited. The city should consider expansion of its boundaries or the creation of a new CID that addresses other areas of the city.

3.2.11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining

Though Chamblee offers residents a great location in terms of access to regional transportation facilities and good schools, it still lacks a balance between residential development and downtown retail, entertainment and dining. In particular, public involvement participants expressed a need for a grocery store and restaurants. In time, such commercial amenities may decide to locate in city, but the city and its economic development partners should take a more aggressive approach and actively promote and market the city to potential investors. The City is currently looking into hiring a new Economic Development Director that could take this on. In addition, the new Director can help coordinate efforts to acquire state funding for downtown improvements, such as through the Georgia Main Street Program.



3.2.12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance

Chamblee’s affordable housing has long made it attractive to ethnic communities. The Hispanic and Asian communities are visible in the City’s business community, evident from the business signs written in Spanish and Korean along major roadways. At steering committee meetings and public outreach events, Chamblee’s diversity of residents and businesses was seen as a strength with its cosmopolitan mix not found elsewhere in the Atlanta Region. Therefore, Chamblee should seek to maintain this diversity as an asset through strengthening the City’s relationships with its minority groups, through increased outreach to these groups, particularly to non-English speaking persons.

3.2.13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant and abandoned structures

One of Chamblee’s greatest strengths is its proximity to several major employment centers, including Buckhead, Midtown, and Perimeter. It sits entirely inside the I-285 Perimeter, and even has its own airport. The advantages created by the ease with which Chamblee may be accessed should translate into reinvestment in, and redevelopment of, its vacant and abandoned structures. However, there are several unused properties in the city that have not been adapted for reuse. Therefore, the City should facilitate the adaptive reuse of these properties by offering zoning density incentives, or easing requirements for site improvements. One helpful asset that the city has at its disposal is the Atlanta Regional Commission’s Vacant Property Inventory. This tool helps to identify potential targets for redevelopment and infill.

3.2.14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station

The Chamblee MARTA Station has successfully anchored TOD in Chamblee, having attracted recent commercial and residential developments within walking distance of the rail station. However, as noted by the Chamblee Town Center LCI Study, several vacant and underutilized properties remain in the area. Market pressures will support continued development in this area, but the City should follow the recommendations of the LCI study in order to

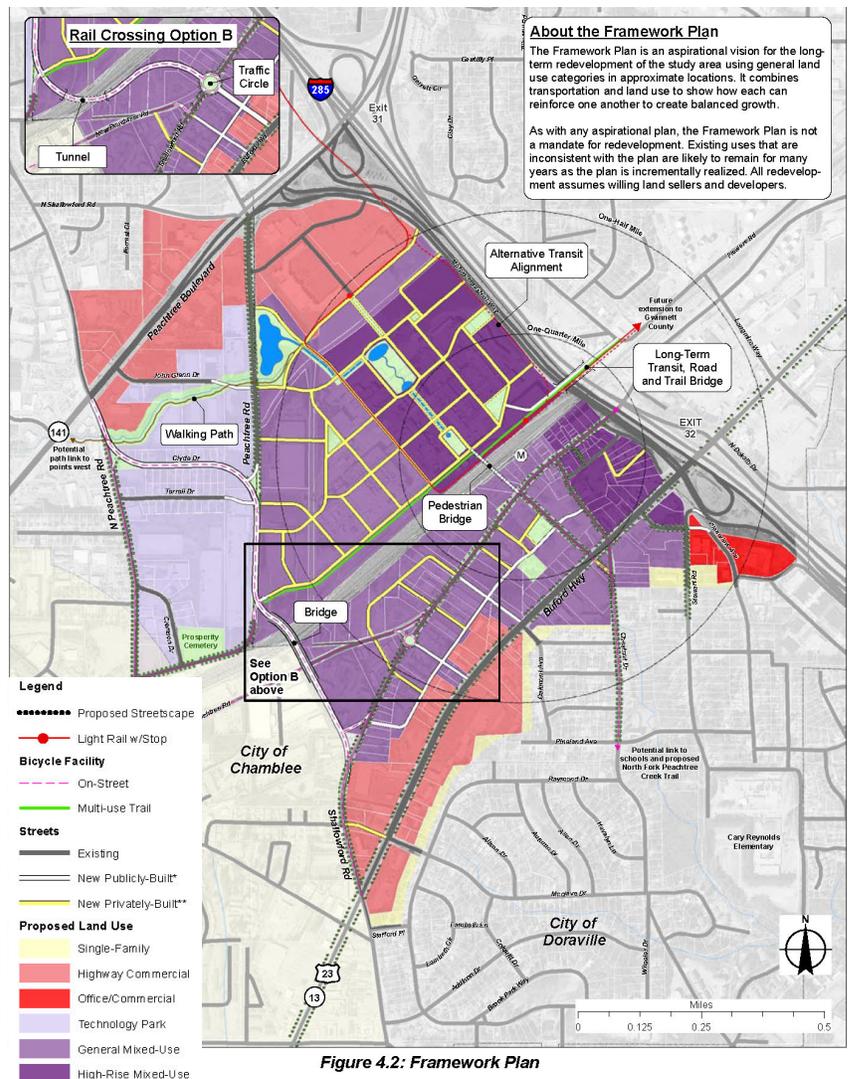


promote development that maximizes the benefits of Chamblee’s transit network. These include:

- Continue to work with developers to ensure that development around the existing MARTA rail station is walkable.
- Seek high-quality development immediately adjacent to the MARTA rail station.
- Develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive.
- Provide safe and convenient access to future Chamblee Rail Trail extensions.
- Adopt a long-range maintenance plan for parks and green space.
- Seek opportunities for alternative fuel source stations in public or semi-public places.
- Develop Brownfield Evaluation and Designation Criteria.

3.2.15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment

The GM Doraville Assembly Plant ceased operations in 2008. Since that time, the site’s size and proximity to freeways and transit have invited the development community to imagine the possibilities of a massive new development at that location. At the time of this writing, the property had been purchased for the purpose of creating a mixed-use development featuring a clean manufacturing and commercial district. As this project proceeds, the City of Chamblee should work closely with the City of Doraville to provide access to the GM redevelopment from Chamblee and parts



west. There is also the opportunity to bolster this development with complementary land uses in Chamblee. The City should investigate the needs of the development community in the areas of Chamblee that line the GM site to determine how the City can support new businesses wishing to locate in this area.

3.2.16. Opportunity to brand “Chamblee’s Motor Mile” along Peachtree Boulevard

The row of automobile dealerships along Peachtree Boulevard is a familiar site to drivers entering Chamblee from the north along this well-travelled corridor. However, many of these drivers, and even visitors to these dealerships, may not realize that they are in Chamblee. There is the opportunity for the City to leverage this recognizable, successful area into better name recognition for the City. The City should create an identity for the automobile dealership node through signage, referring to it as “Chamblee’s Motor Mile.” Cooperation with the dealerships would mean that they refer to themselves as being in this location in their advertisements. An Auto Dealers Association of Chamblee could be formed to facilitate communication and cooperation. The Association could be used to organize car shows or other events to help draw visitors to the area.



3.2.17. Opportunity to strengthen and support neighborhoods

Through its two recent annexations, Chamblee’s residential population has grown and the city is now home to several new neighborhoods. Chamblee has the opportunity to support these neighborhoods, affirming that Chamblee is not just a good location, but a great place to live. To strengthen connections between residents, the city should:

- Seek to create multi-modal connections among its neighborhoods



- Strive to create plentiful safe parks to play in
- Acquire Dresden Park from DeKalb County
- Promote and regulate appropriate infill policies
- Support property maintenance through regular code-enforcement

3.2.18. Opportunity to support urban farming and gardening practices

Society’s perception of the place of food production is changing. Restaurants are growing their own food on rooftop gardens and residents are coming together to create community gardens. There is the opportunity to connect people to the each other and to the land through urban farming, such as raising chickens, and urban gardening initiatives. Chamblee should craft its regulatory code so that it supports these efforts. The City could purchase vacant property to provide a space for the development of a community garden space.



3.2.19. Need for additional housing options

The majority of the current housing stock reflects suburban-style, single-family homes. However, if Chamblee is going to support a transit oriented lifestyle and attract more Millennials, then additional housing options need to be offered. These additional options should accommodate non-traditional family households, to match the changes in the overall demographics of the region. Infill policies should allow for mother-in-law suites for those who wish to live as an extended family. Adding executive housing options would also allow for those households who want to upgrade to do so without moving out of the city.

3.2.20. Need to create an environment that supports residents of all ages

As Chamblee’s population continues to grow, so do its numbers of Baby Boomers, which requires the city to consider the provision of housing and services to seniors. To meet this need, the City

should continue to focus transit-oriented development around the Chamblee MARTA Station, and seek to locate senior housing and services there as well. Currently, DeKalb County has located a Senior Center within the area off of Malone Drive. Additional services at this location would be readily available by bus, and seniors would be able to access transit for local trips when they are no longer able to drive. The typical TOD mix of development includes not just residential but retail, restaurant, office and service. Seniors living in such a situation may be able to walk for many of their trips, which would foster longer independent living.

Outside of the TOD character area, the city should support the creation of accessory dwelling units to support aging in place, as well as expanded development of its multi-modal transportation network. The ARC has been promoting best practices that support this need, through their Lifelong Communities Program. Chamblee should continue to work with the ARC Lifelong Communities division to incorporate these practices in design and program improved services delivery for local seniors.

3.2.21. Need to streamline and update city development regulations

Along with updating the Comprehensive Plan, the City is also updating and streamlining its zoning and development regulations. The current code is difficult to understand and the current zoning process is not viewed as efficient or clear cut. As part of this effort to improve the code, the project team and participants in the public involvement effort have identified a number of provisions in the current land use regulations that will need to be addressed. These issues include the following:

- a. Multifamily development requirements may be too restrictive.
- b. Storefront streetscape requirements need review.
- c. Section 504 poses challenges to building renovations, alterations, adaptation, addition, restoration, and repairs.
- d. Requirement of underground utilities is causing challenges and discouraging to developers.
- e. There are no standards for converting multifamily rental residential property to owner-occupied housing.
- f. Mixed use development standards require a residential component and as such may prohibit good mixed use developments that provide for a different percentage or types of mixed uses (for example, office and commercial).
- g. Provision for urban agriculture
- h. Provisions to support Lifelong Communities
- i. Design guidelines and more detailed provisions for infill housing.

Many of these issue, and some recommendations to address them were also identified as part of

the latest Town Center LCI Update. The detailed recommendations for addressing these can be found on pages 55 and 56 of the LCI Final Report, and include the following:

- a. Section 400 – The Village Commercial (VC) designation geographical coverage should be reevaluated
- b. Section 407 – Consider removing the requirement that mixed-use developments include between 20 and 80 percent residential uses.
- c. Section 902 – Consider removing the requirement that all utilities in both public and private rights-of-way be placed underground.
- d. Section 906 – Consider removing the requirement that all residential uses on the first floor have individual entrances to the sidewalk.
- e. Section 907 - Reconsider the streets designation as storefront streets
- f. Section 908 - Consider requiring that development with any use, not just nonresidential, with more than 600 feet of frontage along a single street be divided into blocks having a minimum of 600 feet.
- g. Section 1004 - Consider eliminating or raising the height limit in VC designated areas.
- h. Section 1007 - Consider removing the minimum size requirement for one-, two-, and three-bedroom apartments or replace the minimum size requirement with a minimum average unit size.
- i. Section 1007 - Consider removing the requirement that multifamily residential uses be located above nonresidential uses.
- j. Section 93-1 - Consider modifying the requirement that all buildings three or more stories in height, excluding all single-family dwellings, shall be constructed with concrete and steel framing materials.

This initiative on the part of the city is projected to be completed in 2015, however, efforts to improve the code and to educate the public on its provisions will be on-going. The city needs to undertake proactive education efforts to inform the development community and interested citizens on the development process and city codes. Educational materials related to the city's codes and regulations should also be readily available on the city website.

3.2.22. Need for ongoing communications about city government plans, policies, and actions

For Chamblee to accomplish much of what this plan calls for, it will need the cooperation and “buy-in” of its residents. Residents though, cannot become active participants if they are not included in the process by which the City achieves its objectives. The city should prioritize transparency and communication, from its day-to-day decision-making to larger initiatives. The City should anticipate the communication needs of its residents and regularly update its website regarding the direction the city is taking on important issues. A communications officer at the City should



www.chambleega.com

be available to field questions via telephone and email from residents on issues before city council. The city should tap into existing neighborhood organization meetings and mailing lists to reach residents in ways that are convenient and familiar to them.

3.2.23. Improve government data resources and accessibility

With two recent annexations, Chamblee has nearly tripled in geographic size since 2010. To best manage its assets, the City must have and maintain a robust data information system, that provides a clear understanding of who lives in the city, what businesses are located here, the condition and status of its built environment and community resources, as well as the location of natural and cultural resources. In some cases, the legacy information for new areas will not be sufficient for a proper understanding of all it contains. Therefore, the City should conduct a detailed inventory of the City and record it in a series of GIS (Geographic Information System) databases. Many jurisdictions in the region, such as Roswell and Gwinnett County even offer robust and helpful GIS resources on-line. Such information, not only help in the day-to-day function of government, but also serves as an invaluable economic development tool to provide ready information to the business community, as well as a help resource to local residents.

3.3 SUMMARY

The following table shows the relationship between the needs and opportunities and the vision statement goals.

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTI-MODAL CONNECTIONS	QUALITY GOVERNMENT
					
1. Need for more community facility planning					
2. Need for additional funding and investment to maintain and improve community facilities.					
3. Need for a central community gathering place.					
4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible.					
5. Need to improve pedestrian infrastructure and landscape.					
6. Need to expand bicycle network and facilities.					
7. Need for better traffic and access management.					
8. Need for local connections across regional transportation facilities (i.e., Rail lines, Peachtree Boulevard, Buford Hwy, PDK Airport).					
9. Need for improved aesthetics.					
10. Need to facilitate investment in quality development.					
11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining.					
12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance.					
13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant structures.					
14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station.					
15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment.					

NEEDS AND OPPORTUNITIES	GOALS				
	COMMUNITY IDENTITY	BUSINESS ENVIRONMENT	HEALTH & SAFETY	MULTI-MODAL CONNECTIONS	QUALITY GOVERNMENT
16. Opportunity to brand “Chamblee’s Motor Mile” along Peachtree Boulevard.					
17. Opportunity to strengthen and support neighborhoods.					
18. Opportunity to support urban farming and gardening practices.					
19. Need for additional housing options.					
20. Need to create an environment that supports residents of all ages.					
21. Need to streamline and update city development regulations.					
22. Need for ongoing communications about city government plans, policies, and actions.					
23. Improve government data resources and accessibility.					





CHAPTER 4 - COMMUNITY WORK PROGRAM

4.1 INTRODUCTION

The Community Work Program identifies the specific measures to be undertaken by the City of Chamblee and its partner organizations to implement the Community’s vision. This program is intended to offer a practical blueprint for future development that will benefit Chamblee and nearby communities for decades to come. The Community Work Program includes the following sections:

- Policies
- Implementation Program
- 2014-2018 Short Term Work Program
- Long Term Transportation Work Program

4.2 POLICIES

The following policies are intended to offer guidance to local government officials in making decisions consistent with achieving the Community Vision and Goals. They are based on previously adopted policies from earlier versions of the Comprehensive Plan, other planning studies, and the input of those who participated in this planning update.

These policies are divided into three major parts:

- General Policies - are general non-geographic based guidelines that provide direction for the implementation of the plan's vision.
- Streetscape Policies – that guide future improvements along the city's public rights-of-way, either as a part of new development undertaken by the private sector, or public sector investment in streetscape projects.
- Infill Policies – that are intended to guide the nature and design of infill within the character areas established by this plan.

4.2.1. General Policies

Population and Housing

- We will require new development to provide for a variety of residential types and densities.
- We will eliminate substandard or dilapidated housing in our community.
- We will stimulate infill housing development in existing neighborhoods.
- We will create affordable housing opportunities to ensure that all those who work in the community have a viable choice or option to live in the community.
- Our neighborhoods will be interactive communities where people have easy access to schools, parks, residences and businesses through walkways, bike paths, roads and public transportation.
- Our growth strategies will continue to provide resources that support revitalization of neighborhoods and effectively address the physical environment of the disadvantaged.
- We will encourage home-ownership.
- We will accommodate our diverse population by encouraging a harmonious mixture of housing types and uses.
- We will encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence.

- We will encourage efficient urban residential densities.
- We will promote walkable, safe neighborhoods.
- We will encourage common open space, walking paths and bicycle lanes that are easily accessible to neighborhoods

Community Facilities and Services

- Our community will make efficient use of existing infrastructure as well as future investments and expenditures for capital improvements and long-term operation and maintenance costs.
- We will coordinate public facilities and services with land use planning to promote more compact urban development.
- We will maximize the use of existing facilities and services.
- We will coordinate development review processes that will protect or enhance public facilities and sites to ensure that they can fulfill their identified functions.
- We will invest in parks and open space to encourage private reinvestment in urban centers.
- We will target urban development within our community to areas that can be reasonably served by public infrastructure.
- Our community will use planned infrastructure to support areas identified as suitable for development.
- We will protect existing infrastructure investments (i.e. already paid for) by encouraging infill, redevelopment, and compact development.
- We will continue to share services and information with other public entities within the jurisdiction.
- We will maintain our coordination mechanisms with adjacent local governments to provide for exchange of information.
- We will continue our joint processes for collaborative planning and decision-making.
- The long term prosperity of our community will be supported by the educational function of our parks and recreational services, public libraries, museums and other cultural amenities.
- We will support other existing educational institutions and encourage development of new opportunities to educate our citizens.

Transportation

- We will encourage transportation corridors that support multiple modes of transportation and enhance community aesthetics.
- We will address the location, design, landscaping and furnishing of residential and non-residential streets as an important component contributing to the character, structure, and development pattern of the community. (See Streetscape policies, Section 4.2.2.)
- We will support the location of parking in the rear of commercial buildings and shared parking where feasible.
- We will maintain and enhance our multi-modal transportation network to support efficient land use, minimize traffic congestion and facilitate community-wide and regional mobility.
- We support higher urban density to be located in areas that are conducive to walking and biking and are served by transit within the regulations of our local zoning ordinance.
- We will support transportation projects and access management measures that seek to optimize the safe and predictable operations of our roadways for all users.
- We will promote the use of traffic calming measures to reduce the negative impacts of vehicular traffic in our neighborhoods.
- We will promote alternative transportation modes and mobility access for all citizens.
- We will maintain or enhance transportation facilities, corridors, and sites to ensure that they can fulfill their identified functions.
- We will promote connectivity between road network, public transit, and pedestrian/bike paths.
- We will encourage sustainable transportation choices, such as walking, biking, or car-pooling.

Land Use

- We will promote development that is sensitive to the land and gives consideration to adjoining, existing and planned development as well as the overall community.
- We will promote efficient use of land by promoting well-designed, more pedestrian friendly, development patterns with a mix of uses and an efficient, creative use of land.
- Recreation and greenspace will become an integral facet of our community's land use.

- We will establish meaningful and predictable standards for the use and development of land, and meaningful guidelines for the content of more detailed land development and use regulations.
- We will be committed to redeveloping and enhancing existing commercial and industrial areas located within our community.
- We will encourage mixed-use development and design standards that are more pedestrian-oriented and less auto-oriented.
- We will encourage developments that provide a mix of shopping, housing and jobs.
- We will make as a priority the development of mixed uses, redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes.
- We will support opportunities for residential and non-residential in-fill development that positively impacts the character of existing neighborhoods.
- We will promote increases in residential densities in areas that meet community design standards, environmental constraints and available infrastructure capacities.
- We will encourage the use of landscaping, lighting, signage, underground utilities and building design to add value to our community.
- Our regulations will contribute to, not subtract from, our community's character and sense of security.
- Our gateways and corridors will create a "sense of place" for our community.
- We will reduce the adverse visual impact of the automobile in both commercial and residential areas of our community.
- We will encourage upper floor residential in downtown to add people and variety of uses to the area.
- Green space will be a major component within our neighborhoods, along our streets, parking lots and within commercial and industrial developments.
- Civic buildings will be located, designed and accessible to public transportation in a manner that enhances the community.
- We will encourage walkability, interaction among businesses, clear visibility of entryways and centralized open space.
- Commercial nodes should contain business development sites of various sizes to accommodate a variety of businesses.
- We will review land planning and development concepts that may be new to our area, but have been successful in other places.
- We will ensure adequate supplies of quality water through protection of ground

and surface water sources.

- The protection and conservation of our community's resources will play an important role in the decision-making process.
- Land and transportation networks will be developed and managed to ensure the quality of our air and water.
- We will support enhanced solid waste reduction and recycling initiatives.
- We will encourage new development in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archaeological or cultural resources from human encroachment through land development regulations and/or incentives.

Economic Development

- We will support programs for retention, expansion and creation of businesses that enhance our economic well-being.
- We will encourage economic development and redevelopment.
- We will target reinvestment in declining, existing neighborhoods to further encourage private sector redevelopment and accommodate future growth.
- We will encourage the development of downtown as a vibrant center for culture, government, dining, residential and retail diversity.
- We will establish an atmosphere in which entrepreneurial enterprise is nurtured in our community.
- Our community will accommodate new development while enhancing existing local assets.

4.2.2. Streetscape Policies

Chamblee will address the location, design, landscaping and furnishing of residential and non-residential streets as an important component contributing to the character, structure, and development pattern of the community. Chamblee will protect and enhance transportation facilities, corridors, and sites to ensure that they can fulfill their identified functions. Therefore, development along and within its public rights-of-way should adhere to the following guidelines for each street development classifications shown on the **Streetscape and Gateways Map** (see map on page 40).

Boulevard Corridors

- Access management measures: inter-parcel access through shared driveways or alleyways, driveway consolidation, and center lane-width median with left turn lanes at major intersections
- 8 ft sidewalk (minimum) with crosswalks at driveways and intersections and pedestrian entrances to adjacent developments
- 5.5 ft bike paths separated from the roadway (to prevents bike/automobile conflicts)
- 8 ft planter / amenity zone for street trees / shrubs
- 2 primary traffic lanes with right turn lanes cut into amenity / planter zone at major driveways/ intersections
- Pedestrian lighting attached to existing streetlights
- Boulevards have the widest setbacks between building and roadway, providing a lot of room between pedestrians and fast-moving traffic for their comfort and safety.

Additional Boulevard Corridor Options to be incorporated where appropriate:

- Planted edge treatment
- Regular bench and other pedestrian amenities
- Planted center median
- 10 foot multiuse path, instead of separate sidewalk and bikelane
- Bus stop amenities (bench and shelter) at high usage bus stops
- Mid-block crossings with pedestrian islands in median

Primary Corridors

- 8 ft sidewalk (minimum) with crosswalks at drive ways and intersections and pedestrian entrances to adjacent developments
- 5.5 ft bike lanes adjacent to roadway providing 4 ft rideable space (movement of bike lane off primary roadway prevents bike/automobile conflicts at multiple driveways)
- 8 ft planter / amenity zone for street trees / shrubs
- 1 or 2 primary traffic lanes with right turn lanes cut into amenity / planter zone at major driveways/ intersections
- Pedestrian lighting attached at existing streetlight infrastructure
- Limited setbacks based on limited street-front parking to facilitate increased pedestrian activity

Additional Primary Corridor Option to be incorporated where appropriate:

- Colored bike lanes
- Planted edge treatment
- Regular bench and other pedestrian amenities
- Smaller amenity zone with tree grates to maximize sidewalk space
- On-street parking to provide pedestrian buffer

Secondary Corridors

- 5 ft sidewalk with crosswalks at intersections
- 5 ft planter / amenity zone for street trees / shrubs using tree grates to maximize sidewalk space and with visibility zones around business entrances / driveways
- 1 primary traffic lane
- Pedestrian lighting attached at existing streetlight infrastructure

Additional Secondary Corridor Options to be incorporated where appropriate:

- Shoulder width bike lane adjacent to roadway
- On-street parking to provide pedestrian buffer

Feeder Routes

- Residential style traditional 5 ft sidewalks
- 2 ft planter strip

Additional Feeder Route Options to be incorporated where appropriate:

- Shoulder width bike lane adjacent to roadway
- Pedestrian lighting to enhance safety

Local Streets

- Traffic calming measures could include speed humps, the addition of sidewalks and/or bicycle lanes within existing right of way to narrow the roadway, and appropriate signage.

Storefront Streets

Storefront streets will operate as an additional designation above the previous classifications. In addition, development along storefront streets should conform to the following:

- Buildings facing storefront streets should be designed and built for future adaptive reuse.
- Uses at sidewalk-level, those which interact with pedestrians, should only be retail, office, restaurant, and other commercial uses.
- Facades, including those of parking decks, should be broken up with windows and doors at regular intervals, so that pedestrians will feel safe and connected to building inhabitants. To ensure this, windows should not be made opaque through the use of painted, reflective, or darkened glass. Windows and doorways should make up at least half the length of a façade. Windows should extend most of the length of the first floor, where possible.



4.2.3. Infill Policies

Chamblee has a very small supply of undeveloped land. As part of this planning effort, an update of the city’s existing land use survey was undertaken. This survey recorded the existing or current use of each parcel of land in the city (See **Figure 4-1 Existing Land Use Map**).

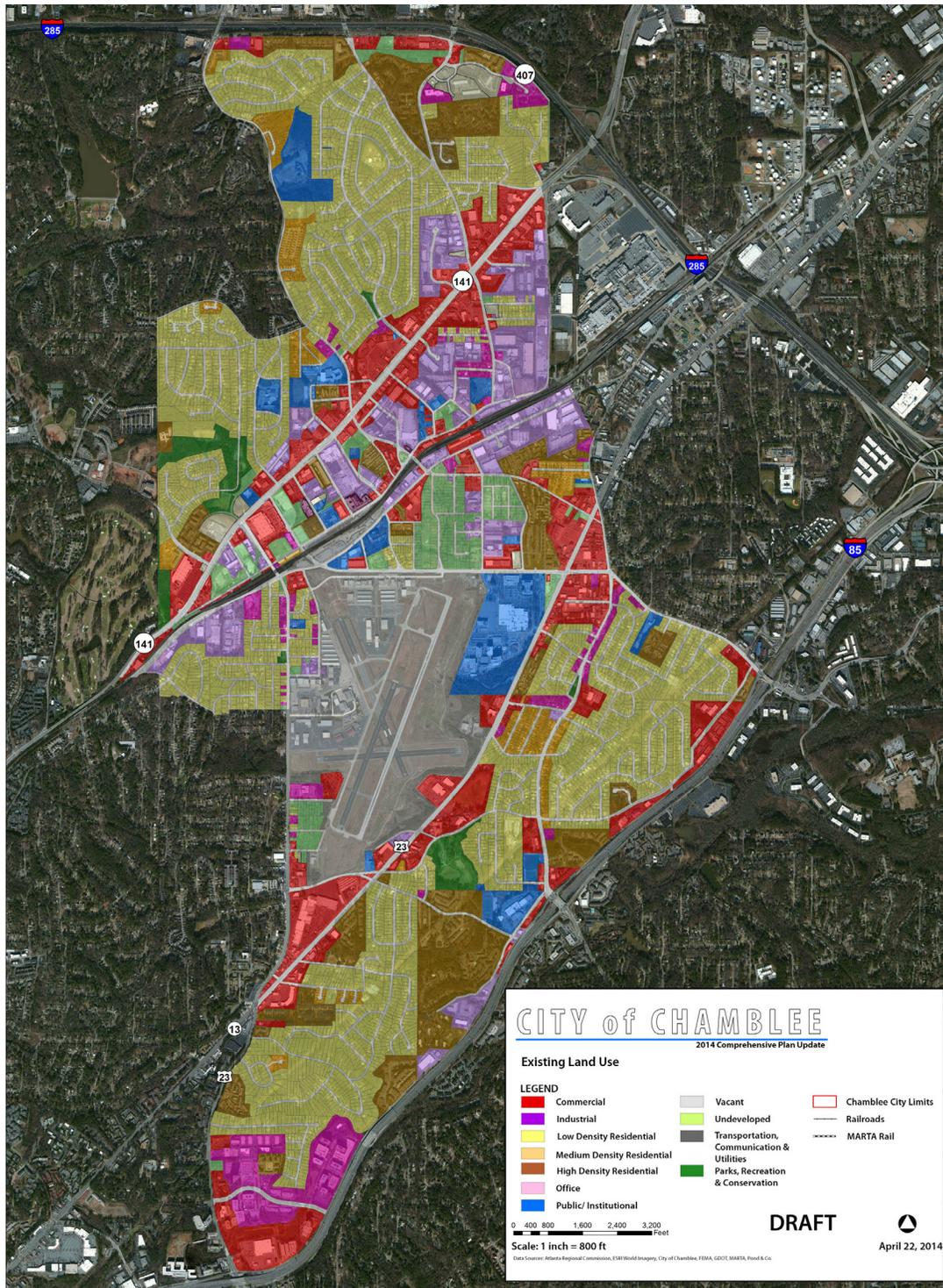


FIGURE 4-1: Existing Land Use Map

The survey discovered that only 160 acres of land, or 3% of the city total, could be classified as undeveloped. As a result, new development in Chamblee is almost always in the form of redevelopment or infill. Infill can be defined as the new development of vacant, abandoned, passed over, or underutilized land within built-up areas of the community. Infill also includes redevelopment of lots typically involving the demolition of existing structures and building new structures or the substantial renovation of existing structures, often changing form and function.

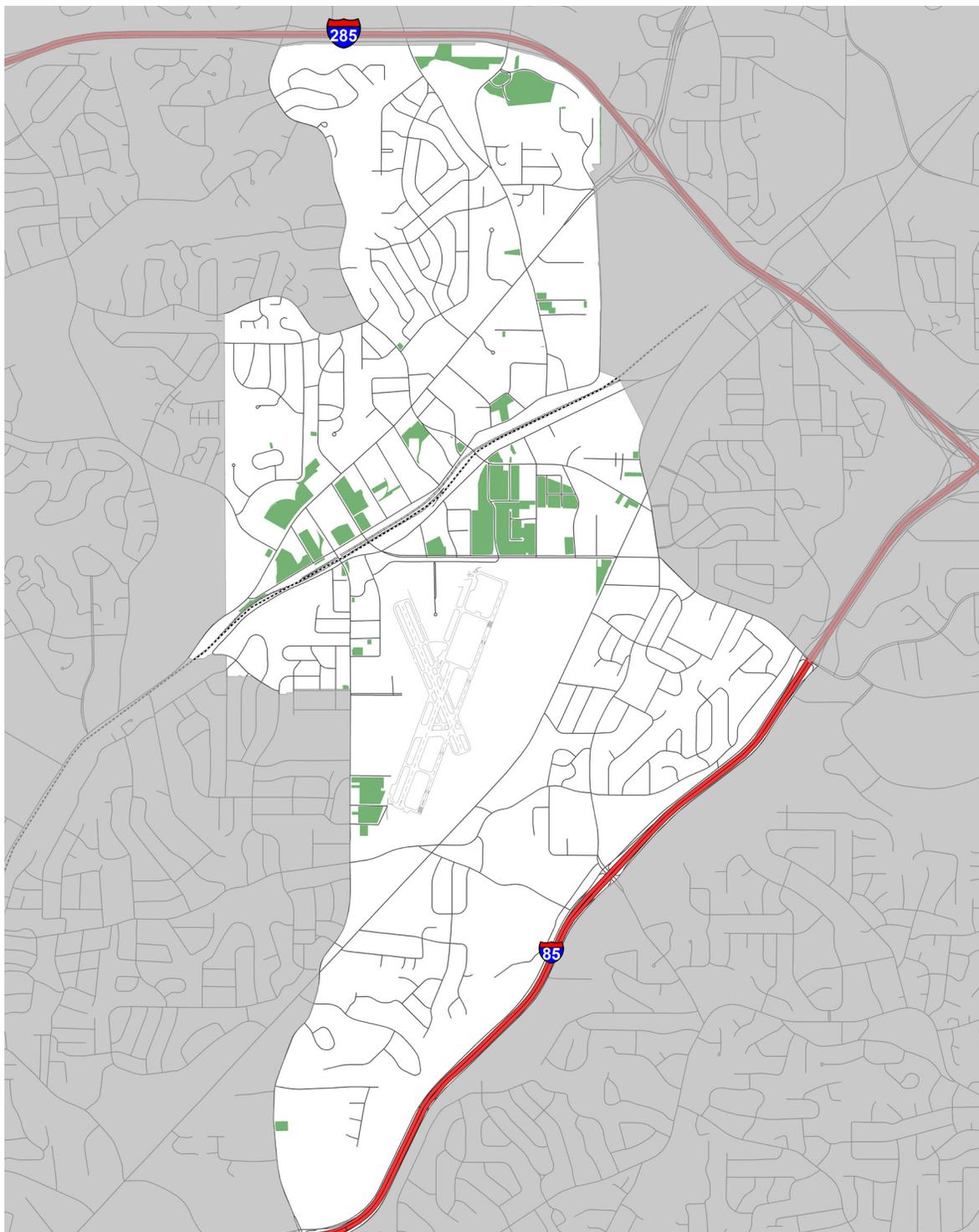


FIGURE 4-2: Vacant Land Map

Redevelopment and infill must be sensitive to the future vision or desired character of surrounding property, as expressed in the character areas shown on the Future Development Map and to the existing character of development on the property. The degree to which the existing character matches the vision is key. If the two are close, then new development must blend in or protect the original character, as such is the case with historic preservation, or within the surroundings of a well-established neighborhood. If the two are far apart, then the infill often stands out, looking out of place, or inconsistent aesthetically with its surroundings. The result can be a mismatch in architectural styles that may clash and create more visual clutter than was there before. In such situations, it is acceptable that some concessions be made for the sake of progress or general aesthetic improvement. At no time, however, should the future vision of the character area be compromised. To this end, the city should consider the adoption of design guidelines particularly in character areas where this mismatch of existing and future character is far apart.

The following table, Table 4-1 Infill Policies, offers an assessment of the existing character and future visions in each character area, as well as Infill criteria to help serve as a guide in making these decisions and in the crafting of these designs standards.

Table 4-1: Infill Policies Table			
<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
1 - Perimeter Commercial Mix	Primarily office park character with some highway oriented commercial. Area also contains some garden apartments and townhouses. Uses are primarily oriented toward Savoy Drive and I-285.	The Perimeter Commercial Mix area will be active employment center and welcoming gateway to the city from I-285. The area will provide a mix of professional, commercial, and residential uses integrated within an aesthetically pleasing boundary along I-285.	Redevelopment of older office parks and commercial properties to owner occupied housing developments, or higher density office uses is encouraged for parcels fronting Savoy Drive. Intensity of uses should transition between higher density uses along Savoy and adjacent single family in the Neighborhood Living Character Area Outparcel development should be encouraged along Savoy Drive in cases where front yard parking dominates the sight.

Table 4-1: Infill Policies Table

Character Area	Existing Character	Vision	Infill Policies and Criteria
2 - Neighborhood Living	Well establish single-family subdivisions, with limited office and commercial uses along major corridors	This area will remain a strong stable single-family residential area of well-maintained housing with a distinct community identity. The interior of the area will remain single-family residential on large lots, supported by nearby commercial areas for services, and local parks for recreation.	<p>Support limited neighborhood commercial at corner locations at the intersections of primary, secondary and feeder streets.</p> <p>Infill housing should be consistent with the established character of surrounding housing.</p> <p>The construction of accessory housing units are acceptable in the rear yards and should exhibit the same architectural style of the primary structure. Accessory housing units area also acceptable internal of a larger house built to include an accessory unit.</p>
3 - Motor Mile Corridor	Commercial corridor dominated by auto dealerships and related auto uses. Some industrial buildings also dot the landscape.	The Motor Mile Corridor will continue to be a major regional shopping destination for auto sales and service. Though local commercial areas will be primarily auto oriented in their marketing, local land uses will reflect a mixed use urban environment that is friendly to alternative modes of transportation and visually appealing to visitors.	<p>Maintain appropriate buffers between residential areas to the north and the commercial uses along the corridor.</p> <p>Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor and within the requirements of the IT zoning district.</p>
4 - GM Village	Industrial character interspersed with older small lot residential. Much of the older residential has transitioned to office and commercial uses.	The GM Village will support and complement the redevelopment of the adjacent former GM plant. The area will contain supportive industry, services and housing with a complementary design and style.	<p>Once established adopt new design standards that complement the design of the redeveloped GM site.</p> <p>Promote the area for light manufacturing and clean industries.</p>

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
5 – Central Gateway	Suburban commercial corridor with a few older industrial building.	As visitors pass through Chamblee along Peachtree Boulevard they will have a clear sense of arrival at a unique and inviting destination that they will identify with the greater Chamblee community. This will be an area that draws attention to the City Center, and yet also serves the local service needs of the surrounding neighborhoods.	<p>The existing character and future vision for the area is far apart. It is recommended that Design Guidelines be developed to complement the City Center.</p> <p>Support the redevelopment of Chamblee Plaza as a signature mixed-used development.</p> <p>Allow the continued use and adaptive reuse of older industrial buildings outside the viewshed of the corridor within the requirements of the IT zoning district.</p> <p>New development should include wayfinding signage and gateway elements that direct travelers to local landmarks and identify that they are in Chamblee.</p>
6 – City Center	Small town downtown character occupied by wide variety of government facilities, small shops, older houses, and restaurants. No unifying architectural style.	The City Center will be a vibrant and unique destination that ties the greater Chamblee community together. A center for civic activities that through its design will continue to reflect the city’s rich history and forward looking aspirations. The area will contain a compatible blend of historic and modern buildings within a safe and walkable environment. The area will be a draw for tourism, and serve as a service provider to adjacent mixed-use neighborhoods.	<p>Off-street parking in support of new commercial development should be open to the general public.</p> <p>Encourage a historic architectural look and feel as per the LCI recommendations, and the recommendations of the Main Street Program. Building materials and architecture should relate to the existing historic/pedestrian oriented character of ‘old town’ Chamblee.</p> <p>Support the incorporation of public artwork in new development that commemorates the city’s history and future vision.</p>

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
7 - Peachtree Boulevard Corridor	Suburban commercial corridor with some older industrial buildings.	An active and visually appealing mixed-use corridor serving the needs of the surrounding neighborhoods and pass-through regional traffic. It is envisioned as a destination for expanded interstate trade and small business opportunities, as well as an inviting location for pedestrian oriented human scale development. The area will be linked by a comprehensive transportation network that accommodates pedestrian, bicycle, and vehicular traffic	Encourage the redevelopment of existing strip commercial development into pedestrian scale, interconnected nodes. Coordinate with the City of Brookhaven on land use issues along our shared border, to help ensure a consistent design and compatibility of uses.
8 – Mid City	Urban mixed use environment centered around the MARTA station. Active housing and commercial center.	Centered around the Chamblee MARTA Station, this area will support transit oriented lifestyles with associated housing, services, and employment.	Support walkable transit oriented mixed use developments. Maintain the safe and convenient access to the future Chamblee Rail Trail Extensions The Downtown Development Authority should play an active in the coordination of new development.
9 – International village	Older suburban neighborhood with mixed office and industrial uses. Adjacent airport and runway protection zone has a strong influence. Prominent Asian and Hispanic presence in the community.	The vision of the International Village is two-fold: <ul style="list-style-type: none"> To fortify and sustain the area as a living and working community for all people To strengthen the local economy by enhancing the appeal of the area to non-residents who desire to experience an authentic international community 	Promote the development of a mixed-use urban environment, that provides a location for residences, retail, goods and services and offices with an international theme. Due to the proximity of DeKalb Peachtree Airport, coordinate new development with the Airport Manager. Support the construction of multi-use paths between the MARTA station and nearby major employers, such as the Chamblee Federal Complex on Buford Highway.

Table 4-1: Infill Policies Table

Character Area	Existing Character	Vision	Infill Policies and Criteria
10 – New Peachtree Road Industrial Area	Business park and light industrial uses oriented along New Peachtree Road.	An employment center with easy access to the PDK Airport and the MARTA Station. Primary uses will be light industrial and offices that do not generate excessive noise, vibration or nuisance characteristics for nearby residential neighborhoods	Encourage the location of incubators and adaptive reuse of buildings Require appropriate buffers between this area and the residential areas adjacent to it.
11 – Ashford Park	Older single-family residential originally built in the 1940s, but has been the target of recent infill housing development on small lots that were originally platted but never built on.	A strong single-family residential neighborhood with good access to the MARTA station and PDK Airport, offering good opportunities for infill residential development.	Infill housing is appropriate on smaller lots that meet the following criteria: <ul style="list-style-type: none"> • Lot was pre-platted over 50 years ago • Outside of protected stream buffers, • Within 300 feet of Clairmont Road • Architectural style is compatible with the surrounding housing and approved by the Architectural Review Board
12 - Airport	Active air transportation hub, with surrounding utilitarian/ industrial buildings.	Centered around one of the busiest airports in the state and operated by the county, the Airport Character area is economic hub for regional business and county government services. A prominent feature in the heart of Chamblee, the airport will reflect an aesthetically pleasing, business friendly environment.	Promote the construction of higher aesthetic elements for uses along the Airport’s border, adjacent to surrounding streets, but will loosen architectural design standards close to the runways. Streetscape projects along highly visible adjacent arterial roadways including Chamblee-Tucker Road and Buford Highway, should be supported with appropriate commercial and industrial uses, as well as bike or jogging trail.

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
13 – Buford Hwy/ Shallowford Rd Area	Suburban commercial corridor along Buford Highway with a strong Asian and Hispanic presence. Office and commercial uses along Shallowford Road are typically housed in older houses that have been converted to the use. Between Buford Highway and Shallowford Road, the areas contains a mix of older “garden apartments,” single-family homes, many of which have been converted to commercial or office use	Centrally located at the intersection of three major arterial roadways (Chamblee-Tucker Road, Shallowford Road and Buford Highway) and rich in cultural diversity, this area will provide a variety of neighborhood oriented commercial activities, and serve as a destination to non-residents who desire to experience an authentic international community. Adjacent to several strong single family residential areas, future redevelopment of the area will be a manner compatible with the low density residential character.	<p>Support the conversion of single family houses to commercial and office space and infill with low 1 to 3 story structures in keeping with the low density residential character of the surrounding neighborhoods.</p> <p>Uses along Buford Highway should be in keeping with the character of the corridor and more intensive uses on the north-western side of the highway, however uses away from the highway should transition down to a more single-family residential character along Shallowford Road to serve as an appropriate transition to the Shallowford Road neighborhoods.</p>
14 – Shallowford Road Neighborhoods	Single-family residential neighborhoods	Occupied by strong single-family neighborhoods, the area will enjoy easy access to local parks and recreational opportunities and be supported by a variety of other housing types and neighborhood oriented commercial uses.	<p>Infill housing should be consistent with the established character of surrounding housing.</p> <p>The construction of accessory housing units are acceptable in the rear yards and should exhibit the same architectural style of the primary structure. Accessory housing units area also acceptable internal of a larger house built to include an accessory unit.</p> <p>Trail connections between local recreational centers such as Dresden Park, Dynamo Swim Club, and to major employment centers such as Century Center and the Chamblee Federal Complex should be encouraged.</p>

Table 4-1: Infill Policies Table

<i>Character Area</i>	<i>Existing Character</i>	<i>Vision</i>	<i>Infill Policies and Criteria</i>
15 – Dresden/I-85 Corridor	Highway oriented business park, supported by medium and high density residential uses and neighborhood scale commercial.	Accessible and highly visible from I-85, this area will serve as an employment hub and southern gateway to the city. The area will contain a mixture of Medium-density office space mixed with a variety housing types.	Where feasible maintain natural buffers along the interstate to reduce noise within the surrounding neighborhood. A transitional area buffering the single-family homes in the Shallowford Road Neighborhoods from I-85, support the continued use and development of office and light industrial uses that do not create a nuisance.
16 – Buford/Clairmont	Suburban commercial corridor anchored by a community level mall, Plaza Fiesta.	A community level activity center that serves the needs of surrounding neighborhoods. Appropriate uses include commercial retail and entertainment, multifamily residential and medium density office. The area will include convenient and safe pedestrian access across Buford Highway and Clairmont Road	Promote the redevelopment of area as community level activity center in keeping with the requirements of the CC zoning district. Support the conversion of traditional suburban land use forms to a more urban forms that support alternative modes of transportation to the automobile, e.g. requiring outparcels to be developed in strip commercial centers that front the street with parking in the rear, the construction of pedestrian walkways and landscaping in large parking lots linking the street to the front doors of establishment, and the construction of multi-story mixed-use development.
17 – Shallowford / I-85 Activity Center	Suburban commercial corridor oriented toward Shallowford Road and supported by surround older garden apartments, townhomes.	Growing activity center housing a mix of commercial, institutional and residential uses with easy access to I-85. The home of St. Pius X High School the area is a center for education and civic activities with strong connections to the surrounding community.	Promote the development of community level activity center that serves the needs of the surrounding neighborhoods.

Table 4-1: Infill Policies Table

Character Area	Existing Character	Vision	Infill Policies and Criteria
18 – Clairmont Residential	Single family residential neighborhood with easy access to Clairmont Road, with some higher density residential, apartments and townhomes along Clairmont itself serving as a transition.	A strong residential area containing a diversity of housing types, and limited neighborhood commercial uses. The area will have easy access to both shopping and employment opportunities located at Century Center and along Buford Highway.	Promote higher density infill development near Clairmont Road, but maintain the character of the single family neighborhoods further away from the road.
19 – Century Center Office Park	Mid to High Rise Office Park, oriented around the intersection of I-85 and Clairmont Road, with some supportive commercial	A high density and mixed-use node that serves as a regional attraction and strong employment center for the city and the greater Atlanta Region	Support the redevelopment of higher density office space and mixed-use through the creation of a new Mixed Use Business Center zoning district. Support the development of an internal street grid, and trail and sidewalk connects to the surrounding neighborhood.
20 – Clairmont Corridor	Older small single-family housing converted to commercial and office uses.	A low-rise commercial corridor and employment center oriented toward airport related business and local community service needs	Support the conversion of older single family housing to commercial and office uses, consistent with the NC-1 and NC-2 zoning districts. Maintain the single-family community character along Clairmont Road.

4.3. IMPLEMENTATION PROGRAM

The Implementation Program outlines the overall strategy and action items for achieving the Vision for Future Development and for addressing the priority Community Needs and Opportunities laid out in Chapter 3. These actions are supported by the Policies, provided in Section 4.2., which also address priority needs and opportunities for the future.

4.3.1. Need for more community facility planning

On-going

- Sidewalk Inventory and assessment
- Stormwater mapping
- Continue coordination with North DeKalb Mayors regarding municipal issues and needs
- Coordinate management of transportation projects with ARC and GDOT
- Work with GDOT to get drainage ditches on Peachtree Boulevard piped

Short Term

- Undertake a Parks and Recreation Master Plan that will identify needed park improvements and incorporate bicycle and recreation trail connections between the parks
- Undertake a Public Works 5-year plan that will incorporate stormwater management, pavement assessment, and sidewalk improvements.
- Implement a Sidewalk Improvement Program
- Undertake a Blueprint Master Plan of the Downtown area

Long-Term

- Chamblee Town Center LCI Update (2024)
- Major Comprehensive Plan Update (2024)

4.3.2 Need for additional funding and investment to maintain and improve community facilities.

On-going

- Apply for appropriate state and federal grants.
- Cultivate public-private partnerships with local businesses and developers.
- Coordinate regularly with local funding partners, such as the Downtown Development Authority, the Chamber of Commerce, DeKalb County Government,

the Atlanta Regional Commission and the State Departments of Community Affairs and Transportation.

- Investigate the potential for outside funding sources to further develop pedestrian connections and bike facilities.

Short Term

- Explore establishing a Community Improvement District or Tax Allocation District

4.3.3. Need for a central community gathering place.

Short Term

- Select a site among those identified by the LCI study for a Town Green.
- Pursue funding possibilities, including a public-private partnership, for construction of a Town Green as part of Parks and Recreation Master Plan.
- Acquire land for and construct Phase 1 of the Town Green.

Long Term

- Complete Town Green and related private redevelopment

4.3.4. Improve aesthetics and way finding around the downtown civic complex to make it more visible and accessible.

On-going

- Maintain exiting monument signage and community banners along major corridors leading into the city.

Short Term

- Construct additional downtown wayfinding signage in the newly annexed area.
- Select preferred location for downtown district expansion and targeted redevelopment.

Long-Term

- Plan for redevelopment in the downtown area and the adjacent area along Peachtree Boulevard to be constructed to similar architectural and landscaping standards for a unified character.
- Support the removal of unsightly elements, such as overhead power lines, billboards, metal building facades, vacant lots, chain link fences, and missing

sidewalk segments.

- Integrate the Chamblee Rail Trail extension through the downtown area.

4.3.5. Need to improve pedestrian infrastructure and landscape.

On-going

- Maintain sidewalk inventory tracking in GIS.

Short Term

- Initiate an annual Sidewalk Improvement Program.

4.3.6. Need to expand bicycle network and facilities.

On-going

- Support construction of complete streets with bicycle lanes where appropriate in Chamblee.

Short Term

- Include bicycle trail needs in the parks and recreation plan.

4.3.7. Need for better traffic and access management.

On-going

- Invest in better traffic and access management to help protect the safety and welfare of pedestrian and cyclists from the hazards of conflicts with motorized traffic.

4.3.8. Need for local connections across regional transportation facilities

Short Term

- Support construction of new roadway that crosses rail line to connect to the redeveloping GM Doraville Plant.
- Work with the City of Dunwoody to initiate an I-285 Corridor LCI Study, that will explore building stronger transportation connections over or under I-285.

4.3.9. Need for improved aesthetics

On-going

- Work with billboard owners to consolidate billboard sites.
- Proactively enforce existing land use policies and codes.

Short Term

- Invest in aesthetic streetscape treatments, such as street trees, pedestrian lighting, community banners, and gateway monuments and way-finding signage, including improvement along Chamblee Dunwoody Road and Peachtree Road
- Provide more green space, in form of public parks. The Parks and Recreation Plan should consider the reuse of vacant and abandoned industrial and commercial sites for parklands.
- Continue to invest in monument gateway signs, expanding them to the annexed area.
- Create design standards for character areas that exhibit a inconsistency between existing conditions and future vision, such as the City Center and Central Gateway.
- Create a utility relocation fund for completion of segments of redeveloping storefront streets.
- Establish an Arts Incubator in Chamblee to attract artists to the community

Long-Term

- Additional streetscape projects based on the recommendations of the upcoming Public Works 5-year Plan.

4.3.10. Need to facilitate investment in quality development

On-going

- Strategically utilize public investment in facilities and improvements within the public rights-of-way to spur on private interest, such as a town green, streetscape improvements, and additional downtown parking.
- Control quality of development through strong land use policies and regulations.
- Embrace proposed Town Center trail system and community open space as part of redevelopment efforts by adding flexibility to some development regulations in return for additional, high quality outdoor spaces.

Short Term

- Consider investment in downtown parking structures to help alleviate this problem.

4.3.11. Need to attract new business to serve Chamblee residents in retail, entertainment and dining

Ongoing

- Hire a new Economic Development Director that would persuade new retail, a grocery store, and restaurants to locate in Chamblee.

Short Term

- Acquire state funding for downtown improvements, such as through the Georgia Main Street Program.
- Undertake an Economic Development Plan. The plan should address overall economic goals, identify target industries, a strategy for attracting new employers, marketing and branding of the community.
- Develop an action plan for the DDA, and determine long-term funding mechanisms.
- Establish convenient parking and encourage turn over in retail, entertainment and restaurant-targeted areas by adding signage to existing parking, increasing on-street parking, and limiting time allotted for on-street spaces.

4.3.12. Opportunity to maintain an environment of multi-cultural acceptance and tolerance

On-going

- Strengthen the City's relationships with minority groups through increased outreach, particularly to non-English speaking persons.
- Continue to seek out bi-lingual city employees
- Participate and support local cultural festivals, such as the Cinco de Mayo Festival held each year at Plaza Fiesta

Short Term

- Work with the Pan-Asian Community Center to disseminate City information in non-English languages.

4.3.13. Strong location-based assets and excellent multimodal transportation network creates opportunities for reinvestment in vacant and abandoned structures

On-going

- Update the Atlanta Regional Commission's Vacant Property Inventory and use it to identify potential targets for redevelopment and infill.

- Work with Senior Connections and the temporary senior shuttle regarding access to service.

Short Term

- Facilitate the adaptive reuse of these properties by offering zoning density incentives, or easing requirements for site improvements.
- Promote and market available sites.

4.3.14. Opportunity to expand Transit Oriented Development at the Chamblee MARTA station

On-going

- Continue to work with Developers to ensure that development around the existing MARTA rail station is walkable.
- Seek high-quality development immediately adjacent to the MARTA rail station.
- Seek opportunities for alternative fuel source stations in public or semi-public places.
- Coordinate with MARTA on transit recommendations from the Chamblee Town Center LCI Update.

Short Term

- Develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive.
- Provide safe and convenient access to future Chamblee Rail Trail extensions.
- Adopt a long-range maintenance plan for parks and green space.

4.3.15. The redevelopment of the Doraville GM site creates an opportunity for intergovernmental coordination and private investment

On-going

- Work closely with the City of Doraville to provide access to the GM redevelopment from Chamblee and parts west.

Short Term

- Zone for complementary land uses in Chamblee.
- Support new businesses wishing to locate in this area with a new Economic Development Director.

4.3.16. Opportunity to brand Chamblee’s “Motor Mile” along Peachtree Boulevard

On-going

- Cooperate with auto dealerships to reinforce the brand.
- Support the creation of a local auto dealers association.

Short Term

- Create an identity for the automobile dealership node through signage, referring to it as “Chamblee’s Motor Mile.”

4.3.17. Opportunity to strengthen and support neighborhoods

On-going

- Promote and regulate appropriate infill policies.
- Support property maintenance through regular code-enforcement.
- Acquire Dresden Park from DeKalb County.

Short Term

- Seek to create multi-modal connections among its neighborhoods.
- Strive to create plentiful safe parks to play through the implementation of the Parks and Recreation Master Plan

4.3.18. Opportunity to support urban farming and gardening practices

Short Term

- Craft City regulatory code so that it supports urban farming, such as raising chickens, and urban gardening initiatives.

4.3.19. Need for additional housing options

On-going

- Encourage the addition of executive housing options.

Short Term

- Support the development additional housing options through revisions in the City land use policies to accommodate non-traditional family households, thus matching the changes in the overall regional demographics.
- Draft infill policies that allow for mother-in-law suites for those who wish to live as an extended family.

4.3.20. Need to create an environment that supports residents of all ages

On-going

- Work with the ARC Lifelong Communities division to incorporate best practices in design and program delivery for local seniors.
- Study the possible utilization of Silver Architecture Standards (design standards tailored for the needs of the elderly and physically disabled).

Short Term

- Focus transit-oriented development around the Chamblee MARTA Station, and seek to locate senior housing and services there as well.

4.3.21. Need to streamline and update city development regulations

On-going

- Undertake proactive education efforts to inform the development community and interested citizens on the development process and city codes.
- Educational materials related to the city’s codes and regulations should also be readily available on the city website.
- Consider zoning revisions recommended by the Chamblee LCI Study.
- Adopt a Unified Development Ordinance that updates and streamlines zoning and development regulations affecting the following areas:
 - o Multifamily development requirements
 - o Infill development
 - o Storefront streets requirements
 - o Section 504 regulations regarding building renovations, alterations, adaptation, addition, restoration, and repairs
 - o Requirements for underground utilities
 - o Standards for converting rental residential property to owner-occupied housing.
 - o Mixed use development requirements for residential component
 - o Provision for urban agriculture

4.3.22. Need for ongoing communications about city government plans, policies, and actions

On-going

- Regularly update its website regarding the direction the city is taking on important issues.

- Identify a communications officer at the City to be available to field questions via telephone and email from residents on issues before city council.
- Tap into existing neighborhood organization meetings and mailing lists to reach residents in ways that are convenient and familiar to them.
- Communicate with Annexed area residents regarding code enforcement requirements, including home occupations and over occupancy.

4.3.23. Improve government data resources and accessibility

On-going

- Have and maintain a geographic information system, that provides a clear understanding who lives in the city, what businesses are located here, the condition and status of its built environment and community resources, as well as the location natural and cultural resources.
- Research and map previous DeKalb County zoning case history in the newly annexed area.

Short Term

- Conduct a detailed inventory of the City and record it in a series of GIS (Geographic Information System) databases.

4.4. SHORT TERM WORK PROGRAM (STWP)

The Short-Term Work Program (STWP) identifies specific implementation actions that the City government and other partner entities will undertake to implement this plan within the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place. For each action the STWP outlines the following information:

- Brief description
- Timeframe for undertaking the activity
- Responsible party for implementing the activity
- Estimated cost
- Funding source

Because Chamblee has recently drafted its Comprehensive Plan and has been subject to other planning efforts in recent years, the short term project recommendations from this Plan consist mainly of projects recently recommended by the 2014 Chamblee Town Center LCI, the 2014 DeKalb County CTP, and the 2012 City of Chamblee Comprehensive Plan.

Table 4-2: Short Term Work Program 2014-2019										
Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PR.1	Prepare Parks and Recreation Master Plan		<input checked="" type="checkbox"/>					\$125,000	Parks & Recreation	General Fund
PR.2	Acquire Dresden Park from DeKalb County		R					\$2,500	City Manager	General Fund
PD.1	Hire new personnel to address service needs of the 2014 annexation	R						\$1.6 M	Police	General Fund
CM.1	Identify and assess areas likely to support a CID; promote with property owners potential to create a CID for infrastructure improvements if it appears viable	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					\$12,000	City Manager	General Fund
D.1	Prepare new Unified Development Ordinance	<input checked="" type="checkbox"/>						\$75,000	Development Department	General Fund
D.2	Implement Citizens Planning Academy (UDO 101)		<input checked="" type="checkbox"/>	Staff	Development Department	General Fund				
D.3	Prepare Downtown Parking Study	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					Staff	Development Department	General Fund
ED.1	Prepare and launch a communications plan, as a component of an overall marketing strategy that targets industry sector/recruits and brands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					\$30,000	City Manager/ Economic Development	General Fund
*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)										

Table 4-2: Short Term Work Program 2014-2019

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
ED.2	Implement communications plan and finalize and implement a marketing strategy	☑	☑	☑	☑	☑	☑	\$80,000 per year	City Manager/ Economic Development	General Fund
ED.3	Prepare an Strategic Economic Development Plan		☑					TBD	City Manager/ Economic Development	General Fund
ED.4	Identify and implement ways to promote an "Auto Row" as part of City communication and active marketing strategy		☑	☑				Staff	City Manager/ Economic Development	General Fund
ED.5	Apply for Opportunity Zone	☑	☑					Staff	City Manager/ Economic Development	General Fund
ED.6	Establish an Arts Incubator in the community to attract artists		☑					\$125,000	DDA/ Arts Alliance/ Economic Development	General Fund
PW.1	Purchase new equipment to address service needs of the 2014 annexation	☑	☑					\$12,000	Public Works	General Fund
PW.2	Hire new employees to address service needs of the 2014 annexation	☑						\$135,000	Public Works	General Fund
PW.3	Continue to work with MARTA to provide destination mapping within bus shelters and the MARTA station	☑	☑	☑	☑	☑	☑	Staff	Public Works	General Fund
PW.4	Update and maintain the city's Stormwater facilities in GIS	☑	☑	☑	☑	☑	☑	Staff	Public Works	General Fund

*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PW.5	Stormwater: Identify and fund priority area for repairs on aging facilities	☑	☑	☑	☑	☑	☑	Staff	Public Works	General Fund
PW.6	Prepare a 5-year Public Works Plan	☑	☑					Staff	Public Works	General Fund
PW.7	Establish a Sidewalk Improvement Program for regular maintenance and expansion of the city's pedestrian network	☑	☑	☑	☑	☑	☑	\$500,000 per year	Public Works	General Fund
PW.8 (0493)	Build Bicycle/Ped Improvements on Perimeter Trail from Womack Drive to Murphy Candler Park from 2014 DeKalb County CTP				☑	☑		\$1,710,000	Public Works, Brookhaven and Dunwoody	TA
PW.9 (0660)	Build Crosswalk improvements on Clairmont Rd @ I 85 from 2014 DeKalb County CTP		☑	☑	☑			\$4,400,000	Public Works, Brookhaven	STP Urban, NHPP
PW.10 (0858)	Build Pedestrian Improvements along Dresden Dr from 2014 DeKalb County CTP	☑	☑	☑				\$2,142,500	Public Works, Brookhaven	
PW.11 (0978)	Build Bicycle/Ped Improvements on Peachtree Blvd from Peachtree Road/ Brookhaven Station to Plaza Fiesta from 2014 DeKalb County CTP				☑	☑	☑	\$8,588,000	Public Works, Doraville and DeKalb Co.	NHPP
PW.12 (1362)	Build New Roadway over Railroad Connecting Buford Highway to Peachtree Blvd Connector from Doraville LCI/GM Redevelopment Plan		☑	☑	☑			\$54,556,000	Public Works, Doraville	
PW.13 (5084)	Build Bicycle/Ped Improvements on Buford Hwy from 2014 DeKalb County CTP				☑	☑	☑	\$21,340,000	Public Works, Brookhaven, Doraville, and DeKalb Co.	LCI, STP Urban, HISP

*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)

Table 4-2: Short Term Work Program 2014-2019

Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PW.14 (5093)	Build Bicycle/Ped Improvements on Clairmont Rd from 2014 DeKalb County CTP		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			\$45,330,000	Public Works, GDOT, Brookhaven, DeKalb Co.	NHPP
PW.15 (B1)	Build the Chamblee Rail Trail Multi-Use Greenway (Ph2) from 2014 Chamblee Town Center LCI	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				\$3,770,000	Public Works	Local/ ARC/ Federal/ State
PW.16 (B2)	Add Bicycle Lane on Peachtree Rd & American Industrial Way from 2014 Chamblee Town Center LCI			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		\$5,000	Public Works	City of Chamblee
PW.17 (C1)	Build Corridor Improvements along Chamblee Dunwoody Rd from New Peachtree Road to Chamblee HS from 2014 Chamblee Town Center LCI		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			\$800,000	Public Works	Local/ ARC/ Federal/ State (GDOT)
PW.18 (C2)	Build Streetscape Improvements along Chamblee Tucker Rd from 2014 Chamblee Town Center LCI		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			\$500,000	Public Works	Local/ ARC/ Federal
PW.19 (C3)	Build Corridor Improvements along Peachtree Rd from Clairmont Road to Pierce Road from 2014 Chamblee Town Center LCI	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				\$750,000	Public Works	Local/ ARC/ Federal/ State
PW.20 (C4)	Build Corridor Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			\$420,000	Public Works	Local/ ARC/ Federal
PW.21 (G1)	Build a Chamblee Dunwoody/Peachtree Road Gateway from 2014 Chamblee Town Center LCI			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		\$720,000	Public Works	Local/ ARC/ Federal/ State (GDOT)
PW.22 (G2)	Build a Chamblee Dunwoody/Peachtree Blvd Gateway from 2014 Chamblee Town Center LCI							\$950,000	Public Works	Local/ ARC/ Federal/ State (GDOT)

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Table 4-2: Short Term Work Program 2014-2019										
Item (Map ID)	Description	FY14	FY15	FY16	FY17	FY18	FY19	Est Total Cost*	Responsible Party	Funding Source
PW.23 (P1)	Build Pedestrian Improvements along Chamblee Dunwoody Rd from 2014 Chamblee Town Center LCI				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$550,000	Public Works	Local/ ARC/ Federal
PW.24 (P2)	Build Pedestrian Improvements along Chamblee Tucker Rd from 2014 Chamblee Town Center LCI	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				\$140,000	Public Works	Local/ ARC/ Federal
PW.25 (P3)	Build Pedestrian Crosswalk Improvements at Peachtree Rd at Pierce Road from 2014 Chamblee Town Center LCI	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				\$10,000	Public Works	Local
PW.26 (P4)	Build Pedestrian Improvements along Malone Dr from 2014 Chamblee Town Center LCI				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	\$310,000	Public Works	Local/ Private
PW.27 (P5)	Build Streetscape Improvements along Broad Street from 2014 Chamblee Town Center LCI		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			\$510,000	Public Works	Local/ ARC/ Federal
*Cost estimates taken from DeKalb County CTP. Projects from DeKalb CTP may extend beyond Chamblee City Limits; therefore, Chamblee's share of total cost may be less than amount shown.)										

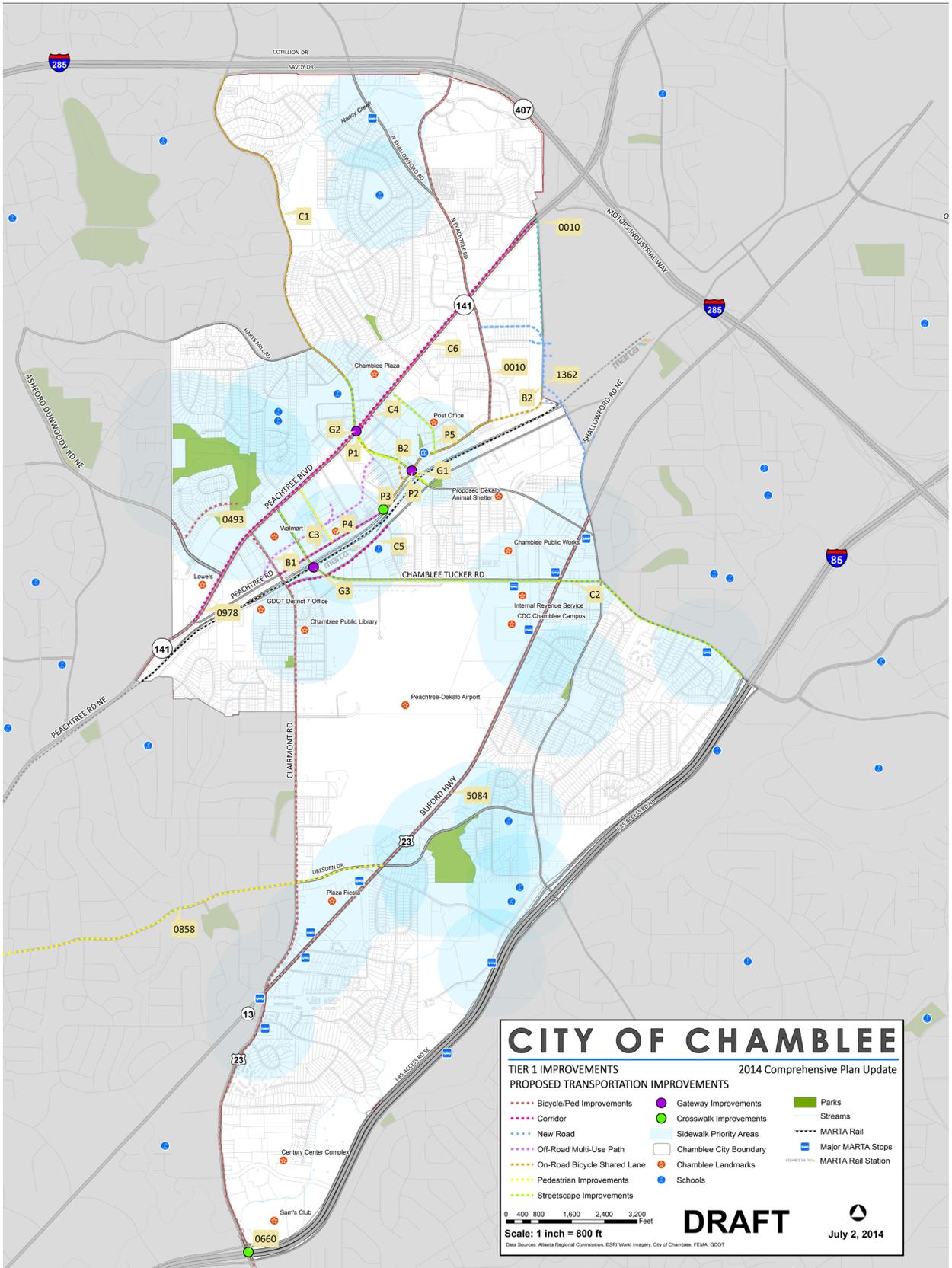


FIGURE 4-3: Map of Short Term (Tier 1) Transportation Project Recommendations

4.5. LONG TERM WORK TRANSPORTATION WORK PROGRAM

Along term work program identifies specific long-term implementation actions the City government or other entities intend to take beyond the first five-year timeframe of the planning period. This includes ordinances, administrative systems, community improvements or investments, and financing arrangements or other programs/initiatives to be put in place to implement the Community Agenda.

- Chamblee Rail Trail Multi-Use Greenway (Ph3) from 2014 Chamblee Town Center LCI (B3)
- Bicycle Lane Peachtree Rd West of Clairmont from 2014 Chamblee Town Center LCI (B4)
- Bicycle Lane New Peachtree Rd - Chamblee Tucker from 2014 Chamblee Town Center LCI (B5)
- Corridor Improvements along New Peachtree Rd from 2014 Chamblee Town Center LCI (C5)
- Corridor improvements along Peachtree Blvd from 2014 Chamblee Town Center LCI (C6)
- Chamblee Tucker Road/MARTA Bridge Gateway from 2014 Chamblee Town Center LCI (G3)
- American Industrial Way/Peachtree Blvd Gateway (G4)
- Chamblee-Tucker/ I-85 Gateway (G5)
- Buford Hwy/Shallowford Gateway (G6)
- Peachtree Blvd/ Doraville Gateway (G7)
- New Peachtree Rd/ Doraville Gateway (G8)
- Peachtree Blvd/ Brookhaven Gateway (G9)
- Clairmont Rd/ I-85 Gateway (G10)
- Shallowford Rd/ I-85 Gateway (G11)
- N Peachtree Rd/ I-285 Gateway (G12)
- N Shallowford Rd/ I-285 Gateway (G13)
- Chamblee Dunwoody Rd/ I-285 Gateway (G14)
- Broad Street/Peachtree Blvd Gateway (G15)
- Streetscape Improvements along Broad Street Streetscape Improvements from 2014 Chamblee Town Center LCI (P5)

- Streetscape Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI (P6)
- Streetscape Improvements along Peachtree Rd from 2014 Chamblee Town Center LCI (P7)
- Streetscape Improvements along Burk Terrace from 2014 Chamblee Town Center LCI (P8)
- Streetscape Improvements along American Industrial Way from 2014 Chamblee Town Center LCI (P9)
- Streetscape Improvements along Peachtree Blvd from 2014 Chamblee Town Center LCI (P10)
- Streetscape Improvements along Peachtree Blvd from 2014 Chamblee Town Center LCI (P11)
- Streetscape Improvements along Watkins Ave from 2014 Chamblee Town Center LCI (P12)

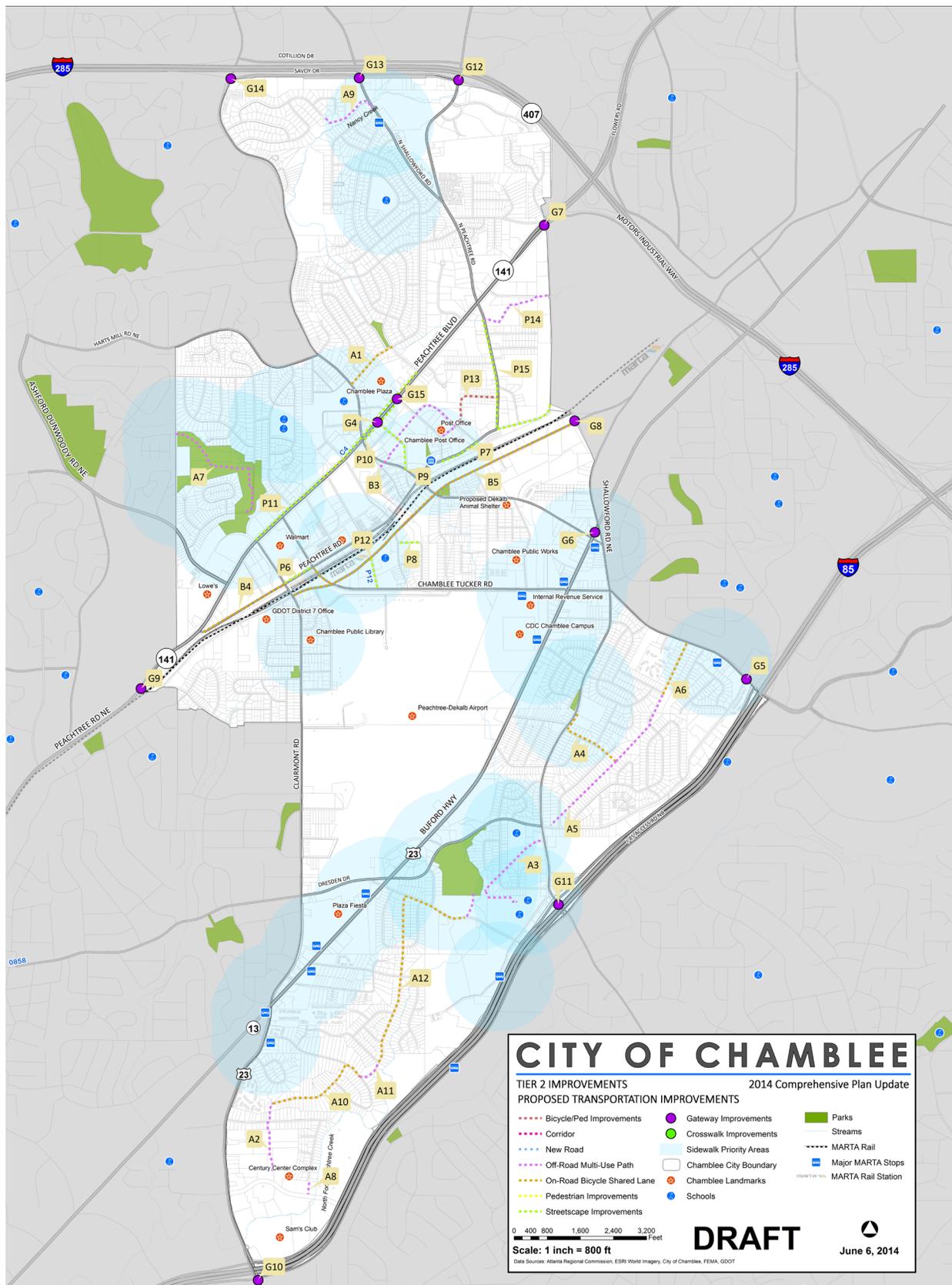


FIGURE 4-4: Map of Long Term (Tier 2) Transportation Project Recommendations



JACOBS

10 10th Street Suite 1400
Atlanta, GA 30309

CHAMBLEE CITY HALL