

Community Agenda

City of Chamblee, Georgia 10th Year Comprehensive Plan Update



ROSS+associates

▪ urban planning & plan implementation

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Community Overview

Introduction



The purpose of a community's Comprehensive Plan is to design a road map for the community's future. This road map is developed through a public process involving community leaders, major stakeholders, the general public, and elected officials, all of whom make key decisions about the future of the community. The overall goal of the plan is to accommodate growth in a timely, orderly, and efficient arrangement of land uses, public facilities, infrastructure and services that meet the needs of the present and future residents and businesses of the City of Chamblee.

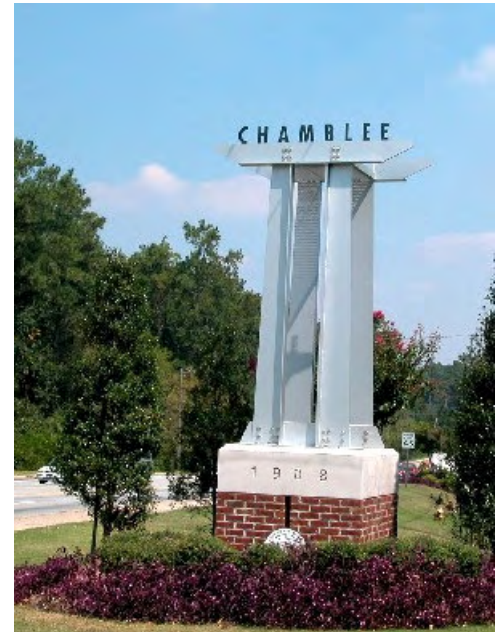
A core opportunity for the City is location within Metropolitan Atlanta. This "in-town" location has recently heightened expectations for the value and use of its land. Pressures in the real estate market and the small amount of developable land and infill concurrently give the City an advantageous and disadvantageous position. Two primary north-south axis roadways pass near the City's center, in addition to the northeast branch of the MARTA rail system. Even more importantly, Chamblee is roughly halfway between Buckhead and Perimeter Center, two of the largest, most intense, and rapidly expanding business/entertainment districts in the region. Because of the limited availability of land in these districts, an economic and demographic spillover will likely inflate real estate values. Some displacement may be inevitable. The purpose of this plan is to channel this spillover into comfortable and desirable land forms.



The Community Agenda is the most important part of the plan, for it includes the community's vision for the future, as well as key issues and opportunities it chooses to address during the planning period, and its implementation program for achieving this vision. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community, thereby making citizens want to ensure that the

plan is implemented. To prepare for this document a Community Assessment was developed that evaluated background, demographic and forecast data to identify important issues within the community. The Community Agenda identifies strategies to address these issues. Areas that the Comprehensive Plan reviews include:

- Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development.
- Areas where rapid development or change of land uses is likely to occur.
- Areas where the pace of development may outpace the availability of community facilities and services, including transportation.
- Areas in need of redevelopment and significant improvements to aesthetics or attractiveness (including strip commercial corridors).
- Large abandoned structures or sites, including those that may be environmentally contaminated.
- Areas with significant infill development opportunities (scattered vacant sites).
- Areas of significant disinvestments, levels of poverty, and/or unemployment substantially higher than average levels for the community as a whole.
- Character areas (including map and strategy).
- Design standards within character areas.
- Issues identified for further action and recommendations.
- Long and short-term implementation programs.



Public Participation

Utilization of typical and non-typical public participation tools were used extensively during this 18-month update process to gain feedback from the public regarding the 10th year update. The Public Participation Plan (PPP) used innovative mixed media, including stakeholder meetings, facilitated public meetings, citizens surveys, email blast lists, city-wide mailings and web access to enhance the public's involvement in the process and to reach as many citizens and businesses as possible. Full documentation of the process can be reviewed in the "Comprehensive Plan 2025 Public Participation Plan (PIP)" in the Community Assessment section of this plan.

Chamblee's Public Participation Process did not start at the beginning of this plan update process; the City of Chamblee has a long history of public participation.

Land Use Preference Survey

As part of the 2000 *City of Chamblee LCI Study: MARTA Area Transit-Oriented Development*, an Urban Form Preference Survey was designed, produced and distributed to participants in the various planning workshops and public meetings. The survey was used to better understand the kinds of future developments Chamblee residents and business owners hoped to see in their community in the future. The survey included photographs of existing developments taken from different parts of the

country that demonstrate alternative physical environments for the same activities. Included were residential styles, retail districts, and public spaces. There was also a series of questions about residents' perceptions and opinions of existing conditions and what they think should be included in the area after redevelopment. Several major themes emerged from this survey:

- Create a pedestrian-only retail district directly adjacent to the rail station that transit riders and local residents could utilize. This district would be comprised of small retail business at ground level and living quarters on upper floors.
- Integrate open space into the City. A set of abandoned rail easements that cross the City parallel to Peachtree Road could be used for this purpose.
- Create a more mixed use environment consistent with the now common notion of a live-work-play community.

Overall, the primary vision of the City of Chamblee expressed then, and reinforced during this 10th year update, was the idea of guiding new development to fit into neo-traditional parameters. This breaks with the historic pattern of the area. Encouraging narrow streets with on-street parking, small lots, shallow setbacks and a dense horizontal and vertical mixture of uses represent a rather profound divergence of form from what has previously existed in the City.

Public meetings were held as follows:

- Kick-off public hearing
- Council briefings at public meetings (12)
- Stakeholder workshops (8)
- Community Assessment and Public Participation Plan (PPP) public review meetings (3)
- Draft Agenda public review meetings (2)
- Community Agenda transmittal public hearing

Stakeholder Committee

In order to ensure that all aspects of the citizens and business of the City were represented in the creation of this plan, a thirty member Stakeholder Committee was appointed by the City Council representing the diverse interests of the City. The group included long time residents, new residents, business owners, builders, developers, environmentalists, housing and senior interests, representatives of MARTA and Peachtree DeKalb Airport, and representatives of the ethnic community. This committee met monthly from January through June 2005 to review and make comments to issues, opportunities and policies during the comprehensive plan development. They also reconvened to review and discuss the full draft plan. This stakeholder committee participation formed the background of this Plan Update.

The Planning Process

Georgia's Minimum Planning Standards and Procedures require that all local government Comprehensive Plans follow a specific planning process in their development. This process consists of the following three steps, as described by the Georgia Department of Community Affairs. The results of these steps are interwoven into the three plan elements.

Step 1: Public Participation Plan

The formalized Public Participation Plan (PPP) is developed in the beginning of the process to outline how the public will be involved in the development of their comprehensive plan. The main purpose of this document is to outline a clear process to involve all the diverse interests of the community

during the creation of an overall vision to guide the city into the future, and the development of a plan that represents that vision. The full Public Participation Plan is part of the Community Assessment.

Step 2: Inventory and Assessment, Preliminary Issue Identification

In order to plan for the future, a community must know about its existing conditions. This step answers the questions “What do we have as a community?” and “What is good or bad about our community?” Once completed, this step provides a picture of the existing conditions and preliminary issues within a community. The Community Assessment is a stand alone document.

Step 3: Implementation Strategy

Based upon the Community Assessment, existing community needs are identified, and guiding principles for future growth and development are prepared. These goals provide guidance for the community and the framework from which detailed policies and recommendations are developed. This step of the planning process answers the question “Where do we want to go?” The second step of this process combines all of the plan’s recommendations and describes how they will be implemented. This step answers the question “How are we going to get there?” The Minimum Planning Standards and Procedures also require that a Short Term Work Program be prepared as part of the Implementation Strategy. The Short Term Work Program is a listing of specific actions that a local government anticipates taking over the next five years to implement its plan. The Implementation Strategy and its Short Term Work Program ensure that the plan will become a working tool which will be used to guide decision-making. The outcome in this step results in the Community Agenda portion of the Comprehensive Plan.

Rezoning and Development Process

City of Chamblee staff, Planning Commission, and the Chamblee City Council should use the policies and character area standards outlined within this plan while reviewing specific proposals for rezoning, new development and major renovation proposals. Architects, property owners, and developers should also use the guidelines as a reference as they prepare plans for projects in the Chamblee community. As general guidelines, character area standards cannot predict the unique potential and/or constraints for each project. Thus, these guidelines are intended to establish a general direction and a base level of development quality and compatibility with surrounding areas.

It is recommended that the City of Chamblee adopt a two-step growth management strategy: 1. Define the character of a place (Community Character Areas) and 2. Establish the regulatory measures (such as adopted design guidelines by area, and zoning districts or overlays) required to protect and enhance that character.

In order to get to Step 2 the City should engage in developing urban design plans for individual nodes and corridors within the City. Typically, a natural outcome of an urban design plan is the recommendation to formulate design guidelines and implement regulatory controls to speak to specific development characteristics such as site planning, massing, scale, and density. This can be achieved several ways, one of which is to add the requirement for a concept plan for all applications during the rezoning process. Another method is the use of zoning overlay districts that supplement current zoning provisions and safeguard the designated area from development patterns that perpetuate sprawl. By implementing this type of control measure, the City of Chamblee can continue to support Community Character Areas and development patterns.

These character area guidelines are to be used in conjunction with the City's zoning and development regulations. All property and business owners and applicants should review and apply appropriate design guidelines and meet the intent of the character area that they are developing within, in addition to requirements as outlined within the appropriate zoning and development ordinances. Character areas were developed for use by:

- ✓ Chamblee Staff, Planning Commission, and City Council in reviewing specific proposals for rezonings, new development and major renovation proposals.
- ✓ Architects, developers and property owners as a reference during project preparation.
- ✓ As a starting point in the development of design guideline regulations.

Plan Consistency

In taking on the major task of rewriting both its comprehensive plan and development ordinances, the City wished to achieve consistency between various ordinances, and between ordinances and Comprehensive Plan goals and objectives. This joint effort looked at current development patterns and rates of growth and investigated methods to achieve a balance between the natural and built environment of the City. Overall goals of the Regional Development Policies (RDP) and Quality Community Objectives (QCO) were incorporated into the plan and implementation tools created within the development ordinances. In addition, the timing, location and planning of capital facilities was reviewed in terms of expected land use patterns.

The City of Chamblee has required Comprehensive Plan consistency for many years. This 10th year update added a further dimension to this requirement with more detailed character area guidelines, strong policy and issue based planning, and a more concrete Future Development Map (formerly the Future Land Use Map). As a first step, all new development or requests for rezoning must be consistent with overall Comprehensive Plan Policies, and specifically with character area intent and

the Future Development Map. The actual process is outlined in detail below, but in a nutshell, an application cannot even be accepted if it is not in compliance with the Comprehensive Plan.

Future Development Map

The Future Development Map is a representation of the Plan's goals and policies and indicates character areas where various types of land uses are permitted. The map designations indicate predominant types of land uses, which are described below. The Future Development Map was developed to illustrate the most desirable pattern of land use in Chamblee. It takes into consideration the land use patterns illustrated on the City's Existing Land Use Map, the current zoning map, approved developments, topographic characteristics, natural resource sensitivity, the availability of infrastructure, and needs demonstrated by residential and employment forecasts. As outlined earlier, this is the first step in the rezoning or development process.

Interpretation

The plan is developed with the concept that the Future Development Map and the text are to be used as an integrated whole, with the map being a graphic representation of the text.

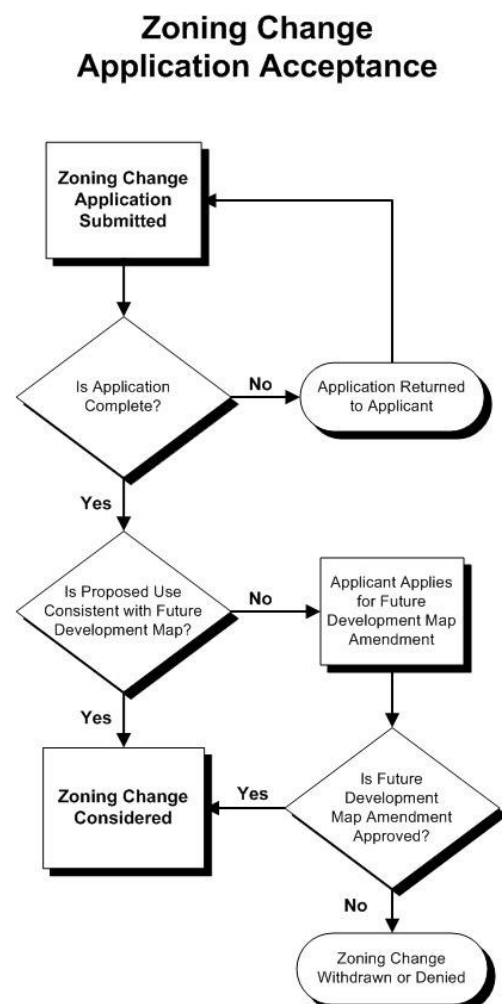
Interpretation of the Future Development Map is a process, which rests on the goals and policies expressed in the text. The land use designations on the map, both in terms of overall definition and intensity of land use types, require that policies and intent statements regulating the development and location of each land use type be evaluated and applied in the process of plan implementation.

Plan implementation is carried out through the application of regulations such as the zoning and development codes and through projects and programs outlined in the Short Term Work Program (STWP). The City Council administers these ordinances with input from the Planning Commission and staff. The procedure, once the plan is adopted, will involve checks for plan and ordinance consistency as part of the review for issuance of subdivision approvals and development and building permits.

Application Process

The first step in the application process is reviewing a proposal for Plan consistency. If a specific land use or development project is proposed for an area but is not consistent with the designated use on the Future Development Map, it cannot be approved. A proposal or application would be automatically rejected by the City until Comprehensive Plan consistency is achieved.

The initial contact for plan interpretation begins with the City Manager's Office. It is at this point that the proposal is evaluated for its conformity and compliance with the Comprehensive Plan and functional plans. In the event a use or development proposal is inconsistent with the Future Development Map or Comprehensive Plan policies, an applicant may file for a Comprehensive Plan Amendment in accordance with the amendment procedures contained in the Zoning Ordinance.



After acceptance of an application by the City, the project would be reviewed against the intent and guidelines of the Comprehensive Plan and character area guidelines. Developments should be reviewed in terms of their relationship to existing development, the intent of the character area and overall design guidelines.

Development Guidelines

These guidelines are intended to enhance the visual aspect and livability of the entire City. The following should be considered, where applicable, as each project is reviewed:

Lot coverage:

- The development's relationship to the natural environment and adjacent or proposed developments.
- Setbacks, especially the building's relationship to the street and public rights-of-way.
- Building height and its relationship to adjacent properties and the overall character of the area.
- Scale, determined by both the size of the total development and the use of architectural details in their relationship to the size of a person.
- The relationship of the building mass to adjoining open space and nearby buildings and structures.
- Proportion of lot coverage by building and impervious surface versus landscaping, in relation to nearby properties.

Building design within the context of the overall intent of the character area:

- Exterior building materials.
- Proportion, shape, positioning, location, pattern and sizes of elements of fenestration.
- Surface textures.
- Roof shapes, forms and materials.
- Use of local, regional or cultural architectural traditions.
- General form and proportions of buildings and structures, and relationship to any additions to the main structure.
- Maintenance of pedestrian scale and orientation as well as provision for safe pedestrian movement.

Future Land Use Categories

The table on the following page presents the City's character areas, as shown on the Future Development Map, and indicates those zoning districts that are most commonly compatible with the respective character areas.

Character Area	Description of Character and Predominate Land Uses	Community Facilities	Zoning Districts
Mid-City	Live, Work and Play environment with an emphasis on TOD development. Mixed uses, primarily retail/office on the ground floor with residential above.	Mid-City Streetscape Plan, open space set-asides, connection to multi-use trail, connectivity and pedestrian linkages.	Village Commercial (VC)
International Village	A mix of uses with an international flair. Major non-residential development adjacent to PDK. Encouraged mixed use buildings. Existing industrial areas. Tourist attractions and amenities	International Village Streetscape Plan, international accents, open space set asides, connectivity, pedestrian linkages, and Village Park.	Village Residential (VR) Corridor Commercial (CC) Corridor Residential (CR)
Historic City Core	Primarily civic, office and retail uses sited within the historic core of the City. Residential as an accessory to the retail/office core. Antique Row.	CBD Streetscape, Civic Center, City Hall, Police Department, Peachtree Park.	Village Commercial (VC)
Corridor Village	Major employment destinations of mixed use villages. Residential may be a percentage of a mixed use building.	Shared access, connectivity and streetscape plans.	Corridor Commercial (CC) Corridor Residential (CR) Light Industrial (I) Neighborhood Commercial-1 (NC-1)
Neighborhood Compatible Commercial	Single-family and infill conversions adjacent to existing residential neighborhoods. Compatibility and reduction of negative impacts is essential.	Performance based buffers, pedestrian linkages, Shallowford Park, Clairmont Park, Chamblee Library.	Neighborhood Commercial-1 (NC-1) Neighborhood Commercial-2 (NC-2)
Neighborhood Living	Single-family neighborhoods. Compatible single-family infill.	Pedestrian linkages, Chamblee High and Middle Schools, Keswick Park, Huntley Hill Park.	Neighborhood Residential-1 (NR-1) Neighborhood Residential-2 (NR-2)
Residential Row	Potential residential area. Limited neighborhood commercial.	Pedestrian linkages, open space.	Corridor Residential (CR) Village Residential (VR)

Community Vision

Chamblee is a community in constant motion, with a multitude of languages, and a desire to always learn more about the ever-changing world. With award-winning schools, community based services, multi-modal transportation access, adjacency to the Metropolitan Atlanta markets, major employment centers and a wide variety of housing opportunities, Chamblee has many positive opportunities to build upon. Chamblee has always been a city of continuing transformation. From bucolic dairy land, to Southern railroad junction...from temporary home to 40,000 WWI “doughboys” to 1950’s industrial complex...from a homogeneous bedroom community to a diverse micro-cosmic small town. And now, Chamblee is the true international city of Georgia, with a more ethnically diverse population than any municipality in the Southeast, and an attraction to residents and businesses that want to enjoy in-town life inside the I-285 Perimeter at affordable prices.

Chamblee is part of the dramatically growing “in-town” area of Metro Atlanta, with ready access inward to key communities (Buckhead, Midtown, Brookhaven Perimeter and Downtown) and outward to the rapidly expanding northern suburbs. Important to Chamblee’s past success, and future potential attractiveness to developers, are the major automobile arterials coursing through its heart: Peachtree Industrial Boulevard, Buford Highway, Chamblee Tucker Road, Peachtree Road and Clairmont Road. As equally attractive are its alternative modes of transportation, such as the Chamblee MARTA transit station at its core and the public and private bus lines that transverse the entire City connecting it to far reaching destinations.



MAIN STREET



Streets and their sidewalks are the main public places of a city, are its most vital organs. -Jane Jacobs

The Chamblee community is developing and redefining itself as population and land use changes occur. Today, Chamblee continues to evolve in a slow arc away from industrial development and towards adaptive reuse of industrial sites and residential infill developments. New residents will push demand for consumer services higher and help provide the population base needed to attract new retail development.

Chamblee's motto is "A City on the Right Track." However, the City also recognizes the wisdom of the Will Rogers Quote, "Even if you're on the right track, you'll get run over if you just sit there." The dynamic, ever-changing history of Chamblee sets a high standard for progress as the City moves into the next century. The residents and businesses of the City of Chamblee see their changing identity as a positive, allowing them to focus on this new image of an "International Small Town."

As Chamblee moves into the 21st century, its history is being written in a multitude of languages. From its foundations as a southern rail town, its people have built a progressive urban city that is eagerly awaiting its next transformation.

Our Vision of the City of Chamblee in the 21st Century ...

The City of Chamblee is a diverse community with an international flavor that will continue to build upon its location, access and unique qualities to enhance the character of its neighborhoods, while taking full advantage of its position as an economically vibrant city within the larger metropolitan area.

Our land use patterns, inclusiveness, and fiscal responsibility will guide us to this future.

To our community this vision means:

Land Use Patterns

- In the 21st Century, the City of Chamblee will be a thriving community with distinct character areas that lend our City a unique identity. We will be a place where new development and targeted redevelopment activity is managed at a human scale and approached from a standpoint of flexibility.
- In the 21st Century, the City will be redeveloped and revitalized through the use of character areas that promote a mix of uses, major corridor and nodal development, neighborhood orientation, and compatibility with surrounding land uses.
- In the 21st Century, the City of Chamblee will be a place with a unique identity and a sense of arrival with gateway features, signature architecture, design features and friendly community orientation that will embrace the history and diverse culture of the City and its future.
- We will be a place where the natural environment is respected and embraced. Opportunities to provide additional greenways, parkland and other open space features will be sought as new development is integrated into the community.
- We will be a place that will organically grow into distinct character areas with vibrant focal points, transportation linkages, a mix of uses, a mix of housing types and community public spaces. Character area guidelines will provide a clear roadmap for future development within the City.
- We will continue to develop linkages to live, work and play opportunities, linkages of our diverse population to these opportunities and to each other, and the integration of multi-modal transportation opportunities which will set the tone for the type of development that Chamblee will attract.

Inclusiveness

- The City of Chamblee will strive to remain a community where individuals are important, and development is designed with people, function, and environment in mind. A wide range of housing types and price points will be encouraged within the City to provide homes for all ranges

of income, lifestyles and life stages. Employment and retail opportunities will be focused on the needs of the neighborhood while capitalizing on the City's regional position within Metropolitan Atlanta.

- The City of Chamblee will strive to remain a city with a residential housing stock which conserves and enhances existing affordable housing opportunities and unique residential neighborhoods, while providing choices for current and future residents that reflect safety, quality in construction, compatibility with the environment, variation in all price ranges, variety in densities and design, and accessibility to households with special needs.
- As we grow, the City of Chamblee will not forget the importance of community or the people that make up the community; we will strive to remain personal and responsive to the needs and desires of our residents and businesses. Community services will continue to be provided at a responsive human scale.

Fiscal Responsibility

- The City of Chamblee will be a place founded on balanced economic growth that is spatially sensible and compatible with the existing infrastructure, resource base, and overall community character.
- The rate and timing of growth will be analyzed in terms of the City's ability to provide infrastructure and services in a cost-effective manner in order to maintain a high quality of life.

Issues and Opportunities

Opportunities

The City of Chamblee has many redevelopment opportunities to transform itself into the united, progressive and quality community that it envisions. Opportunities lie with the reuse of existing underutilized properties and remaining scattered vacant parcels within targeted areas of the City, including the Corridor Village, International Village, Mid-City and the Historic Core. The integration of transit oriented development principles in redevelopment activities around the MARTA station in the Mid-City and International Village areas, the integration of an international flavor in the International Village along with a transformation in land uses from industrial uses to commercial uses along its major corridors, are the keys to achieving a new identity for the City.

The City has taken initial steps in guiding its transformation of these areas through the preparation of a Master Plan for the International Village, revision of the zoning ordinance to allow for mixed uses in the Central Business District (CBD), the development of a Livable Centers Initiative Plan that created the mixed use Mid-City District, and the development of the Peachtree Industrial Commercial Corridor Character Area. The Future Land Use Plan and Codes were last updated in 2002 to reflect these recommended changes.

Unique qualities of the City include:

- Location— Two miles from Perimeter Center, four miles from Buckhead, MARTA's easy access to businesses, community centers and Hartsfield International, two major interstate highways within two miles and Peachtree DeKalb Airport's (PDK) easy air access.
- International personality— More than fifty ethnically diverse restaurants and shops.
- Relatively affordable housing within the metropolitan core— Opportunities for first time home buyers who want to live inside the Perimeter.
- Nationally known "Antique Row," with 150 antique and collectible dealers in the City.
- High level city services for all members of the community at relatively low tax-rates. Each city department strives to be proactive in addressing challenges, inclusive in its decision-making and respectful of the diversity of ideas and cultures that make Chamblee the vibrant city it is today.
- Elected officials with a progressive attitude regarding the need for planned redevelopment of targeted portions of the City.
- Recent business attraction success stories include new Lowe's and Wal-Mart stores, the expansion of the workforce at the Centers for Disease Control (CDC), renovation of the Upjohn Pharmaceutical site into a fitness center, Microcoating Technologies, and the completion of the IRS office facility on Chamblee Tucker Road adjacent to the PDK Airport. Redevelopment activities in the Mid-City District, particularly condominium and loft residential projects, have sparked interest in the area. Redevelopment or replacement of existing structures with new planned industrial, distribution and commercial uses are stimulating employment and satellite development along the Peachtree Industrial Boulevard and Buford Highway corridors.
- Regulations that allow flexibility in development policies to make land use decisions more responsive to economic and environmental conditions.
- Although prices have been rising, several stable single-family residential neighborhoods in the City provide a housing resource which is typically more affordable than in adjacent communities.
- The cultural diversity of the residential population in the City lends itself to the foundation of the International Village District, which, in addition to the Historic Core and Antique Row, increases the potential for tourism.

A number of critical issues relating to development and land use patterns were identified during the 2002 Future Land Use Plan Update, in the various small area studies that the City has undertaken, and as part of this Comprehensive Plan stakeholder involvement process. The following issues surfaced as a repetitive theme:

Community Identity and Structure

The City is essentially built out with limited vacant land. Because of these limited resources, Chamblee must promote quality new development on remaining vacant parcels of land and creative redevelopment approaches on underutilized properties and corridors throughout the City. It is the City's desire to provide various housing opportunities for diverse age groups, life-styles and incomes.

Land Use Patterns and Connectivity

Pedestrian/non-vehicular linkages and accessibility between public transportation and surrounding land uses can be improved. The physical and design attributes of the MARTA station act as an element which currently divides the City and discourages, rather than fosters, evolution of the area as a focal point around a human scale activity node (town center). The City will continue to invest in physical infrastructure, such as streetscapes, trails and sidewalks to increase connectivity.

Inclusiveness

The same opportunities and strengths of the City, such as location and uniqueness present potential conflicts. It is the desire of Chamblee to protect the established neighborhood character of the City from incompatibilities and traffic, and to maintain its diversity in economic, cultures and ages.

Economic Development Opportunities

A balanced tax base is one of the keys to continued quality of life within the City. As residential development pressures grow, Chamblee must balance non-residential and residential development. Economic development goals include a diversity of employment, and retail and service opportunities that contribute to the desired "live, work and play" environment of the City.

Infrastructure and Land Use

The ability of public facilities and infrastructure to support new development and redevelopment efforts, particularly in the areas of circulation access and linkages (rail and bus transit, pedestrian, vehicular and bicycle), streetscape amenities, public safety and parks and recreation, is essential for Chamblee to achieve its vision.

Issues and Strategies

Community Identity and Structure

With changing patterns of land use also come changes in the composition of the community existing there. One of the associated challenges and opportunities for the City of Chamblee is the creation/destruction of identity. In the recent past, Chamblee's identity was ambiguous and somewhat unflattering. Because of its early history as an industrial enclave populated by working class whites, it has been excluded from most lists of important metropolitan destinations. Due to its recent history as a first destination of immigrants, it has been viewed as both poor and too "ethnic" for most mainstream developers. This split-identity has potentially inhibited developers (residential or commercial) from pursuing projects in the area in spite of Chamblee's proximity to popular and prestigious destinations (Buckhead and Perimeter Center) and possession of highly developed transportation infrastructure. This perception has changed drastically over the last decade due to Chamblee's emerging community vision and associated implementation programs.



Chamblee is developing into a strong community that combines neighborhoods and areas of commerce. Adding new housing to complement existing and new employment centers will only enhance this diverse area. Because of its in-town location and established history, most development opportunities will be the redevelopment of obsolete industrial and heavy commercial land uses and infill on scattered vacant parcels. Although pedestrian traffic is a significant transportation mode in the City of Chamblee, many areas lack proper connections.



This Community Agenda and its implementation component present an opportunity for Chamblee to continue to create a new image for itself. The process of identity creation presupposes change in the community's structure, whereby the patterns formed by the movement of individuals change, or cease existing in one form and begin existing in another. The new patterns provide substance for changes in extrinsic identity, or the ideas that non-residential individuals harbor about the qualities of a place.

The City is on the journey to the creation of an identity that is outlined in the Community Vision. Chamblee will accomplish this with two primary approaches: regulatory ordinances and investment in public physical infrastructure. The first approach is regulatory ordinances, which will provide the backbone to achieve the quality and type of development that the City can attract, and provide the private sector greater decision-making flexibility in physically achieving the City's vision. The second approach is to provide efficient and effective capital improvements in public physical infrastructure, such as sidewalks, streets, parks, landscaping, identity and wayfinding signage, and outdoor furniture in order to provide the framework in which development decisions emerge. These improvements are real in the sense that they involve the tactile qualities of the landscape, the streets and trees and sidewalks. This creates an enticing public space in which new business and development can be built to achieve the community's vision.



Residential Development History

As noted earlier, Chamblee is a city in transition. After World War II, many new residents moved to Chamblee to take advantage of steady employment in the City's manufacturing and distribution facilities and settled in neighborhoods like Keswick Village and Huntley Hills. As the economy of both Atlanta and the nation began shifting in the late 1970s and Atlanta's growth "sprawled" outward as traffic snarled in the closer-in areas, Chamblee's old industrial employment sector began to wither. Many long-term residents moved away with their jobs, leaving behind a relatively large stock of housing units. The City is now in transition again, and the trend is a mixture of commercial growth and strong residential growth and development.

Growth Management and Sense of Place

The term "community" refers to qualities that are not always tangible or apparent. This term refers to the "features" of social organizations, such as networks, norms, and trust that facilitate coordination and cooperation for mutual benefit. Sense of place is another term for the community. Land use patterns, infrastructure, and service investment all contribute to this sense of place and the sustainability of the community because it is the nature and quality of social interactions that is the key to building and sustaining any sense of community.

The ordering of the physical space, or land use patterns, encourages the use of public interactive space. Public sidewalks, streets, parks, and civic squares are examples of places where equal interactions can occur. Such interactions tend to minimize economic stratification and enable free information exchanges. These interactions are the moments in which the grounds for community occur: social cohesion is established and individuals are viscerally reminded of their membership in a community of variety and diversity. The vision of the community is to create a landscape and land use patterns that residents and visitors alike will be interested in using, and the creation of a unique sense of place. This in turn will strengthen Chamblee's new image.



The built environment is the product of an incredibly complex set of decisions by a wide array of individuals and groups who often operate under vastly different constraints. One of the most influential actions the City can make to enhance and encourage the physical enactment of the community's vision is to write regulations that both encourage and create a distinct sense of place. Extensive first steps were taken to bring the current zoning ordinance in line with the community's initial vision of a live, work, and play small town. These initial revisions utilized the Planned Unit Development approach to allow development flexibility in the context of the overall character of the area. Currently, ordinances are being reviewed to bring these regulations closer to a "form based" or what had typically been called "performance based zoning." Character area guidelines are being utilized as the basis for actual regulations that will achieve the community's vision in as flexible a manner as possible. This type of land use pattern development reaches beyond the utopian glaze of communities master-planned from undeveloped "greenfield" to maturity by attempting to recreate an honest semblance of the development environment that existed prior to the adoption of modern zoning laws.



In summary, this type of ordinance will utilize the Comprehensive Plan and its character areas as the basis for understanding how each character area within the City should look, feel, and act. Rather than using specific use districts (residential, commercial, and industrial), a set of external standards and densities are being developed. Each character area outlines the overview of the actual intent and character of an area, preferred land uses, prohibited land uses and in some cases specific design standards. The main objective is to prescribe no particular geography of uses: decisions about what kind of development should go on a particular parcel are left up to the owner/developer in relation to the character area standards.



Regulations become a method of opening land to the efficiency of a relatively unfettered market that aims to meet current desires, the same milieu that created the older urban places we have come to recently value.

Several aspects are important to the creation of a “sense of place” and the development of a new identity:

- Promoting the unique aspects of Chamblee as well as redevelopment activities and opportunities in order to overcome the past negative perceptions.
- Retail and commercial development will follow residential development. Quality in both areas as a result of character area guidelines and zoning regulations will continue to promote the Community Vision.
- The creation of civic buildings or public spaces as part of each of the character areas.



The City is divided into character areas on the Future Development Map that translate the community’s vision into a physical roadmap. These distinct character areas are supported by the appropriate regulations to achieve the desired patterns of growth. The community is comfortable with the projected population and employment forecasts, and has instituted zoning and planning to accommodate this growth in a managed way that meets the goals of its vision. Although Chamblee has very little undeveloped vacant parcels, there are redevelopment and infill opportunities available to support projected demand. Availability of land and redevelopment opportunities will be the ultimate limitation of growth.

Streetscape Improvements and Landscaping Standards

Streets represent one of the most visible aspects of development. Street designs and arrangements should balance the movement of automobiles and transit vehicles with the needs of pedestrian and bicycle pathways, areas of public interaction, and areas for placement of street trees and landscaping. Within residential neighborhoods, the goal is to create an environment where driving too fast or too aggressively is inconvenient by the design of the street and streetscape. With appropriate design, drivers will be more likely to choose lower speeds and less aggressive behaviors. Streets should be designed to meet the needs of anticipated land uses, traffic volumes and the desired character of the area. Special considerations must be given to the street layout in order to minimize the amount of through traffic and the potential for inappropriate vehicle speeds. Such layouts should include limiting the length of through streets and incorporating rotary or traffic circles, T-intersections, or other similar techniques.

Streetscape improvements include aesthetic improvements to sidewalks (such as ornamental pavers) inclusion of street furniture such as planting containers and benches, street trees, relocation of utilities, installation of gateways and lighting enhancements. An improvement project increases pedestrian safety, creates a sense of place, defines a neighborhood or area’s identity, and changes a perception of decline. Another goal of a streetscape project is to bring about positive change within the corridor while balancing the competing interests that vie for limited right-of-way widths. These competing interests may include roadways, curb cuts, gutters, sidewalks, bicycle lanes, bus lanes and transit stops, landscaping, decorative gateway features or marker structures, decorative hardscape (benches, trash receptacles, etc.) street and pedestrian lighting, storm drainage, overhead or underground utilities, traffic signal poles, and other structures within the right-of-way. The goal of the City’s streetscape projects will be to create a visually pleasing and unified character area that will result from the repeated use of common details, layouts, plan and material selections, and site furnishings. The intent of streetscape projects is expressed within the City’s goals:

- Guide the expansion of alternative transportation facilities in order to provide a more comprehensive and safer system.
- Provide a visual identity that is respectful of Chamblee's history and character.
- Increase visibility of pedestrians, bus riders and cyclists.
- Provide a cost-effective, long term solution that provides maximum visual impact.
- Encourage funding commitments from public agencies and private investors alike.

The City has been proactive in streetscape enhancement projects and streetscape design. Several joint City/federally funded Livable Centers Initiative (LCI) projects are either complete or under design, and design standards have been created for important corridors and areas of the City, including the Peachtree Industrial Corridor, the Mid-City District, the Historic Core, and International Village.

Context Sensitive Street Design

Context sensitive street design is an approach to roadway planning, design and land use patterns. The intent is to meet regional transportation goals while enhancing neighborhoods and considering the adjacent uses of land. The intent of corridor redevelopment, utilizing the principles of context sensitive street design, is to make existing and future street environments a distinctive "place," not merely a roadway.

The simple fact is that most urban and suburban corridors were designed over the last fifty years for cars. Roadway design biased toward vehicular traffic resulted in unsafe and undesirable pedestrian environments. "Visual clutter" of many street environments is geared to grab the attention of drivers speeding, not shoppers on foot. Many of the procedures, processes and regulations that are on the books serve to further this bias towards the automobile in the future.

Many codes call for minimum numbers of driveway cuts but do not limit the maximum amount of parking that can be provided based on buildings' square footage. Most parking codes are based upon minimum requirements. Site development codes generally specify minimum setbacks from the road rather than build-to-lines. All of these requirements serve to accommodate cars, not pedestrians. A change requires active intervention. The codes, ordinances and regulations that favor automobiles should be reconsidered. The excess roadway capacity that is present in many corridors can be recast as space shared by multiple modes. And, most importantly, the place of people outside of their cars must be a primary consideration.

Access Management

Successful corridor redevelopment requires not only a respect for the surrounding areas' character, but also a need to address functionality. Access management is the process of coordinating, planning and designing, and implementing land use and transportation strategies so that the flow of traffic between the road and the surrounding land is efficient and safe. An access management plan offers numerous benefits such as increased pedestrian and bicycle safety, reduction of vehicular collisions, promotion of desirable land uses and development patterns, reduction of congestion and traffic delays, and postponing or preventing costly highway improvements.



The purpose of an access management plan is to:

- Define appropriate land uses within a corridor.
- Define development standards that integrate land use and transportation.
- Implement new internal street networks to increase connectivity.
- Align driveways.
- Limit the number of curb cuts permitted per parcel or per linear feet of corridor.
- Close existing curb cuts along a corridor.
- Increase or establish proper separation between curb cuts and intersections.
- Relate driveway design to travel speed and traffic volumes.
- Allow/encourage shared access parking.
- Limit access from an arterial or collector street to a private parking lot.
- Install medians in roadways and set spacing of median breaks.
- Establish parking maximums versus parking minimums.

Roadways that can benefit from an access management plan include commuter routes, since a key objective of such a plan is to facilitate traffic flow. Less congested roadways can help prevent spill-over traffic onto local roads seeking a way to bypass congestion. The following roadways may be suitable candidates for an access management plan:

- Peachtree Industrial Boulevard
- Buford Highway
- Chamblee Dunwoody Road
- Clairmont Road

Multi-Dimensional Street Classification

One source of dysfunction in corridors is the concentration of traffic along a single corridor. When multiple businesses or residences access a single road, traffic can become congested. It is important that the main roadway not be considered in isolation, but that there is also an evaluation of the infrastructure and connectivity of the parking lots, aisles, and access roads within the corridor redevelopment to identify a cohesive secondary transportation system that will facilitate vehicular flow of traffic between uses while stimulating safe pedestrian activity.



The existing roadway system within Chamblee services a variety of trip purposes and lengths. The trip types include long trips passing through the area on Buford Highway and Peachtree Industrial Boulevard, commuter trips destined to/from the Chamblee MARTA station, and local trips within the Chamblee business and residential districts. The existing roadway network accommodates these varying trips on roads that are classified functionally to support travel on both an area-wide and local basis.

Peachtree Road and Clairmont Road are two key examples of corridors that experience both through-traffic as well as local traffic, resulting in an incompatible transportation-land use relationship. As mentioned, access management plans that focus on heavily traveled commuter routes such as Peachtree Industrial Boulevard can lessen dependency on roadways like Peachtree Road, which is classified as an urban arterial roadway but traverses the redeveloping Mid-City District area that strives to be more pedestrian-friendly in function and scale.

Traffic Calming

Traffic calming measures can be used to address the issue of cut-through traffic experienced on residential streets and can supplement a redesign of the roadway or other streetscape improvements in commercial corridors. Particularly in pedestrian-rich urban or residential areas, streets should be designed to reduce driving speeds. Landscaped medians, limited driveway connections and shared parking can work together to provide an attractive environment for pedestrians. In Chamblee, the Peachtree Road Corridor and the neighborhoods of Sexton Woods, Huntley Hills, and Keswick Drive experience cut-through traffic. These areas could benefit from the implementation of common methods to improve pedestrian safety and reduce vehicular congestion, including:

- Speed tables or humps (bringing the roadway to pedestrian grade).
- Decorative pavements at corridor gateways, special areas, or at intersection cross walks (pave block, cobblestone, imprinted concrete or asphalt, etc.) to increase driver awareness of pedestrian activity and to produce the desire to “slow-down.”
- Narrowing of lane widths or changing roadway curb lines to slow vehicle passage.
- Landscaping on medians or on outside edges of streets.
- Decorative traffic signs and signal heads.
- Special dedicated lighting of pedestrian ways (to improve visibility for pedestrian and to improve visibility of pedestrians by vehicle operators).
- Improved roadway lighting.
- Traffic circles or roundabouts.
- Traffic signal timing modifications that give more cycle time to pedestrian movements and limit vehicle “progression through the corridor.”
- Restricted “right-on-red” vehicular movements at signalized intersections.
- Restricted left-turn or right-turn movements at some intersections.
- Curb-line modification at intersections (use smaller corner radius to improve pedestrian crossings).

Grayfield, Infill and Corridor Redevelopment

The little undeveloped land that remains within the City is scattered in small parcels throughout the City. The main opportunity for change exists in redevelopment of existing underutilized or obsolete properties.

In the Mid-City Character Area alone there is over one million square feet of industrial and commercial buildings. Most of these buildings were built shortly after World War II and thus do not possess the kind of architectural details or layout that lends itself easily to conversion opportunities. Yet, these factors may ultimately be favorable to redevelopment. Because the buildings are not historically significant they will not require intensive preservation efforts, and because so many were constructed out of metal, the refuse materials could be recycled for profit. These factors make demolition easier, which will in turn open space for new buildings that better fit the community’s vision. Encouraging higher densities where infrastructure can support them can help absorb new population and employment growth while lessening the impact on existing neighborhoods. Developers are building infill housing in existing neighborhoods, and adding new town homes, condominiums and loft



housing in the former industrial areas. There is an opportunity to concentrate mixed housing types at various price levels and cluster retail and commercial uses for a vibrant core. More residential density and more intensive land use could help revitalize blighted transportation corridors. New and revitalized commercial and retail facilities along these corridors can then support both the new and existing residential fabric. If properly designed and implemented, mixed use development can significantly reduce the number and length of local automobile trips.

A major goal of the Community Vision is to provide safe and efficient transportation and infrastructure systems that support desired land use patterns. An adopted policy is to develop a balanced transportation system of roadways, pedestrian pathways, bikeways, and senior citizen transport to serve the diverse mobility needs of the community, and to adopt regulations and policies that encourage land use patterns that do the same.

Building Design for Mixed Use

The mixing of uses, whether vertically or horizontally, requires special considerations to reduce negative impacts and incompatibility. Sufficient daylight access should be provided to all new residential units. Commercial activities such as parking and loading, exhaust fans, and restaurant entertainment can create noise, which disturbs residents. Residential privacy in relation to other units, pedestrians, and adjacent development is an important aspect of project livability and neighborliness. Safety and security are key components of livability. New development, both residential and commercial, should provide a secure environment through attention to principles of crime prevention through environmental design.

The following criteria should be considered for new projects, major expansions, and renovations to existing buildings that contain residential development:

Light and Ventilation

- Courtyard configuration and building massing should maximize sun access to courtyard level including terracing of upper levels on the south side of courtyards.
- Where courtyards or light wells exist in adjacent developments, new developments are encouraged to link open space with adjacent courtyards or light wells, yet maintain privacy and security.
- Where new development abuts or is adjacent to existing development with windows on the sidewalls, adequate light and ventilation should be maintained.
- Mechanical ventilation of commercial space should be exhausted at a location having the least impact on residential livability. This should ideally be at the roof, especially for restaurant kitchen exhaust.
- New buildings should be designed to utilize natural light and ventilation as much as possible, even deep within interior spaces.

Noise

- Buildings with dwelling uses should meet acoustic standards. Some of the methods which can be considered are orienting bedrooms away from noise sources, providing mechanical ventilation (to allow choice of keeping windows closed), and using sound-deadening construction materials and techniques.
- Noise generated by the development itself, such as parking and loading activities, exhaust fans, and restaurant entertainment, should be mitigated by location and design.
- Unit orientation, window placement and screening should be used to enhance privacy.

Safety and Security

- All lobbies should be visible from the street.

- There should be a separation between commercial and residential uses.
- The design of parking facilities should provide for personal safety and security. Underground residential parking, including pedestrian access routes from parking into the building should be secure and separate from commercial parking.
- Buildings should maximize opportunities for surveillance of sidewalks, entries, circulation routes, semi-private areas, children's play areas and parking entrances. Blind corners and deeply recessed entries should be avoided. Visibility into stairwells and halls is desirable. Laundry facilities, amenity rooms and storage rooms should be grouped together and visible for surveillance.

Building Architecture

In the context of a comprehensive plan, building architecture primarily refers to how a development contributes to the community's primary goal of human scale. The objective is to respect the typical streetscape rhythm comprised of many buildings in each block with one or more individual shopfronts



in each building. This design feature creates the impression of many narrow buildings within a block. Existing buildings may be of various widths that do not necessarily relate to building heights, but the critical pedestrian building module in mixed use developments should be shopfront width, which provides rhythm and pedestrian scale to the streetscape. It is desirable to retain the existing pattern of widths (where they exist) and to avoid creating larger shopfronts through the consolidation of two or more existing façades where possible, while still allowing flexibility of use by business. New buildings should seek to vary the façade with strong vertical elements and configure windows to maintain a fine-grained texture characteristic of historic streetscapes. Typical early shopfront design elements included columns, pilasters, and multiple storefronts. These features serve to establish a pedestrian scale and rhythm and to reduce the apparent width of buildings by adding texture and visual interest for pedestrians.

Lower Street Façade

The lower façade is that portion of the building made up of the ground floor and, if present, the traditional glazed mezzanine. It is typically defined at its upper edge by a minor cornice or decorative band. The lower façade is the most visible to the pedestrian and is often heavy in detail. Buildings of the pre-1929 era typically had ground floor facades with high ceilings, a high degree of transparency from large areas of glazing, and entries recessed into the façade and embellished with decorative tiles and panels. Buildings should respect the scale, configuration and rhythm of the traditional

components of pedestrian friendly lower facades including ground floor height, shopfront design and access to upper floors.

Street level access to the main floor should be provided. Traditionally, street level entry doors for stairs to the upper floors were incorporated into the façade in a separate vertical bay with details relating to the design of the shopfront entry but in a less elaborate expression. Often the entry was recessed and the floor surface treated in a decorative fashion. Horizontal elements, such as transom windows above the height of the entry doors and signboard strip between transoms and intermediate cornice are important aspects of the texture and complexity of the lower façade. They should be continuous across the façade except at the pilasters, which should structure the entire building's façade.

The following features should be incorporated into the design of new and existing lower street façades:

- Access that is level with the sidewalk and recessed to provide a distinction.
- A high percentage of glazing, in display window areas and in transoms above entryways and doors.
- Detailing of the floor surface in the entry recess with tiles (especially small mosaic tiles), terrazzo, or other similar decorative materials.
- A storefront cornice, which is generally a variation or reduced section of the main building cornice.

Upper Street Facades

Appearance and proportions of the upper facades should include strong vertical elements segmenting the façade; vertically-oriented windows organized into groups within the segments of the façade, and recessed balconies if appropriate. There should be a clear distinction between the upper story of buildings and the storefront level. To maintain upper façade texture, window openings in new construction are encouraged to be repetitive, vertically-oriented, and organized into relationship to the vertical elements which structure and segment the façade. Vertical elements such as pilasters, columns and projecting bays should be utilized whenever possible.

- The upper facades should be outlined with the use of vertical elements such as pilasters, columns and bays.
- The upper floor windows, which are typical of older pedestrian oriented buildings, should be punched openings in a relatively solid upper wall with a low window-to-wall ratio, with the exception of contour glazing at the back of recessed balconies.

Awnings and Canopies

Historically, awnings were large and played an important role in the commercial pedestrian streetscape. The use of fabric or metal awnings typically of a shed shape is encouraged, both as an architectural design element and as shelter from rain and hot sun.

Natural and Historic Resources and Community Vision

The City of Chamblee values its historic and cultural resources. Although none of the historic resources are currently listed on the National Register of Historic Places, the City has identified a few significant structures to further pursue historic designation. These links to the past, mostly old single-family residential structures, should be protected and preserved. The City has been placing emphasis on the historic character of the City within the Historic Core (the CBD) and the conversion of existing buildings for adaptive reuse. The Historic Core encourages the continued viability of the area, with uses that enhance the tourism potential of the City. The City is known for its antique store resources, including "Antique Row," with approximately 150 art and antique dealers.



Designing with the Environment

Redevelopment must always respect the natural environment and develop in harmony with existing natural features. Natural physical features should be incorporated into new developments, with drainage areas and other natural features left in their natural state and incorporated into an overall design. Engineering techniques should not be used to force-fit development into the environment. Streets should be visually terminated with important buildings, vistas of open space, water features or other distant topographical features. Unnecessary grading is discouraged in any new development within the City.



Buffers and Landscaping

A master landscape buffer plan is required for setback reductions. Generally buffer areas should include a combination of natural features, landscaping, berms, fencing, water features, and other attractive elements. Buffer plans that create “walled” and “gated” communities with a “compound” appearance are discouraged. Existing vegetation and tree canopy coverage should be retained and enhanced wherever possible.



Strategies

Short Term

- Require all new development, redevelopment and infill development to make any infrastructure improvements to bring the property up to current standards.
- Investigate the possibility of developing a Tax Allocation District (TAD), Community Improvement District (CID), or an impact fee program to implement public system improvements on a timelier basis.
- Continue to foster the relationship with Trees Atlanta and the tree dedication program. Encourage private urban forestry planting/maintenance programs and community gardens.
- Continue to maintain and plant Gateway landscaping four times a year.
- Work with developers through Development Agreements and incentives to implement identified multi-purpose trail, greenway, bicycle lane, sidewalk, and City streetscape improvements along property frontage as part of a development proposal.
- Require all new development, redevelopment and infill development to make a diligent good faith effort to meet with other adjacent property owners to coordinate future development plans, access, and infrastructure requirements; adjacent land uses should be clearly outlined on Zoning Concept Plans and Development Site Plans.
- Require all new development, redevelopment and infill development to screen all dumpsters, loading and service areas, transformers, and air conditioning units from public view.
- Green and shade cover is required within all parking areas.
- Provide lush landscaping and hardscaping on all new development sites, particularly within “plazas” and other open space areas. All open space should include pavers, seating, lighting, planting cutout areas, as appropriate. Require public art at focal points within plazas of a half acre or more.
- Develop recreational and open space standards for all developments. This calculation should be based on a fair-share study. Standards should be based on a formula that is fair-share for both project and system improvements.

- Development review plans should be reviewed and approved against both zoning and the character area standards.
- Encourage the provision of rainwater harvesting facilities in order to promote water conservation.
- Establish an offsite open space and tree fund that is directly tied to improvements within a specific character area. Develop a study that would identify locations within each character area to allocate and spend the collected money.
- Increase buffers between incompatible uses as a performance based buffer.
- Investigate the potential of increasing stream protection buffers where appropriate.
- Develop roadway cross sections for arterial roadway classifications. Cross sections should include:
 - Driveway alignment and number.
 - Shared parking possibilities.
 - Inter-parcel connectivity.
 - Identification of internal and network wide pedestrian circulation and connections.
 - Number, width and type of travel lanes.
 - Landscaping.
 - Dedicated/non-dedicated bike lanes versus no bike lanes at all.
 - Sidewalk widths and desired pedestrian service levels.
 - Transit.
 - The inclusion of “traffic calming” design features.
 - The examination of the cost-benefit of special utility relocations and the potential to maximize utility contributions to this effort.
 - The examination of other roadway infrastructure and street furniture including lighting (street and pedestrian), benches, trash cans, etc. as contributing element sin the visual enhancement of the corridor.
 - The use of multiple cross-sectional designs that respond to the existing site conditions occurring or planned along the corridor.
 - Planning for transit facilities, including bus shelters, waiting areas, and dedicated bus lanes. Also, the potential for transit within exiting right-of-ways such as the installation of a light rail line or streetcar.
- Encourage water-conserving “xeriscape” landscape design within new development.
- Undertake Access Management Plans for urban principal arterials.
- Identify and implement traffic calming measures that are acceptable to neighborhoods experiencing cut-thorough traffic.
- Study traffic calming measures along arterial roadways that also serve local foot and vehicular traffic.

Long Term

- Develop an “adopt an island” project within the city to increase landscaping on public land and along linkages.
- Provide ground level landscape at any transit or pedestrian connection, especially at bus stops.
- Develop a “destinations” map that emphasizes the history, culture and attractions of the City.

Land Use Patterns and Connectivity

Access and linkages are crucial factors in convincing individuals to abandon automobiles in favor of mass transit or other modes of transportation. Linkages to public facilities, activities, and to services within and outside the community are essential. A major part of the Community Vision is to encourage and accommodate efforts to increase linkages. As new residential developments rise, and commercial development follows, the potential for heavier pedestrian traffic to and from the transit station and within the City as a whole increases. Pedestrian activity will increase as perceptions of accessibility and the convenience of using mass transit shift.

Linking Land Use and Transportation

The intensity and condition of the existing infrastructure in the City of Chamblee suggests the need for innovative planning if substantial changes to the landscape are to occur. But planning for new development is only effective if the underlying regulatory and physical infrastructure is sufficient to support the community's goals. When the infrastructure impedes innovation, it becomes necessary to revise its parameters. The present situation in Chamblee presents such a situation. Finding safe ways of connecting



neighborhoods to the rail station and public facilities, improving pedestrian facilities, and improving the overall connectivity within the City are important ideas in achieving the Community Vision.

There are two primary physical infrastructure issues that must be addressed in the City of Chamblee. The first is the role and location of the MARTA station. It straddles a north south rail line that splits the City of Chamblee into two parts. While it is located at the central core of the City, it functions as a half-mile long barrier for pedestrians. The station separates its function (buses leave from both sides at street level; trains are overhead), and this design requires anyone coming into the station to pass through turnstiles. This effectively prevents non-riding pedestrians from using it as a bridge between the two sides of the tracks. It also prevents riders from leaving the station and potentially patronizing area businesses in the midst of train to bus (or vice-versa) transfers.

The Chamblee MARTA station's use patterns have recently changed. While by definition still a commuter station, the majority of train riders arrive not by car but by bus. This decline of automobile arrivals was primarily due to the completion of newer stations in more remote suburban areas (Doraville and Dunwoody) with large auto parking capacity. Changes in the spatial structure of the regional economy may have forced other former commuters to travel to places beyond downtown or Midtown (the places that the Chamblee station was designed to serve best).

One of the station improvement projects currently in the planning stages is the use of the MARTA tunnel to bridge the two sides of the Mid-City District. Four existing fare gates will be consolidated into three: one on Peachtree Road on the west side of the station and two on the east side, which will be replaced with new equipment to read "breeze cards." The cards will have a stored value and will allow pedestrians to quickly move through the station via the fare gates. To facilitate pedestrian access to the tunnel, the Malone Street pedestrian crossing (a City-funded LCI project) has been

installed to connect to the fare gate at the northwest side of the MARTA tunnel, and the Watkins Street pedestrian crossing (also funded by City and LCI money) connects the southeast side of the tunnel to the sidewalk along New Peachtree Road.

The second infrastructure issue is the connection between the major north-south transportation corridors that pass through the area. The landscape between Peachtree Industrial Boulevard and the MARTA station offers little protection for crossing pedestrians with respect to sidewalk and landscaping provisions. The southeast side of the station is only slightly better. A large surface parking lot bounded by a sheer concrete wall separates the station entrance from New Peachtree Road, with no exclusive pedestrian entrance despite high daily foot traffic to and from the nearby Interactive College of Technology. The aforementioned Watkins Street pedestrian crossing will help enhance pedestrian safety and connectivity between the College and the station.

Connections to Adjacent Properties

Development designs must reflect existing topography, as well as existing and future land uses of adjoining properties, rather than designing around existing property lines. When located adjacent to an area anticipated to develop with similar land uses, streets shall be extended to the boundary lines of the tract, unless prevented by topography or other physical conditions. At a minimum, there shall be one street or pedestrian access point extended to the boundary line of the tract for each 660 linear feet of property line adjoining tracts (approximately 1/8 mile). New developments should provide an orderly and appropriate visual and physical transition between the developments with different densities. All properties, except for individual residential dwellings, are required to provide interconnectivity to the adjacent properties. This requirement will allow greater flexibility within developments, reduce the need for curb cuts, and create less interference with pedestrian systems.

At the scale of “the town,” urban design focuses on the linkages between centers and their relationships to one another. Thus, at the level of a comprehensive plan, urban design strategies focus less on the visual appearance of buildings and streets and more on the organization of neighborhoods, commercial areas and open spaces and their connectivity to one another within a larger framework.

Roadway Access

East West Traffic Flow

Three primary roads serve east-west traffic:

- Peachtree Industrial Boulevard is a state route that primarily serves trips through the area.
- Peachtree Road is a variable width roadway that passes through the heart of the City adjacent to the northwest side of the MARTA station. It connects to Peachtree Industrial Boulevard near the southwest City limits, and outside the City to the northeast. It narrows to two through lanes in the Historic City Core inside the Mid-City District. This road services a combination of local traffic within the Chamblee area, and some cut-through traffic passing through the area and bypassing Peachtree Industrial Boulevard.
- New Peachtree Road is a four-lane facility that passes through the heart of the Mid-City Character Area adjacent to the south side of the MARTA station. It narrows to two through lanes west of Clairmont Road and east of the Mid-City District. This road services a combination of local traffic and some longer trip lengths passing through the area.

North-South Traffic Flow

Several roads provide north-south traffic flow:

- Clairmont Road is a four and five lane facility that connects to Peachtree Industrial Boulevard to the northwest and Buford Highway and beyond to the southeast. This road services primarily through-traffic across a bridge section over the railroad tracks and Peachtree Road, with some local traffic as well. More local area traffic is present on the section east of New Peachtree Road.

- Chamblee Tucker Road is a five-lane facility running from PIB on the northwest to Buford Highway and beyond to the southeast. It accommodates traffic on both the south and north sides of the MARTA station and serves a combination of local traffic and some longer trips lengths passing through the area.
- Several north-south streets serve primarily local traffic with relatively low traffic volumes, in particular those in the Mid-City District. However, Chamblee-Dunwoody is an example of a north-south local roadway that experiences high traffic volumes along its entire length.

Transit Connection

The Chamblee MARTA station, completed in 1984, is located in the City's geographical center. It serves as a commuter rail station and a bus to rail transfer center. Due to the relative affordability of land in the area at the time, broad surface parking lots were an easy choice. They were constructed in several locations on both sides of the station. This scheme created, from the beginning, an asphalt barrier between the surrounding street and sidewalk network and the station building.

The development of retail, office, and residential properties adjacent to the rail station potentially opens a large captive market of daily riders, especially if transit passengers have the ability to enter and exit the station freely. Current conditions are not conducive to such activity, and because there are relatively few pedestrian arrivals, there has been little pressure to build pedestrian-friendly features into the surrounding environment in the past. A major goal of the community's vision is to encourage transit-oriented, pedestrian-friendly development around the station. Mixed use buildings within comfortable walking distance to the station are addressing the problem of accessibility, in addition to the various streetscape projects and pedestrian/bicycle linkages that are either planned or under construction in the City.



Sidewalks, Bike Lanes and Greenways

The City has an extensive sidewalk network that continues to grow, in particular due to the implementation of the Livable Centers Initiative (LCI) Plan, the International Village Master Plan, and locally- and federally-funded projects. Pedestrian connectivity and linkages throughout the City are very important to achieving the vision of the City as a "small town" with live, work, and play activities. Linkages are also extremely important to the City due to the high volume of residents who depend on alternative modes of transportation. The City has been very involved and proactive in planning out the appropriate connectivity linkages throughout the City. In addition, the City requires new sidewalks to be installed along all public right of ways. Chamblee understands that developing the appropriate pedestrian-friendly infrastructure through sidewalks, bike paths, and streetscape elements will encourage the quality growth that they are striving for.



In addition, encouraging pedestrian oriented development is likely to increase pedestrian crossings on Peachtree Road. Implementation of a proposed multi-use path section on the abandoned rail spur one block north of Peachtree Road will result in increased crossing of Chamblee Tucker Road, Malone Drive, and Miller Drive. During the course of the LCI study, unsignalized crossings of Chamblee

Tucker Road, Peachtree Road, and New Peachtree Road were examined to determine the potential need for crossing assistance.

The available gaps in traffic were measured at these locations during the AM and PM peak hours to determine whether enough crossing time exists to effectively cross these streets for the following cases:

- Crossing one direction at a time (with a median refuge area).
- Crossing both directions together.

Crossing times required were calculated based on average crossing speed and distance traveled. This time was used as a measure of the minimum gap in traffic and compared to a frequency of sixty acceptable gaps per hour. Analysis showed each crossing location had conditions during one peak hour in which enough acceptable gaps occurred to allow crossing one way, but not enough to allow crossing the entire roadway without stopping in the middle. Therefore, some form of crossing treatment was recommended at these locations. Crossing improvements are also addressed in the City's Pedestrian and Bikeways Plan (2003), and two pedestrian crossing projects in the Mid-City District have been completed (Watkins Avenue/Peachtree Road and Malone Road/Peachtree Road).

There are currently no bicycle lanes, multi-use paths or designated bike paths within the City. Traffic volumes on Peachtree Industrial Boulevard, Clairmont Road, and Chamblee Tucker road south of the MARTA station are not conducive to sharing the road for all but the most experienced cyclists. However, many of the other lower volume roads in the study area are potentially navigable by bicycle traffic.

Multi-use paths are recommended along former rail spurs south of PIB and north in the vicinity of Keswick Park. The City has identified a route that would utilize an abandoned railroad spur underneath PIB, which has already acquired by the City, as well as additional spurs that head east off of Clairmont Road into the Mid-City District. This route would facilitate a pedestrian/bikeway connection between land uses on either side of PIB and is part of the County-wide Perimeter Trail.

Pedestrian travel is vital to transit-oriented design, as it is the mode of travel between transit and local trip origins and destinations. As the area near the MARTA station develops, pedestrian traffic flow will become more important, forming a primary element of the transportation system. In addition to pedestrian travel, bicycle use provides the potential to extend the traditional walking trip of one-quarter to one half mile to an overall trip length of two miles or more.

Greenways, Open Space Preservation

The City completed a pedestrian and bicycle master plan in 2003 that identifies potential greenways and trails. The City has identified permanently protected greenspace in the DeKalb County Greenspace Plan and will continue to actively pursue the acquisition of greenspace in conjunction with this program. The City is acquiring abandoned railroad spur lines for use as greenways/bike trails. As a part of this program, the planned Super Wal-Mart is dedicating the portion of rail spur line within its property to the City's greenspace program.

No federal, state or regional parks or recreation areas are located within the City of Chamblee. Other than the identified potential greenspace for trails and bikeways, the majority of open space is in the form of improved parks and recreation areas. The City has approximately fifty acres held in open space, the majority of which is in the form of parkland. Additional plans for recreation and open space will be discussed under "Infrastructure and Land Use."

Strategies

Short Term

- Require new developments to connect to any identified pedestrian linkage to the City as part of development approval. This includes identified pedestrian linkages, including the multi-purpose

trail connection and existing sidewalks. Provide incentives and/or requirements for developments to acquire and dedicate adjacent rail spur for this purpose.

- Continue to implement a replacement and maintenance fund to correct existing sidewalk deficiencies.
- Dedicate a fund to the yearly purchase and acquisition of the identified greenway.
- Require all projects to connect to existing and proposed adjacent pedestrian connections, including the proposed greenway.
- All developments should connect to existing and proposed adjacent uses through the use of easements, pedestrian connectivity or roadway connectivity as appropriate.
- Increase lighting and safety standards for pedestrian routes radiating from the MARTA station and mark crosswalks at selected intersections.
- Continue to work with MARTA to redesign entrances to the station to enable pedestrians to use the station as a bridge between the two sides of the Mid-City District.
- Investigate the potential for federal, state and regional grants and funding sources to further develop pedestrian connections and bike facilities.
- Continue to fund and implement LCI projects.
- Update the 2003 Pedestrian and Bikeways Plan to include completed sidewalk and pedestrian crossing projects and additional desired linkages.

Long Term

- Investigate funding sources for pedestrian/bicycle enhancements to Clairmont Bridge.

Inclusiveness

As one of the most diverse communities in all of Georgia, Chamblee houses and employs individuals from a number of different nations and hosts a plethora of culture-specific businesses and institutions. Ethnic diversity is considered one of the strengths of the Chamblee community. Immigrants have helped revitalize the City's declining commercial/retail district along Buford Highway and within the International Village, imparting new vitality to the area and thereby attracting even more newcomers.

One challenge facing Chamblee is to devise a way to balance the expected impact of the Buckhead/Perimeter spillover with the needs of immigrants and long-term residents. Because of the City's location, access to transportation corridors, and low-density building stock, pressure from residential developers seeking spaces to build higher density developments to house an increasingly affluent inner-perimeter population is expected to grow, as evidenced by a recent spurt of high-priced multi-family residential development.



Variety in housing type and price point is important to the community in maintaining its diverse feel and to allow movement within the City as age and lifestyles change. Overall preliminary analysis shows a good distribution of housing by price point to accommodate various income, lifestyle, and age-related housing choices. The only segment that is below that of adjacent areas is executive or "move up" housing. This need should be satisfied by the proposed infill housing developments that are currently under construction within the City and within new infill housing in established neighborhoods.

Maintaining a mix of uses and a mix of housing types will help Chamblee maintain its diverse population. In addition, character areas that promote ethnic and cultural identity will also provide a roadmap for achieving this part of the Community Vision.

Age and Lifestyle of the Community

Demographic analysis does not show any dramatic age distribution changes over the next twenty years. The primary market for residential development over the next twenty years in Chamblee will be single and two person households, both singles and empty nesters. With these statistics in mind, the City does recognize that there are two segments that require special attention: Young families with children and the senior population.

It is important to recognize the need to keep a balance of school age children within the City in order to preserve Chamblee's involvement in strong primary educational facilities. Currently several of the schools that the children of Chamblee attend are considered above average. Typically families with children are attracted to single-family housing. Since there is a limited supply of single-family housing within the City, the community realizes the importance of protecting existing single-family residential areas from commercial encroachment. The community also recognizes that families require various types of single-family housing. To accommodate changing needs over a family's lifecycle, the City allows single-family infill within its neighborhoods. Within certain compatibility guidelines, teardown infill will give families more options and meet today's modern standards.



To address the senior population, the City has developed a public/private partnership with Mercy Housing to build subsidized senior housing. New units and the preservation of appropriate existing units will provide ever more senior housing opportunities. The City will concentrate on creating environments that are “senior friendly,” including the development of neighborhood commercial and citywide pedestrian linkages. The location of the City within Metropolitan Atlanta and access to public transportation make Chamblee’s location favorable to senior populations.



Housing Inclusiveness

The area to the north of Peachtree Industrial Boulevard is primarily made up of several established single-family detached neighborhoods edging on several high-end neighborhoods located at the perimeter. The area to the south of Peachtree Industrial Boulevard is a mixture of light industrial, retail, and rental housing in the form of aging apartment complexes. Recent development in and around the Mid-City District has begun to bring higher-end, for-sale residential to the area. Due to the increasing land costs and limited land availability, the new developments in the area have been attached housing, in the form of lofts, town homes and condo-flats.

Various housing types will be required to meet the lifestyle characteristics of the area. Not only will diversified housing stock (such as duplex, multi-family, townhouse, single-family units, etc.) be important to younger families, single persons and empty nesters as affordable housing alternatives, they will provide construction jobs and available housing for an increasing labor market. The smallest segment of the existing market, “move up” or “executive” housing, and an evolving demand within the City will show an increase through newly proposed developments primarily within the Mid-City District and infill developments in other areas of the City. The inclusion of this housing type and price point will complete the availability of housing “lifestyle” choices within the City.

The fact that Chamblee currently continues to offer a greater percentage of affordable housing for low-income persons as compared to the surrounding area comes as no surprise. One of the draws to the community, and its current ethnic diversity, is in part due to its abundance of affordable housing



options. Chamblee currently provides more units in terms of percentage for lower income persons in the form of aging apartment complexes than any of the surrounding areas. Providing this housing is very important to retain the cultural, economic and ethnic diversity that is the heart of the City. Although the Community Assessment identified a shortage of very low income housing compared to the demand, statistical analysis indicates that 30% of the current housing stock should be dedicated to housing affordable for very low income persons. The City feels that it is a small part of a large region, and that it should not be responsible for all the affordable housing needs of the region. Its current housing stock and the expectation of diverse housing products integrated into mixed use centers will continue to provide rental units of all types and entry level for-sale housing.

It has been pointed out that although the development community may be able to provide some housing in the “low” range and above, it is not reasonable to expect that the needs of the “very low” category could be met through the private sector. Government intervention in some form would be necessary to provide for this need. As a small community, Chamblee does not offer its own housing programs for rehabilitation, maintenance or enhancement, and as a city within DeKalb County it is not an entitlement city, and therefore has no direct control over housing program funds. Residents of the City, developers, and non-profit organizations rely on the larger assistance programs of the DeKalb County Community Development Department, the Community Housing Resource Center, and the Georgia Department of Community Affairs. The Mercy Housing and related housing development is a good example of a successful public-private partnership. Habitat for Humanity and other non-profits are also good examples.

Another primary barrier to new affordable housing in the community is the lack of vacant land for infill or new development and current market prices for land, which are steadily increasing due to its limited availability and regional pressures. It is clear that cooperative participation of the public and private sectors is necessary to expand housing opportunities to the lower income economic segments of the community.

Owner to Rental Ratio

The percentage of rental units to owner occupied units is higher in Chamblee than the state and the surrounding region. The majority of Chamblee residents occupy rental units, 65% compared to 35% owner occupied. The current mix of units is slightly lower for detached and attached single-family housing at 49%, as compared to the remaining 51% of units considered attached multi-family housing. This housing mix indicates that a significant portion of available single family using is currently rented, approximately 27%.

This ownership/rental mix is both an opportunity and an issue for the City. First of all, it may be perceived that rental units do not offer the same stability and community investment that home ownership does. Rental units, especially single-family homes, are usually not maintained as well as owner occupied units. On the other hand, available affordable housing, both rental and ownership (of older single family units), contributes to a favorable workforce housing mix and cultural and economic diversity within the community. Rental opportunities also typically attract young, single persons and young couples to the market.

Having assessed both problems and opportunities, it is the desire of the community to monitor the amount of new rental housing development in order to bring the City’s housing percentages in line with the region and the state. Rental units within mixed projects as opposed to large scale stand alone developments are also seen to be more desirable to the community’s vision.

Protection of Existing Neighborhoods

Several stable single-family neighborhoods were identified during this Comprehensive Plan update, primarily in the northwest and western sections of the City. Some areas are experiencing a transition from one use to another that creates incompatible land use relationships or unsafe living conditions. These include



transportation corridors areas where commercial uses are replacing existing industrial uses adjacent to established residential areas, primarily on Peachtree Industrial Boulevard and New Peachtree Road, or where residential uses are converting to commercial and office uses, as in the case of Clairmont Road, Chamblee Dunwoody Road, Shallowford Road, La Venture Drive, and Sixth Street. In order to control and guide land use changes within these transitional areas, the “Neighborhood Compatible Commercial” Character Area has been established. This character area will allow residential conversions to professional office and other low impact uses to minimize the impact on existing residences and to provide buffers between incompatible land uses adjacent to existing single-family neighborhoods. The City is currently specifically studying the Peachtree Industrial Corridor and Clairmont Road corridors for further compatibility issues, and the City’s character areas will provide for compatible redevelopment and protection with existing neighborhoods.

Another issue identified in the City was that of “tear-downs” -- existing houses being torn down and larger houses being redeveloped on the site due to increasing cost and the limited potential for redevelopment within these areas. Although there have been some issues in the past with this market change, it is felt by many that infill development within established neighborhoods allows for more housing choice and movement within existing neighborhoods. The City does not allow the splitting of lots or development of higher density within established neighborhoods, in order to protect them.

Strategies

Short Term

- Work to reduce any substandard living conditions within our boundaries. Investigate other cities’ programs related to internal multi-family building inspections. Continue to enforce city codes to assure safe and sanitary conditions.
- The City will investigate potential programs to assist with maintenance and rehabilitation and make information on these programs available to its residents.
- Continue to cooperate and assist Senior Connections in the development of senior related programs.
- Require all multifamily development to be built to Georgia Condominium building standards.
- In order to increase stability and market choice the City will develop strategies:
 - Increase home ownership in the City by encouraging new residential development to be oriented to ownership housing.
 - Increase code enforcement and physical infrastructure improvements within existing neighborhoods.

Long Term

- The City should look into potential city-based incentive programs or public-private partnerships to enhance the existing housing stock.
- Work with DeKalb County on the potential acquisition and redevelopment of tax delinquent properties for affordable and workforce housing.

Economic Opportunities

Historically, Chamblee's economy has been a diverse mixture of retail, commercial and industrial concerns with a particular concentration of light industrial and wholesale trade. Chamblee, along with its northern neighbor Doraville, was one of the centers of early post-World War II industrial development in the Atlanta region. From the 1950s through the 1970s the City was considered a significant employment destination, having almost as many individuals employed within the city limits as permanently residing there. This employment base has transitioned, along with the region and nation, from an industrial and heavy commercial base to primarily a service and retail base. Forecasts tell us that manufacturing and light industrial will continue to decline, while retail and services will continue to grow. Analysis shows that Chamblee possesses a stable but somewhat less diverse local economy now than it did twenty years prior.



The City of Chamblee is not considered a major employment core, but does contain, and is expected to gain an economically diverse range of employment opportunities. Primary market capture is projected to be community type retail and services, with some potential for regional commercial surrounding Peachtree DeKalb Airport, along Peachtree Industrial Boulevard and Buford Highway.

The encouragement of new entrepreneur opportunities and assisting small businesses is very important within the community's vision. Many of the businesses within Chamblee are small "mom & pop" type of establishments, and add to the "village feel" of the community. In addition the City of Chamblee has many unique qualities that make it stand out, such as the International Village, the Interactive College, the nationally recognized "Antique Row," and Peachtree DeKalb Airport. The City will continue to invest its marketing efforts in attracting business and industry to piggy-back onto these assets.



Nevertheless, its close proximity to major employment cores such as Perimeter Center and Buckhead make the city an attractive residential location. Employment growth within these major employment areas is projected to increase over the next ten years creating demand for housing proximate to these new jobs. Chamblee is positioned to benefit from projected future housing and employment growth in the Atlanta MSA and these nearby cores specifically, particularly as it represents an opportunity for convenient, price-alternative housing within the Perimeter. It is important for the City to maintain a regional outlook with regard to employment and job creation. The City is part of a larger regional employment generator and therefore should not strive to provide all types of stand-alone economic opportunities. Although the City will encourage many types of non-residential growth throughout the character areas, connections and linkages to transportation facilities are also a key to maintaining a regional presence and access to metro-wide job opportunities.



To maintain a balance between new residential growth and support services, and to encourage the development of walkable, less car-dependent neighborhoods, the City is requiring a mixing of uses in several of its character areas. Land use patterns and character areas encourage a mixing of uses, as well as the inclusion of existing employment opportunities (including current light industrial), the encouragement of small business, and the appropriate placement of regional employment generators. The City will continue to monitor the residential/non-residential ratio closely.

Character areas have been developed to include design guidelines and compatibility criteria primarily within mixed use districts. The type of commercial development is not as important as the issue of compatibility and contributions to the vision of the community as a pedestrian-human scaled village. As in historic land use patterns, size, scale and impact are designated in conjunction with the type of infrastructure and access availability of the site. The most important aspect in non-residential development is the scale and character area compatibility, whether the use is a small local serving retail use or a “big box” retailer. The recent approval of Wal-Mart on Peachtree Industrial Boulevard and Clairmont Road clearly shows this relationship. Although Wal-Mart typically builds large buildings surrounded by a sea of parking, the City approved this development as a mini-village center, complete with street frontage retail, pedestrian linkages, public gathering spaces and screened parking areas. This development fits the intent of the Corridor Village Character Area.

Therefore, the economic development marketing focus is the development of standards for compatibility and integration into the city fabric, and primarily into the vision and the development of quality non-residential as a linked and human scaled community. The community wants to assure land use patterns that eliminate as much cut-through, and therefore disruptive, traffic as possible, and balance large land users with the more intimate human scale orientation of the Historic City Core and Mid-City and International Village Districts.

Strategies

Short Term

- The City should develop an economic development plan to include a multi-cultural focus, and include programs that incubate new small business opportunities and business retainage in conjunction with proposed new developments.
- The City should create programs to provide financial support or incentives for reinvestment into existing structures as appropriate.
- The City should create a promotional brochure that emphasizes the unique qualities of the City, such as its transportation access, airport services, Antique Row, and cultural diversity.
- The City should increase its visibility through promotional activities and materials. Take advantage of all available resources such as DeKalb County advertising and festival development.
- Work closely with the full-time Events Director through PDK Investment Groups and International Village to provide year round activities and to coordinate the events with Chinatown, Plaza del Sol, Antique Row, PDK and the Mid-City Character Area.

Infrastructure and Land Use

Chamblee is one of the eight municipalities located within DeKalb County. As a small community in a large and heavily urbanized county, Chamblee can capitalize on the benefits of local responsive government service in addition to reliance on County infrastructure and support of community facilities and services not provided directly by the City. Several infrastructure related services are not directly under the City's control, including the school system, library, fire, emergency services, public water and public sewer. DeKalb County has long-range community facility plans for these services within the County's Comprehensive Plan. In September 2003, the Metropolitan North Georgia

Water Planning District Board adopted three comprehensive plans to ensure adequate supplies of drinking water, to protect water quality and to minimize the impacts of development on the District's watersheds and downstream water quality. City provided services are both responsive and efficient at this time and include police, solid waste, parks and recreation, and general government services. Preliminary analysis also confirms that the City's facilities have an adequate Level of Service (LOS) and/or plans to address LOS shortfalls in the future.



Parks and Recreation

There are approximately fifty acres of maintained public parkland within the City. Parks can be viewed as the center of community life, the common space in which people find each other and build their neighborhood together.

The City is dedicated to providing open space and recreation opportunities, in addition to a commitment to greenspace protection in the DeKalb County Greenspace Plan and the integration of historic and cultural resources as a foundation of its Historic Core. The current inventory of parkland and recreation facilities proves a current LOS of 4.4 acres per 1,000 persons. This is considered normal and adequate within an urban area. Of greater concern is the amount of recreational amenities available within the City and the distribution of these facilities within the various character areas.

Lack of available land resources poses a strong constraint on new parkland development. Pocket parks, the planned greenway path, pedestrian public linkages and the potential for a passive park within International Village will be the primary source of new greenspace in the City. As vacant land is extremely limited, and significant acreages of natural open space no longer exist, expansion of opportunities for open space and recreation will continue to be a challenge for the City.



Transportation

Major Traffic Generators

The Chamblee MARTA station is a primary traffic generator in the area, with access to parking lots via Chamblee Tucker Road, New Peachtree road and Peachtree Road. Other significant traffic generators are:

- Interactive College, located along New Peachtree Road. The student population accesses the campus via both automobile and MARTA.
- International Farmers Market, located along Chamblee Tucker road near Peachtree Industrial Boulevard.
- The Bellsouth property along Clairmont Road and Peachtree Industrial Boulevard. Although this property is currently vacant, the development of a Super Wal-Mart Center and major retail node is expected to increase traffic through the City.
- CDC and IRS campuses between PDK Airport and Buford Highway. Both are large employers in the area.
- Lowe's on Peachtree Industrial Boulevard.
- Chamblee's many auto-related and warehouse/distribution businesses.
- Chamblee Middle and High Schools.

Intersection Traffic Control and Operations

Intersections are important components of the roadway network as they accommodate the crossing of traffic and pedestrian flow. To accommodate conflicting flows, intersections assign right-of-way to vehicles. The City has twenty-two signalized intersections throughout its jurisdiction, all of which are maintained by the DeKalb County Traffic Engineering Department. As indicated in the Community Assessment, level of service calculations indicate there are no AM peak hour deficiencies. However, there are PM peak hour deficiencies along several road segments that are located between signalized intersections in the City, including Peachtree Industrial Boulevard, Chamblee Tucker Road, Chamblee Dunwoody Road, Johnson Ferry Road, and Clairmont Road. Studying and identifying potential improvements, including turn bays, permitted/protected turn phases and system-wide coordinated signal timing require coordination between the City and DeKalb County.

Parking Management

Two primary problems affect the City when it comes to parking management: Large areas of surface parking, such as MARTA lots, and the potential lack of public parking within the Mid-City.

Large parking lots in front of buildings create a dangerous pedestrian environment and limit the potential for pedestrian access. Large concentrations of parking also tend to promote points of vehicular congestion. The remedy to this is a shared parking strategy or the reduction of parking ratios and the increasing of connections to alternative modes to encourage transit-oriented development. A general rule-of-thumb is that implementing shared parking can reduce the required number of parking spaces by up to 20%.

Mid-City parking is permitted on some of the existing local streets on a limited basis. Parking is not marked, but signage is used for parking prohibition along Malone Drive and Miller Drive. Utilization of on-street parking, where available, is low as most area businesses provide adequate parking on-site. The City has plans to stripe on-street parking spaces on several roadways, such as Malone Drive and Miller Drive, which will help accommodate residential and commercial growth.

Strategies

Short Term

- Investigate and continue negotiations with DeKalb County to develop the PDK Runway Protection Zone (RPZ) as greenspace.
- Support modifications to MARTA station bus terminal area to create a usable linear park within a currently landscaped area.
- Map all potential abandoned rail spur lines that will form the multi-path system for the City.
- Set up a yearly acquisition fund to buy rail spur land.
- Identify funding to acquire potential greenspace.
- Potential redevelopment of the abandoned city fire station for an expansion of City Hall Park.
- Work with MARTA on a tree planting and maintenance campaign to give MARTA right-of-way more of a linear park feel.
- Investigate the possibility of expanding the Central City Park within the Historic City Core Character Area.
- Continue to work with MARTA on shared-use or leasing arrangements to accommodate public parking.
- Develop a parking audit of the Mid-City and International Village that identifies potential public parking, on-street parking and potential private parking within the City.
- Implement LCI projects that address intersection traffic control and operations.
- Amend the 2006-2010 Short Term Work Program to include relevant operational projects upon the County's adoption of its Comprehensive Transportation Plan (anticipated to be October 2006).
- Coordinate with DeKalb County in implementing the North Georgia Water District Plans.

Long Term

- Develop a 5-year Capital Improvements Program for all City provided services. This Capital Improvement Program should be based on year population increments and budgeted as population growth continues.
- Develop a Service Delivery Program Study to ensure that staffing and programs throughout the City are meeting annual population and employment level of service increases.
- Develop a plan for the multi-purpose trail system within the City.

Future Land Use

As the City of Chamblee moves forward, the vision of a live, work and play community is foremost in its land use guiding principals. The intent of these descriptive character areas is to describe methods to achieve the overall community vision of encouraging a pedestrian-friendly city in an attractive, landscaped setting while promoting economic stability in a safe living environment. Jane Jacobs, author of *"The Death and Life of Great American Cities,"* focused on sidewalks and city streets, human activity, and human watchfulness. A street needs three qualities to be safe, she said: a clear demarcation between public space and private space, "eyes upon the street," and sidewalks in continuous use. Sidewalks need to be lively not only during the day, but also in the evening and at night. A mix of uses gives both residents and visitors concrete reasons for using sidewalks and the City as a whole.

The Community Vision includes a mixture of diverse high quality non-residential and residential areas. Preferred land use development patterns will create a variety of housing types, including single-family residential, duplex, town homes, condominiums and apartments all intermixed throughout the neighborhood to meet the diverse needs of residents with varied ages and incomes. Shops, office, public services and civic buildings, and other nearby employment opportunities should be located within close proximity to be easily accessible to pedestrians. Mixed use development in appropriate areas will be the dominant form of new development within the City.



Urban design refers to the dynamic relationship of land uses and how they are connected within the built environment. More specifically, urban design strategies determine the configuration of buildings, massing and density, the appearance and character of places, open spaces, parks and plazas, transportation networks (pedestrian and automotive), as well as the relationships among land uses and the linkages within the community as a whole. Ultimately, urban design is about creating a sense of place that achieves the community's desired vision.

At the scale of "the village or center," urban design elements such as lighting, signage, landscaping, street furniture and architectural guidelines create the visual character and identity of a place, making it recognizable and distinct from other areas. When applied within a comprehensive system of connected streets, sidewalks, greenways, and open space, urban design has the power to transform intersections into walkable districts, and subdivisions into neighborhoods.

At the scale of "the city," urban design focuses on the linkages between communities and their relationships to one another. Thus, at the level of a comprehensive plan, urban design strategies focus less on the visual

appearance of buildings and streets and more on the organization of neighborhoods, commercial areas and open spaces and their connectivity to one another within a larger framework.

All new public buildings, institutional buildings, residential and non-residential private developments should be characterized by high quality architectural design and construction and should reflect Chamblee's unique community image and character. These types of improvements help create an identity or sense of place and will ultimately set the City of Chamblee apart from other communities and provide residents and businesses a reason for investing in the community. There are a variety of ways to achieve the City's vision for the future. From an urban design standpoint, the key is to avoid dispersed development projects that are unrelated to one another and exist in isolation at random locations. Instead, by focusing appropriate development within distinct character areas, corridors and centers, and arranging these areas within a comprehensive circulation system that incorporates multiple modes of transportation, the City will achieve a sustainable development pattern that will carry it through to the year 2025.

The intent of the Comprehensive Plan is to identify the most desirable pattern of land use in Chamblee. This pattern is represented on the Future Development Map by various character areas. These use categories are defined in this section. The Future Development Map is a representation of the Comprehensive Plan's goals and policies and, to a great extent, reflects current development patterns and trends, as well as current zoning approvals. The map designations indicate the predominant type of land use in the general areas identified. Guiding concepts for future land use in Chamblee include:

- Ensure that future land use and development decisions are consistent with long range planning goals and policies and that such decisions promote social and economic well-being.
- Implement a land use plan that articulates a physical policy for a compact urban area and assures the availability of infrastructure concurrent with development that achieves the desires of the community's vision.
- Encourage and promote clean, high tech industrial development that strengthens the economic base of the community and minimizes air and water pollution.
- Promote development that is pedestrian-oriented, community centered and minimizes vehicular trips.
- Encourage redevelopment of outdated rental housing.



Development Patterns

As stated in The Vision for the City of Chamblee, the City's vision for the future is based on a pattern of continued growth and redevelopment focused within character areas that discourage urban sprawl, inefficient use of infrastructure and land use incompatibility, while maintaining and creating viable residential areas. It is the City's intent through its community character areas to address the overall vision for a vibrant live, work and play center within Metro-Atlanta, while maintaining the City's small town feel.

Community Character Areas are intended to ensure compatible and unified development within specified areas of the City. Instead of identifying land as individual uses, the Future Development Map was developed into the following Community Character Areas:

- Mid-City
- International Village
- Historic City Core (CBD)
- Corridor Village
- Neighborhood Compatible Commercial
- Neighborhood Living
- Residential Row

As described in the next section, Community Character Areas define the overall land use characteristics in generalized areas of the City. Characteristics include density, land use, economic development, natural and historic resources, and types of community facilities. Each character area consists of three parts:

- Description and Intent Statement
- List of Predominant Land Uses.
- Design Guidelines.

In addition, as outlined on the land use table, each character area identifies associated zoning districts. Character area designations and characteristics are designed to guide zoning and redevelopment decisions. The Community Vision provides pro-growth policies while maintaining the City's desired character and pride of place.

What is a Character Area?

The City is focusing on physical infrastructure improvements to foster greater human interaction. These character area guidelines give details of how private development fits into the community's vision. A character area is:

- An area that has unique or special characteristics to be preserved or enhanced; or
- An area that has the 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); or
- An area that requires special attention due to unique development issues (rapid change of development patterns, economic declines, etc.).

We have developed character areas within the Comprehensive Plan to:

- Guide zoning and land-use recommendations.
- Encourage and promote quality development and redevelopment.
- Define common themes to link areas within the City.
- Be used as a tool for identifying future public and private actions leading to redevelopment.

- Be used as a tool in securing funding for projects.
- Identify and incorporate available community resources in the implementation of the character areas.
- Achieve economic development viability and create jobs.

Why use Character Areas?

As a first step in creating an appropriate development atmosphere, the City has developed “Community Character Areas.” In the context of the Comprehensive Plan, urban design through distinct character areas describes a classification of development patterns, their distinct differences and their relationship to one another as the City continues to grow over the next twenty years.

The philosophy underlying the development of a character area is that appropriate design guidelines will encourage the retention and enhancement of the authentic character of the City of Chamblee and will also ensure that new development is compatible with and will contribute to the community’s vision. New buildings should not be designed in a pseudo-historic style, but rather a style that uses a contemporary architectural vocabulary that complements the historic character of the authentic old buildings, land use patterns or culture of the area. Compatibility can be achieved by respecting patterns of massing, height, fenestration, and façade proportions and organization that are present in the existing character area, or if not currently present, by the creation of such aspects through development utilizing the intent of the character area description. In addition, non-architectural elements such as signs, awnings, and sidewalk displays contribute to the character of an area. The purpose of character areas is to:

- Provide a strong link between the City’s vision, guiding principles, goals and regulations.
- Provide additional guidance to developers regarding the qualitative aspects the City will consider during the rezoning process.
- Provide the first step towards urban design guidelines and the City’s objective for quality growth.
- Provide for strong land use compatibility and transitional standards.
- Emphasize the mixing and integration of appropriate and complimentary uses.
- Identify intensity levels, compatibility considerations and infrastructure considerations.
- Coordinate economic development, natural resource and capital facility policies within land use planning.



Character Areas

Mid-City District

Land use patterns within this character area are designed to generate movement away from segregated uses and automobile orientation and towards a pedestrian-oriented “town center” environment interconnected to the Chamblee MARTA station. The appropriate mixing of uses and proper connectivity is central to achieving this goal. Equally important are significant infrastructure improvements, including landscape and streetscape elements, pedestrian connections and sidewalks, the integration of focal points (plazas, fountains, parks and green space pockets), and façade improvements planned within this character area. The intent is to develop a traditional town center that respects the scale, configuration and rhythm of a pedestrian environment, including ground floor height, storefront design and access to upper floors. The shop front configuration is the basic building block of the pedestrian experience

This character area is bounded on the north by Peachtree Industrial Boulevard, on the south by Peachtree Road, on the West by Clairmont Road, and on the east by Pierce Drive. The Chamblee MARTA rail station parallels Peachtree Road and sits adjacent to the area. The Mid-City District is at present the primary area for infill and redevelopment within the City and is the geographic center of town. Currently the Mid-City Character Area is a mix of uses: small and large auto dealers and repair, retail, office, warehouse/industry, apartments, lofts, and condos. The area north of the tracks is larger but less diverse in terms of existing land uses (overwhelmingly industrial and commercial); the section south of the station includes a relatively balanced mixture of residential, commercial, institutional and transportation related uses. In 2000, a Livable Cities Initiative (LCI) was completed that outlined the future land use and transportation aspects of the area. The primary findings of the study included:

- Access to MARTA station, and other pedestrian linkages were unfriendly to pedestrians/bicyclists.
- There were many potential opportunities for redevelopment of existing industrial/commercial uses to mixed use in order to accommodate future demand.
- A recommendation for a performance-based or planned unit development approach to zoning for greater development flexibility.
- The creation of uniform streetscapes was needed to enhance city identity and provide pedestrian friendliness.

The City’s Development Codes were revised after the LCI was completed to establish design standards, parking requirements and guiding principles for two different mixed use development orientations within the Mid-City District: pedestrian oriented and pedestrian/auto oriented, depending on the location within the District. These performance standards, guidelines and requirements were established to implement the recommendations made in the LCI Plan. Applications for \$1.9 million in 2001 and 2002 and \$375,000 in



2004 for streetscape improvements were approved by the Atlanta Regional Commission and are currently being implemented.

The following criteria are essential to development within the Mid-City Character Area:

- All development must address the street, including an appropriate front building façade.
- Parking should be located to the side, rear or underground whenever practical and shall be buffered and screened by landscaping from any pedestrian view.
- First floors of buildings should be built at pedestrian scale, including architectural elements.
- All developments must provide appropriate open space and connect into established or planned pedestrian/bicycle linkage plans in the City.
- Utilities, loading and trash collection areas must be screened.
- Residential privacy and buffering standards must be incorporated within the district.
- First floor retail, services and offices are highly encouraged within the district.

Primary Land Use and Patterns

- Taller, denser development as long as the building respects human scale and provides an urban feel—wide sidewalks, human scale building facades, detailed ground floor facades, and extensive landscaping.
- Office/retail combo space—Class A office near MARTA.
- Neighborhood and local serving retail and services should be the predominant type of commercial development in new projects in order to create a live, work and play environment.
- A central urban gathering space that links this central area by trail/sidewalk system to other areas of the City including Keswick Park, City Hall, International Village and established neighborhoods.
- A central entertainment core, including sidewalk cafes, restaurants, and a movie/stage drama theater.

Design Standards

- All developments should incorporate non-residential uses on their ground floors. Appropriate single uses may be specifically approved when they meet the intent of the character area.
- Buildings and landscaping should present “edges” at the sidewalk that clearly define public space. Pedestrian connectivity must be friendly and safe. All developments must incorporate and build the City’s adopted streetscape requirements within their plans.
- All development except individual single family houses should present an internal pedestrian plan. Pedestrian linkages must be established from the public realm to internal activities, open spaces and parking areas.
- The lower façade of the building (ground floor) should be defined at its upper edge by a minor cornice or decorative band. Typical pedestrian-friendly street fronts include a high level of transparency from large areas of glazing and entries recessed into the façade and embellished with decorative tiles and panels.
- All parking spaces shall be concealed from view either below grade, to the side or behind active uses. On-street parking should be established and incorporated into the development’s plan, where appropriate. All parking must be appropriately landscaped and screened according to adopted standards. When parking cannot be appropriately screened and integrated into a project, a contribution to the municipal off street parking area fund would be required.
- Shared access and shared parking is required where applicable.
- Urban landscaping, such as street trees, flowers, window boxes, etc. is highly encouraged.

- All buildings should be built to the front and side property lines of their sites for full extent of their facades.
- Bay windows and balconies for residential uses may protrude into the required yards.
- Outdoor dining areas are encouraged and when part of the development program should be used to activate plazas, the edges of open space, building frontages and street frontages. Outdoor dining areas should be oriented away from adjacent uses that are sensitive to noise or nighttime activity.
- All projects over 50,000 square feet should incorporate public art, fountains or other focal points into their projects.
- Every building shall reduce its perceived bulk by dividing the building mass into smaller scaled components. Non-residential developments along a single street shall be divided by streets into blocks.
- Minimum height of all buildings is two floors.
- Curb cuts and driveways shall not be permitted on any storefront street when access may be provided from a side or rear street located immediately adjacent to contiguous property, with the exception of hotel patron drop-off drives.

Strategies

- Develop a parking audit for the Mid-City District and investigate the potential of additional “municipal parking” as a development incentive and alternative. Shared use of existing public parking from MARTA should be further investigated and considered a strong potential option.
- Allow density increases for additional pedestrian and community objectives, such as larger plazas, focal points and multi-path trail acquisition.
- Develop a strong identity program—street signs with neighborhood name, destination signs pointing to and from MARTA and the many other “destinations” such as Chamblee High School, PDK, Antique Row, International Village and the trail to Keswick Park.
- Work with MARTA to incorporate mapping and way-finding within the station and at bus stops.
- The City should analyze internal corridors to make them more user-friendly. Peachtree Road and Clairmont Road function as collectors within this character area and its “main streets.” These roadways should be redesigned to function as this, and not as commuter cut-through. Possible techniques to help the roadways function as less of a commuter cut-through include reducing the width of these roads (road-diet), and installing traffic calming devices, such as planted medians, on-street parking, bump outs, pedestrian crossing signals, etc. The primary feel of the area should be pedestrian oriented, not commuter cut through.
- Incorporate bus routes and appropriate amenities into streetscape and development guidelines to connect Mid-City to the region. Develop a prototype bus shelter to enhance the Mid-City Character Area. Work with MARTA to install these amenities.

International Village

The intrinsic character of this unique multi-ethnic neighborhood resulted from successive waves of immigration over the last two decades. The intent of this character area is to create an appealing community for visitors while maintaining the integrity of the community. The concept of the International Village is that it would serve as home, workplace, learning center, cultural activity center, tourist center, shopping and recreation center for individuals and businesses of various cultures in Chamblee and throughout Atlanta.

The International Village is located south of the MARTA rail line and the Southern Railway, north of the DeKalb Peachtree Airport and west of Buford Highway and Shallowford Road. Chamblee Dunwoody Road is a busy corridor that bisects the district and acts as a spine or “main street” to the International Village community.

Access to the village is convenient by using Peachtree Industrial Boulevard from I-285 on the west, Buford Highway from I-285 on the east, or Chamblee-Tucker road from I-85 on the south. Primary access is from Chamblee-Dunwoody Road, which provides east-west access through the heart of the Village from Buford Highway to Peachtree Industrial Boulevard. The Chamblee MARTA Rail Station is located in the southwestern tip of the village and provides an important alternative method of transportation to the Village, and MARTA bus routes traverse the area. The Peachtree DeKalb Airport has an important influence on the Village, including the limits of heights of structures and trees, and residential development in the PDK Runway Protection Zone.

*“With the increased influx of immigrants and refugees to Georgia during the last decade – and the promise of more to come – the International village will create opportunity while addressing potential problems facing these groups and capitalize on what is one of the assets of an international city – culturally diverse people.”
The DeKalb Chamber of Commerce*



Land use patterns in the International Village include a mix of industrial, commercial, institutional, office, residential and vacant parcels. Although quite a few residential properties were lost during the PDK buyout, this area is still one of the City’s most densely populated neighborhoods. The majority of the City’s high density residential and much of the medium density residential uses are found within this character area. Concentrations of commercial and industrial uses are found along New Peachtree and Shallowford Roads, with pockets along Chamblee-Tucker Road. In a few instances, a single-family residence is located in the

center of a commercial or high-density residential enclave. The International Village is regulated by an overlay zone, which establishes additional criteria and guidelines for development (and redevelopment) in each underlying zone.

In this community there are sights and sounds, goods, and services of Atlanta's international community. It is a place to live, work, play, learn, and preserve one's own culture. At the same time, the International Village is a destination for non-residents of the area who wish to shop or experience a variety of cultures. While the visitors' journey may begin with a visit to an ethnic restaurant, they will inevitably encounter language, clothing, customs and cultural distinctions of the international population living and working in the Village.



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.

Translating the “vision” into both physical developments and ongoing events will enforce the image of the International Village. Realizing the visual image of the Village will require development oriented to the pedestrian rather than the automobile, and development of an environment that unifies the area and connects one project to another. Redevelopment along the major corridors, including New Peachtree Road, Chamblee Dunwoody Road and Chamblee Tucker Road, will focus on establishing inviting enhanced pathways that reinforce the international theme. Structured “gateways,” which may consist of kiosks, plantings and signage will welcome visitors to the area and help to round out the international representation within the Village.

As a character area of mixed uses, compatibility and pedestrian connections with neighboring properties and within a mixed use property will serve as the primary guideline to what is appropriate on individual pieces of property. This area holds the largest concentration of affordable and workforce housing in the City and represents a large portion of the existing area-wide housing. Retaining diverse residential uses is extremely important. Where appropriate to a property's surroundings and infrastructure availability, mixed use of a property may be viable, such as combining residential units with office space. First and foremost, a use may be deemed appropriate if the impact of the proposed use will be the same or less than the designated use, considering the property's surroundings and prevailing land use patterns.

The Village should contain a mix of uses both horizontally and vertically on sites and in structures to encourage creativity in the site planning process, to allow for joint use of parking facilities where appropriate, and to allow for additional density based on the provision of additional usable open space where appropriate. The emphasis of the development guidelines for the International Village is placed on encouraging an environment that is pedestrian friendly, retains affordable housing, has an international theme and provides a pleasant and safe experience of moving about the community on foot. The architecture shall enhance and strengthen the character of the neighborhood, not by copying the design of neighborhood buildings, but by understanding the most important aspects of the neighborhood, its overall character and interpreting those aspects. Design guidelines and land use controls should be analyzed in terms of current demographics and usability. Part of the allure of the International Village is the “organized chaos” and authentic ethnic feel of the area. Most immigrants residing in the area are foreign nationals and are used to mixes of uses.

Primary Land Uses

- Mixed use: retail, office and residential.
- Multi-family, attached single-family, lofts, apartments above retail, duplexes, small single family houses, industrial, office, warehouse/distribution, small retail, restaurants, groceries, shops, services.
- Community focal points and quasi—public meeting and gathering places.
- Food courts, cafes and other entertainment areas that do not negatively impact residential uses.

Design Standards

- Gateways and streetscapes should include an international theme and may include kiosks, planting and signage.
- Multi-lingual signs should be included to enhance the international feel of the area.
- Developments are encouraged to use of flags, balconies, cobblestones, decorative brick and mansard roofs.
- Traditional materials should be used for both rehabilitation and new construction. The objective is to encourage a generous use of color in building facades, especially at ground floor level. The following materials should be used in this character area:
 - Standard clay brick in a range of solid colors.
 - Dimension building stone masonry.
 - Terracotta and tile decorative elements.
 - Cast iron and pressed-metal decorative elements.
 - Wood elements for features such as recessed balconies, bay windows and storefronts.
 - Specially treated concrete finish.
- A wide range of colors are appropriate for the International Village and are meant to reflect the ethnic origins of the area, including reds, oranges and gold as traditional colors.
- Underground utilities are required.
- The exposed sides and rear of buildings should be treated in similar materials to the principal street façade, although less attention can be paid to applied decorative elements.
- New development should be primarily 5,000 to 10,000 square foot leasable spaces to retain the community feel of its retail and service establishments.
- Buildings should be designed and sited to front lot lines.
- Building mass should be vertically articulated to further reinforce the character of the neighborhood. Long unbroken horizontal walls should be avoided.
- Ground floor retail, restaurant and community use spaces should have greater height than the upper floors and should have facades made mostly of clear glass to enhance the sense of activity and safety on the street.



- Dwelling units shall not be located on the first floor.
- The primary pedestrian entrance shall access all sidewalk level uses and business establishments with street frontage.
- Access to service bays and parking spaces shall be located away from the main entrances and should be designated to have minimum visual impact on the streetscape.
- The design shall emphasize human scale in all aspects of the architecture from the largest to the smallest building element.

Strategies

- Create a 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, and parades. The International Village should become the obvious and preferred location for such events. Community residents and business leaders, perhaps assisted by the Chamber of Commerce and marketing specialists can work together to create and publicize events that will promote the multi-culture aspects of the Village.
- A community design representative of the Village's ethnic diversity should be developed for the area. All new developments and any substantial alterations to existing developments should adhere to these design elements.
- Maximum setbacks for "streetfront" roads should be developed.
- Address special needs within the character area with the encouragement of quasi-institutional uses—family services, job training, English as a Second Language (ESL) classes, banks, and technical schools.

Historic City Core

This character area, which extends along Peachtree Road from Pierce Drive to North Peachtree Way, is intended to encourage the continued viability of the City's Historic Central Business District (CBD) with uses that enhance the tourism potential of the City, and to aid in the conversion of obsolete industrial properties to commercial uses. Currently a mix of governmental, public/institutional, commercial, residential and office uses, with scattered (and predominantly underutilized) industrial parcels, the Historic City Core is envisioned as a traditional downtown district with shops, restaurants, services, offices, civic, religious and vertically mixed use developments with limited residential components. The intent is to create a compact, pedestrian-oriented environment to serve as a regional destination, the civic headquarters of the City, and as a service provider to the adjacent mixed use neighborhoods. This existing character area has been enlarged to include the area down Broad Street, incorporating the Civic Center.



City Hall is located on Peachtree Road in a portion of the district known as Antique Row, the character of which sets the envisioned small town historical theme for the district. Identifying elements, including application of a consistent streetscape, signage, street furniture, and parking lot landscaping, are promoted. Older buildings that are not necessarily “historic” in nature are still a major asset to the district. All new buildings should emphasize the appropriate existing character of the district to promote an historic feel. Large commercial operations should be required to develop their property so that this “small town” pedestrian scale is respected. This includes appropriate scale, landscaping, storefront formation and pedestrian linkages. As in the other mixed use character areas, parking areas and automobile access should be secondary to pedestrian access.

Predominant Land Uses

- Civic and quasi-public uses
- Retail establishment—local, community and regional
- Residential as part of a mixed use project

Design Standards

- Buildings should have facades that encourage a small town historic theme.
- Parking areas should be located to the side or rear of buildings, screened and separated from adjacent residential and pedestrian areas. Parking areas should be less visible but well signed, lighted and landscaped.
- Shared access should be required where possible. Investigate the possibility of closing and consolidating excess driveways.
- Develop a program that highlights/preserves historic elements—railroad, dairy, army base, hitching post, old buildings, big old trees, hospital.
- Height—the building height for new buildings should be compatible with the scale of the majority of the area's historic buildings. Mezzanines are encouraged.

Strategies

- Study the redesign of the old fire station adjacent to City Hall to public open space.

- Study the creation of a coordinated tourist district or bureau to increase marketing, events and signage at gateways into the city.
- Emphasize the historic roots of the area—develop public artwork, monuments and historic markers to commemorate past farming, dairying, Native American Heritage, the rail roads, and the use of an Army Base.
- Investigate façade grants and revolving loans to encourage renovation of existing storefronts.
- Investigate incentive programs for rehabilitating or enhancing existing businesses.
- Investigate potential state and federal programs, such as “Better Hometown,” and other downtown revitalization programs.
- Review and revise outdoor storage regulations to accommodate needs within the character area.

Neighborhood Compatible Commercial

Areas suitable for designation as a Neighborhood Compatible Commercial Character Area are those originally developed for single-family homes that have or will become impacted by adjacent multi-laned major arterials and commercial encroachment and may no longer be suitable primarily for single family residential use, as well as nodes at midblock in redeveloping mixed use areas such as Mid-City, International Village, and the CBD. In the past, individual properties have been rezoned and converted in a way that has often been disruptive from an urban design sense: parking lots have replaced front lawns; houses have been remodeled unprofessionally, resulting in structures with incoherent design elements; signage has often been out of proportion to the structure and use advertised.

In order to propose an orderly, safe and aesthetic transition, properties within designated corridors can be considered for nonresidential use at intensities compatible with surrounding residential areas that maintain the essential residential “look” and feel of the area, while lessening any direct and indirect negative impacts. Designation of this corridor is meant to encourage public and private investment that will promote vitality, activity and safety in the area, by controlling aesthetics, site planning and limiting non-residential uses that will not overly impact existing residential neighborhoods adjacent to the site.

Primary Land Uses

- Existing residential
- Small non-residential developments and conversions
- Low impact professional office and services
- Neighborhood-serving retail

Design Guidelines

Conversions and infill development should be evaluated as followed:

Site Design

- The new use should be compatible with the residential structure and the adjoining neighborhood and should not pose nuisance problems with nearby residential and/or office uses. Generally, light office use and small neighborhood services are compatible with houses.
- Developments and conversions will be of a neighborhood commercial character—local serving and small.
- New occupancies in transitional corridors should be limited to one business enterprise (with one business entrance) for structures under 1,200 square feet of gross leasable area. This will help eliminate overcrowding, proliferation of signs, elimination of landscaping, excessive on-site parking and parking overflow onto the street. Multiple businesses must share signage, parking, driveway and landscaping.
- The conversion’s remodeling or new construction should be architecturally compatible with the neighborhood and must upgrade or at least be consistent with the basic architecture of the structure. Compatibility with surrounding properties includes siting, massing, proportion, scale, materials, colors, details, façade treatment, lighting and signage.
- If a new structure is to be built, it should be sited and designed to provide continuous pedestrian access; parking facilities should be located so that the impact to surrounding residential is limited. All parking must be screened from view and buffered from existing non-compatible uses.
- No business should operate past 10:30 p.m.

- New building design should take into consideration the unique qualities and the dominant character of the surrounding area.
- The site design must be compatible with the location, design, landscaping and other significant characteristics of public and private open space in relation to the site and adjacent properties.
- Signs should be consistent with the form and materials of the building. Illuminated signs are not permitted when adjacent (side yards) to existing residential uses.
- Mechanical equipment must be screened from public view and sited so as not to cause noise impacts on adjacent properties.
- Trash and garbage enclosures must be provided in rear or side yard areas, screened from outside view, and emptied during business hours.

Parking and Circulation

- All conversions or new developments must have adequate parking either on site or where appropriate and specifically approved through adjacent shared parking requirements. Parking variances will not be granted due to the negative impact to surrounding residential properties.
- Whenever possible, vehicular parking should be located to the side or rear of the building unless such siting would cause negative impacts to an adjacent residential use due to proximity and size of parcel. Twenty feet wide vegetative and opaque buffers must be provided between all non-residential and residential uses. All parking regardless of location must be screened from public view.
- Vehicular circulation must take place on site; backing into the street is not allowed.
- Shared access and parking are encouraged.
- When parking must be placed in the front of the structure, parking areas should be screened from view with vegetation, berms, walls, or a combination.
- Areas not designated for parking and circulation must be properly landscaped.

Strategies

- Examine potential for traffic calming techniques on Clairmont Road corridor to facilitate enhanced pedestrian use (including safe crossings).

Corridor Village

Existing development patterns within this character area reflect the City's original orientation as a manufacturing and industrial activity center. As such, Peachtree Industrial Boulevard (PIB) and Buford Highway serve as major thoroughfares accommodating both internal community traffic, as well as more regional through traffic. Buford Highway is adjacent to the International Village, and PIB is adjacent to the Mid-City Character Area.

Site development has been characterized by strip centers, stand-alone commercial, and industrial uses. These uses are typically set far back on the lots with delivery facilities at the rear of the buildings and minimal rear setbacks. The resulting land use pattern, spatial arrangement, and types of industrial uses have resulted in incompatibilities with established single-family residential neighborhoods located adjacent to these corridors, and present a barrier to non-automotive travel.

Buford Highway, although similar to PIB in many ways, has a unique residential character. In addition to the mix of businesses, the distinction of the Buford Highway Corridor is a large mix of residential high-density housing. It serves as a primary location of the City's affordable and workforce housing for refugees and immigrant populations. This corridor has strong pedestrian activity; approximately 18% of area residents do not own a vehicle. Yet, this roadway section in Chamblee is one of the most unsafe.

As was described earlier, the economic focus of the City is changing from an industrial based economy to a retail/service economy, and thereby creating blighted and underutilized industrial properties. Currently a mix of underutilized industrial structures and either antiquated strip developments or stand alone commercial uses, with no unifying streetscape, sharing of access, or street level connectivity to generate pedestrian interest occupy these corridors. There is no identity along these corridors exclusive to the City of Chamblee. Because there are extremely limited opportunities for vacant land, as industrial properties are being vacated, the land is being redeveloped to new residential, mixed use, and commercial uses.

The Corridor Village was designated for the entire length of the Peachtree Industrial Boulevard Corridor, with the exception of any area already covered by the Mid-City Character Area, and the City portion of Buford Highway. In order to guide development so as to minimize encroachment and incompatibility with the established residential neighborhoods behind the corridor, and to create commercial districts which are identified with Chamblee and support the trend toward pedestrian-oriented, human-scale development in the City, these character areas are envisioned as places where a compatible mixture of residential, commercial, service, office and recreational uses are integrated and linked together by a comprehensive circulation system.

The purpose of this character area is the creation of an inviting commercial and mixed use area. It is envisioned as a destination for expanded interstate trade opportunities and small business opportunities. It would accommodate higher densities in order to create a synergy between retail, office, industry, other commercial uses and surrounding residential development. Land use components will coexist as part of a collective approach to creating communities that are safe, attractive, and convenient for pedestrians and motorists alike. The major question that should be asked is "How does my particular building work in the street, and what elements can I add to create an inviting and pleasant environment?" From an urban design



standpoint, the most critical element in creating a visually appealing mixed use corridor is the enforcement of appropriate development standards to ensure adequate site plans and landscaping. Buffers are critical between incompatible uses, and guidelines that address the definition of incompatible uses, interparcel connectivity, signage, landscaping, and lighting will help to mitigate the negative impacts of a high concentration of vehicular-based commercial uses.

Buildings will be designed to conform to architectural standards and oriented in close proximity to each other to facilitate alternative transportation modes and walking instead of driving. For a retrofit to be successful, the public right-of-way, the adjacent land uses and the interface between the two should be addressed comprehensively. Urban design features such as lighting, coordinated signage, street furniture and landscaping should be used as visual cues that create a recognizable character for the Corridor Village.



Design factors fostering community commercial include: addressing the size of commercial development in terms of square footage by breaking up facades of large buildings into more pedestrian-scaled units; design parameters for parking and internal circulation/access; architectural treatments; building setbacks, siting and orientation; buffer requirements to ensure compatibility with adjacent single-family residential; and other factors which promote a pedestrian-friendly environment, even within higher intensity commercial uses. Anticipated land uses will provide commercial and service support to the community as a whole on a larger scale than a neighborhood node, yet the square footage size restriction and required design parameters will retain a village commercial feel.

Policies within this character area include:

- Focus development in villages, urban centers or compact activity centers.
- Provide for mixed uses and higher densities than surrounding areas in the growth center.
- Redesign existing strip development into pedestrian scale, interconnected nodes.
- Plan for a community street, trail and sidewalk network that is as friendly to alternative modes of transportation as to the automobile.
- Require master planning to address access management.
- Plan and design transportation improvements that fit with community character.

The overall goal of this character area is to accommodate through-traffic while providing a sense of place through appropriate land uses and physical enhancements.

Primary Land Uses

- Regional office, institutional and retail opportunities that must be developed with pedestrian circulation and interconnections in mind or within a village setting.
- Small office complexes such as “office condominiums,” financial institutions and other service providers.
- Residential development as a part of commercial developments.
- Community gathering spaces and institutional uses.
- Entertainment and cultural arts.
- Mix of Uses: Corridors are suitable for office buildings, research and development activities, restrictive industrial, warehousing, and light manufacturing which will not have an adverse impact upon the environmental quality of the village. Mixed use projects that feature vertical integration (such as ground floor retail with office or living units above), with an emphasis on greater street presence.
- Restricted light industrial should be located off of secondary roads and within industrial park developments whenever possible.

Design Standards

Building Design

- Buildings should be oriented in close proximity to each other to facilitate walking instead of driving—all parcels should be interconnected wherever topography allows.
- Buildings should be designed in a manner which provides architectural depth to the building and includes covered areas for relief from the weather. Any multi-tenant commercial shopping center or strip center should feature an arcade/structural canopy along the front façade of the building. Arcades are covered walkways connected to, or separate from, the principal building. The arcade should be a minimum of five feet in width.
- The design of a building that occupies a pad or portion of a building within a planned project or shopping center should share similar design characteristics and design vocabulary. Precise replication is not desirable. Instead, utilization of similar colors, materials and textures as well as repeating patterns, rhythms and proportions found within the architecture of other buildings in the center can be utilized to achieve unity.
- A unified design plan should be required for any shopping center or multiple building development. This plan should include exterior facade colors and materials, signage and landscaping. This unified design plan should be reviewed for its compatibility with the surrounding site context, particularly if there are strong or dominant architectural styles.
- Taller buildings or portions of a building should be located internally to a site with buildings stepping down in height as they reach the edges of the site that are adjoined by smaller scaled development or as they connect to existing residential uses.
- All entrances should be obvious and welcoming. Main entrances should be oriented to the street, with secondary access from an internal plaza and pedestrian ways. The front façade of the building should be of pedestrian scale and appearance.
- Drive through windows, menu boards, equipment and associated stacking lanes should be located to minimize impacts on adjacent residential areas and should be adequately screened from public view and view of adjacent sites.

Access and Parking

- Parking should be conveniently located with the same pull-right-up, walk-in and walkout convenience of traditional shopping centers, while at the same time allowing for the buildings and design features to be in the forefront.
- Parking deck facades should partially conceal automobile visibility from any public right-of-way or private drive or street that are open to the general public, while allowing for police surveillance from the street, and shall have the appearance of a horizontal storied building.
- Decks should be “wrapped” by retail or residential uses. Owners and developers of adjoining properties should be encouraged to provide shared parking.
- Accessory, temporary, outdoor storage of retail goods should be shielded from public view. In the case of auto dealerships and storage/repair businesses, vehicles stored on site should be screened from view from the public right of way by a low wall or hedge. Display platforms should be incorporated into overall design.

Strategies

- Develop Access Management Plans for the Buford Highway and PIB corridors.
- Implement streetscape projects to improve safety and enhance the pedestrian experience.
- Investigate augmenting the current County-sponsored Buford Highway sidewalk project with streetscape elements that relate to the cultural characteristics of the International Village.
- Investigate the possibility of changing the name “Peachtree Industrial Boulevard” to “Peachtree Parkway” within the City Limits.

Residential Character Areas

Residential character areas include older established neighborhoods, infill housing and proposed redevelopment areas, and could include appropriate senior housing. The purpose of residential character areas is to:

- Retain and conserve existing sound housing stock.
- Promote residential development that fosters a sense of community and provides essential mobility, recreation and open space.
- Stabilize and protect essential characteristics of residential environments, including natural features.

Conventional residential subdivisions since World War II have focused on hierarchical and loop street patterns to create neighborhoods within a subdivision. Oftentimes nonresidential land uses, such as retail and office developments, are segregated or isolated from residential uses, both visually and physically. However, through good design, differing land uses can be integrated together and interwoven within the neighborhood, all within close proximity, where appropriate. The main intent within the City of Chamblee is to provide choices for a variety of life styles, cycles, incomes and ages.

It is the intent of the following character areas to improve the conventional residential development pattern by promoting the design of “neighborhoods” with greater emphasis placed on livability, appearance, transportation opportunities, convenience and safety for all residents.

Neighborhood Living

These neighborhoods have relatively well-maintained housing, possess a distinct community identity through architectural style, lot and street design and have higher rates of homeownership. The intent of this character area is to protect existing moderate density single-family neighborhoods through focusing on reinforcing stability by encouraging more homeownership and maintenance or upgrade of existing properties. The interior of these neighborhoods will remain single family residential on large lots, and rely on nearby neighborhood commercial areas for services. Infill or redevelopment of parcels within these neighborhoods will provide greater lifestyle housing choices but should be compatible with the neighborhood as a whole. Sensitivity to surrounding residences in terms of light, bulk, setbacks, landscaping and mass should be reviewed. This character area is also appropriate within newly developing neighborhoods.

Primary Land Uses

- Existing residential dwelling units.
- Infill residential that is compatible in look, density and mass to surrounding development.

Design Standards

- The parking or storage of trucks, truck trailers, or containers is prohibited within the minimum front setback.

Strategies

- Investigate the potential of creating a set of “tipping” compatibility standards, for example: if the proposed development is developed outside of neighboring and existing setbacks, and is more than twice the minimum square footage of the district or adjacent residential uses (whichever is greater), it must come before the Planning Commission for a compatibility check.

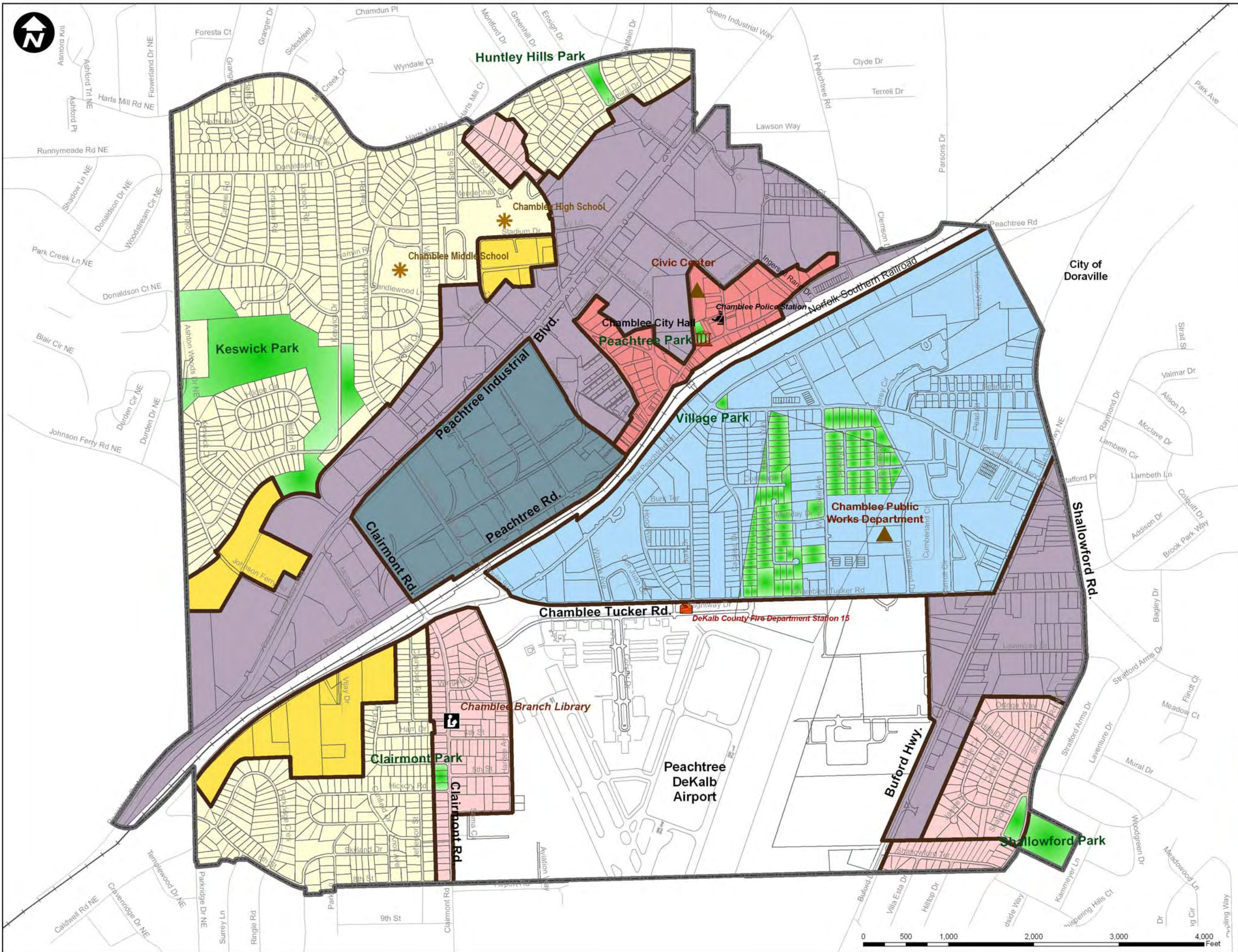
- Identify and implement traffic calming measures that are acceptable to neighborhoods experiencing speeding and cut-thorough traffic.
- Investigate ways to improve alternative connectivity—sidewalks, paths, bike trails, etc. between residential neighborhoods.

Residential Row

Residential Row is a redevelopment area currently under another land use, but planned to accommodate medium to high-density residential development and limited neighborhood commercial. This character area will serve as a transitional area from higher density and commercial uses while protecting existing and planned single-family neighborhoods. Compatibility issues of the surrounding area, and specifically established neighborhoods should be a primary policy determination for the type of new development that is approved. Commercial activity centers that are appropriate include neighborhood and community villages and transitional corridors that are designed to serve the adjacent population. All developments should be master-planned communities with a blend of residential development, public uses, parks, recreation, and where appropriate, neighborhood retail businesses and services, linked in a compact pattern that encourages walking and minimizes the need for auto trips. Commercial uses are highly encouraged along any major arterial. Linkages and connectivity with the City as a whole should also be proposed as part of redevelopment plans. The purpose of the Residential Row Character Area is to:

- Accommodate a variety of housing types suit the variety of Chamblee lifestyles and income levels.
- Allow for the conversion of sites to more intensive residential use when appropriate.
- Ensure compatibility between established single family and newer medium and high density development.
- Provide and maintain a supply of developable land throughout the urban area for residential and other supportive urban uses, as demand warrants and service capabilities permit.
- Encourage locating residential development and neighborhood commercial where full urban services, public facilities, and routes of public transportation are available.
- Develop residential areas that utilize innovative urban design principles that encourage community, pedestrian linkages and mixed use environments.





CITY OF CHAMBLEE DeKalb County, Georgia

2005 Comprehensive Plan Update

PREPARED FOR:



PREPARED BY:



Key

- City Limits
- Railroad
- Parcel
- Streets
- Police Station
- City Parks / Open Space
- Fire Station
- Library
- City Hall
- School
- Other Public Facility

CHARACTER AREAS

- Corridor Village
- Historic City Core
- International Village
- Mid-City
- Neighborhood Compatible Commercial
- Neighborhood Living
- Residential Row

FUTURE DEVELOPMENT MAP

Implementation

Implementation Process

Communication: The first step in the implementation process is communication. However, to fully communicate the values of the planning process, the City Council has fully appraised of the Plan's overall goals, facility needs and the strategies necessary to address these needs. This communication step is not limited to the policy makers but has been extended to the citizens and businesspersons in the community as well. The public is aware of the processes involved to create the Comprehensive Plan, how they can contribute to the process, and how the plan will be implemented.

Formal Adoption: The second step was formal adoption by the City Council after two public hearings were held. The City Council will then use the Comprehensive Plan as a guide for making decisions that will affect future growth in Chamblee. Unless the goals and strategies are accepted and embraced by the City Council, the proposed planning commission, residents, and business interests, the Comprehensive Plan will have little value.

Continuous Monitoring: To ensure that the Comprehensive Plan remains a useful tool for guiding growth, it will be monitored for its impact and modified periodically to reflect changing community conditions. As part of plan implementation, the Plan's Five-Year Short Term Work Program (STWP) is to be updated annually and extended into another year to maintain the five-year horizon.

Management and Regulatory

Development Code Update

The City of Chamblee recently transformed the City's zoning ordinance, subdivision regulations and other land use regulatory controls into a comprehensive and user-friendly format. The development code rewrite combines and consolidates all phases of the land development process from the zoning of a piece of property to the actual development of the property. The zoning ordinance will continue to regulate the use of the lot, lot size, building bulk and height, and setbacks. In addition, it will regulate the manner in which land may be subdivided to ensure that each subdivision meets standards as to minimum block and lot sizes, streets, relationship to existing streets, and provisions for open space, schools, and other public facilities and the protection of natural resources. The zoning ordinance is a valuable and necessary tool for the implementation of the Comprehensive Plan and for the creation of quality developments within the City of Chamblee.

Detailed Planning Studies

Detailed plans, such as the LCI study, a Solid Waste Management Plan, Parks and Recreation Plan, Greenspace Plan, Capital Facilities Plan or streetscape plans are adopted as implementing measures of the Comprehensive Plan. In addition, the City will advance on several small area studies within the city as outlined in the STWP, such as the Clairmont Road Corridor Study and the study to redevelop city owned land adjacent to City Hall. These are more detailed planning studies for specific elements within the Plan. However, all facility improvements recommended by these plans will conform to the overall Comprehensive Plan.

Incentives

The City can implement incentives to encourage certain types of private development that will contribute significantly to the public good. Several development options that promote good design and protection of natural resources and an overall streamlining of the regulatory process has been one of the focuses of the new zoning ordinance.

Public Awareness and Cooperation

Interagency/Intergovernmental Cooperation

The DeKalb County 10th Year Comprehensive Plan Update paved the way for an increase in cooperation among internal departments, outside agencies and the municipalities within the county limits. During this process the City met with other governing bodies to develop a cooperative working relationship and the sharing of mutual information.

Citizen Involvement

Citizen involvement was critical in the development of this Comprehensive Plan Update. A comprehensive plan that is written in a vacuum will not accurately identify the goals and needs of the citizens of the community. The Chamblee City Council and City staff recognize that citizen involvement is important in the planning process. This plan and its related zoning ordinance were developed utilizing open public forums, a diverse stakeholders committee, and media outlets to gather input, comments and an understanding of the issues. The development of a city-wide vision has been integrated throughout individual elements, and provides the foundation for the land use element and Future Development Map and this implementation strategy. The City of Chamblee's long history of involving its citizens within the planning process is expected to continue.

Managing the Plan

To be a useful and influential tool in guiding growth and development in the future and in ultimately realizing Chamblee's vision for the future, the Comprehensive Plan must be kept current. Over time, changes will occur in the City that may not have been anticipated and over which the City may have no control—changing lifestyles, national or regional economic shifts, the impact of telecommuting or internet access on working and shopping patterns, etc. Annually monitoring these shifts against progress in plan implementation may lead to the need for amendments to the plan. In addition, the State has certain requirements for amendments and updates that must be followed. All of these issues are addressed below.

Annual Plan Review

The annual review is to be accomplished in coordination with the annual budgeting process. At a minimum, the annual review will consider:

- Apparent changes in the pace of growth, in terms of housing units built and land absorbed by nonresidential development.
- Land development approvals over the past year in light of realization of the Comprehensive Plan Design Guidelines (as applicable).
- Zoning approvals over the past year in relation to the Future Development Map.
- Planned Short Term Work Program activities compared to actual accomplishments.

The plan outlines recommendations to cope with anticipated changes in Chamblee. The adopted plan serves as a policy guide for local growth and development. To be carried out, the following steps need to be taken:

Review Current Development Regulations

Annually review the Development Code and other City regulations to ensure that the plan is being properly implemented.

Administer and Enforce Regulations

Continue to enforce the Development Code, the Capital Facilities Plan and the Future Development Map as the roadmap to the City's desired land use patterns.

Update the Capital Improvements Plan and Budget

A part of the Capital Improvements Plan and Budget process, it is very important to identify future sites or at least general locations for community facilities such as parks as early as possible using the guidelines in the Plan. Early acquisition of sites minimizes ultimate land costs and permits the best sites for community facilities to be obtained before other development occurs. Capital facilities programming should be in conjunction with outlined land use patterns on the Future Development Map and policies within this Plan. The Capital Improvement Planning and budgeting process should include:

Preparation of a detailed capital improvements plan and budget including the following elements:

- Detailed project descriptions
- Location of desirable sites
- Schematic layouts of buildings and sites
- Construction cost estimates

Preparation of a schedule, program and budget including the following elements:

- Design and construction schedule
- Possible grant funding
- Staff operation and maintenance costs
- Five-year capital budget

Obtain Funds for Needed Improvements.

In addition to local funds, state and federal grants can be used to help pay for local projects. On the average, all grant programs require some local participation for capital expenses as well as a commitment for local staffing, maintenance and operational expenses. Alternative funding sources should be identified during the update to the five-year capital budget program. Alternative sources that can be utilized include such programs as impact fees, SPLOST, bonding and special improvement districts. A complete funding plan should be included in the capital facilities plan.

Updates to the Comprehensive Plan

Short Term Work Program (STWP)

The STWP will be updated annually, reflecting the results of the Annual Plan Review. The STWP will be extended one year into the future in order to maintain a full five years of future activity, and any changes appropriate to the other years will be included. No later than thirty days after the end of the year just completed, the updated STWP will be forwarded to the Atlanta Regional Commission (ARC) for their files.

Minor Plan Amendments

As a result of the annual plan review, amendments to the Comprehensive Plan may be appropriate. If the needed changes are strictly local and not considered to have an effect on another local government, the changes may be adopted as a minor amendment to the Plan at any time during the year by Council action. At the end of each year, along with the annual update to the STWP, a summary of all minor amendments is to be sent to the ARC with a statement that the individual and cumulative effects of the minor amendments do not significantly alter the basic tenets of the approved Plan.

Major Plan Amendments

If, as a result of the annual plan review process, conditions or policies on which the Plan is based have changed significantly so as to alter the basic tenets of the Plan, the City will initiate a major Plan amendment. The public will be involved in preparation of the Plan amendment to the extent warranted by the degree of change that has occurred. Following State procedural guidelines, a public hearing will be held to inform the public of the City's intent to amend the Plan, and to seek public participation. The amendment will be submitted to DeKalb County and nearby cities for review in accordance with our agreement under HB 489, and to the ARC for review under the State's requirements, prior to adoption.

Fifth-Year Review and Tenth-Year Plan Update

In accordance with State requirements, the Comprehensive Plan will be given a full update, at a minimum, in ten years (2015). After five years, however, in 2010, the City will determine if the Comprehensive Plan needs a major update based on the degree of change in the city that has occurred by that time. If major changes have taken place that has not been incorporated into the Plan through past amendments, a complete update will be initiated following State procedural guidelines (which are the same as for adoption of a new Plan).

**2006 to 2010 Short-Term Work Program
Comprehensive Plan Update
City of Chamblee, Georgia**

Project Description	2006	2007	2008	2009	2010	Estimated Total Cost	Funding Source	Responsible Party
Community Identity and Structure								
Investigate the possibility of developing a Tax Allocation District (TAD) or Community Improvement District (CID) to implement public system improvements in a timely manner.			X		X		General Fund, LCI Supplemental Funds	City
Continue to maintain and plant the Gateway Landscaping gardens four times a year.	X	X	X	X	X		General Fund	City
Study the possibility of developing impact fees for recreation, open space and public safety.			X			\$15,000	General Fund	City
Identify potential open space/greenspace areas within the City eligible to receive tree transfer rights.	X					n/a	Staff	City
Establish rainwater harvesting and other environmentally friendly development efforts on City-owned properties.		X				\$2,000	General Fund	City
Institute a “community planting” day (work with Trees Atlanta), work with citizens on the community gardening program and tree dedication.	X	X	X	X	X	\$2,500	Stormwater Utility	City/Keep Chamblee Beautiful
Review codes and ordinances for potential to zoning ordinance/subdivision regulations and inclusion of plan recommendations.	X					\$125,000	General Fund	City
Update the Historic Core Master Plan to include City-owned properties.	X					n/a	Staff	City
Investigate the impact of increasing stream protection buffers where appropriate.	X					n/a	Staff	City/ Soil Conservation District
Develop recreational and open space standards for all developments based on a fair-share study.	X						General Fund	City
Promote with local neighborhoods a strong identity program (e.g. street signs with neighborhood names).			X			n/a	Staff	City
Investigate opportunities for locating additional streetscape treatments that relate to the character of International Village (along the Buford Hwy corridor).		X				n/a	Staff	City/County
Work with MARTA to provide destination mapping within bus shelters and the MARTA station.	X					n/a	Staff	City/MARTA

Project Description	2006	2007	2008	2009	2010	Estimated Total Cost	Funding Source	Responsible Party
Develop preferred roadway cross-section for Peachtree Road.		X					Transportation Funds	City/County
Develop preferred roadway cross-section for Clairmont Road.		X					Transportation Funds	City/County
Create specific redevelopment plans for development along the major corridors, including New Peachtree Road, Chamblee Dunwoody Road and Chamblee Tucker Road.					X	\$40,000	General Fund, Grants	City
Investigate downtown development grant programs for application in the City's Historic Core.	X					n/a	Staff	City
Land Use Patterns and Connectivity								
Require all new developments to connect to any identified pedestrian linkages as part of development approval and/or provide easements.	X	X	X	X	X	n/a	Staff	City
Continue to fund a sidewalk replacement and maintenance fund.	X	X	X	X	X	\$20,000	General Fund	City
Construct the Chamblee Tucker Pedestrian Corridor project (install new five foot sidewalks on the west side of street only, along Chamblee Tucker Road from Peachtree Road to the future trail location at the former railroad ROW).	X	X				\$120,000	LCI/CIP	City
Construct the Hood Avenue Pedestrian Corridor project (install five foot sidewalks on both sides of the street, lighting, landscaping, and street furnishings from Chamblee Tucker Rd. to New Peachtree Rd.).	X	X				\$427,000	LCI/CIP	City
Construct the Peachtree Industrial Boulevard Pedestrian Facility (install new five to six foot sidewalks on the south side of street only, landscaping, and street furnishings from Clairmont Road to Pierce Drive. Replace existing sidewalks from Chamblee Tucker Road to Sexton Woods Road).	X	X				\$433,660	LCI/CIP/Private	City/Private
Modify the existing traffic signal at Peachtree Road and Chamblee Tucker Road to provide southbound left turn phase and enhanced pedestrian crossings.	X					\$27,600	CIP	City
Install sidewalks ,lighting, landscaping, and street furnishings surrounding the Chamblee MARTA station on Malone Dr. from Peachtree Rd. to the abandoned rail spur (about 1 block north), Watkins Ave. from Chamblee-Tucker Rd. to New Peachtree Rd. (includes International Village streetscape detail), Malone Drive from rail spur to PIB (both sides), Miller Dr. from rail spur to PIB (includes Mid-city District streetscape detail).	X	X				\$700,000	CIP	City

Project Description	2006	2007	2008	2009	2010	Estimated Total Cost	Funding Source	Responsible Party
Install five foot sidewalks along Miller Drive from Peachtree Road to abandoned rail spur on both sides, include district hardscape detail, pedestrian lighting, landscaping and street furnishings.	X	X				\$600,000	Private	City/Developer
Install five foot sidewalks along Peachtree Road with district streetscape detailing include district hardscape detail, pedestrian lighting, landscaping and street furnishings.	X	X				\$455,000	LCI/CIP	City
Develop lighting and safety standards for pedestrian routes radiating from the MARTA station	X					n/a	Staff	City
Investigate the potential for outside funding sources to further develop pedestrian connections and bike facilities.	X	X	X	X	X	n/a	Staff	City
Investigate future LCI projects to enhance connectivity.	X	X	X	X	X	n/a	Staff	City
Investigate the potential of state/federal funding for pedestrian/bicycle enhancements on Clairmont Bridge.					X	n/a	Staff	City
Update the 2020 Pedestrian and Bikeways Plan.					X	n/a	Staff	City
Amend the STWP upon DeKalb County's adoption of its Comprehensive Transportation Plan to incorporate transportation projects that are inside the City limits.	X					n/a	Staff	City
Work with residents in Sexton Woods, Huntley Hills and Keswick Drive to identify appropriate traffic calming measures.		X				n/a	Staff	City
Utilize findings of ARC Bike/Ped Task Force to generate new ideas for bike/ped provisions.	X	X	X	X	X	n/a	Staff	City
Develop an Access Management Plan for prioritized arterial roadways.				X		\$60,000	General Fund	City
Inclusiveness								
Work with the Events Director through the International Village to promote the City's unique aspects.			X	X	X	n/a	Staff	City
Look at potential incentives for inclusion of low-income housing.						n/a	Staff	City
Develop Mercy Housing Project.	X						DCA/State	City/Mercy Housing
Investigate potential programs to assist homeowners with rehabilitation and maintenance, and make information available to residents.			X			n/a	Staff	City
Set up a "special needs" citizen committee to investigate the potential of necessary services and agency coordination.	X					n/a	Staff	City

Project Description	2006	2007	2008	2009	2010	Estimated Total Cost	Funding Source	Responsible Party
Economic Opportunities								
Develop a cultural tourism plan that includes a multi-cultural focus, and includes programs that incubate new small businesses and support business retainage.		X				n/a	Staff	City
Develop a marketing program that emphasizes the City's unique qualities and increases its visibility. Tasks include creating a promotional brochure and/or website and other promo materials / activities, as well as taking advantage of available resources such as DeKalb County Advertising and festival development.	X					\$30,000	Hotel/Motel Tax	City
Develop a brief and user-friendly developers guide, including the creation of application forms that clearly outline the development and rezoning process, which includes plan and character area consistency.	X					\$12,500	General Fund	City
Infrastructure and Land Use								
Require all new development, redevelopment and infill developments to make any infrastructure improvements to bring the property up to current standards.	X	X	X	X	X	n/a	Staff	City
Continue to work with FAA to secure the remaining portion of the PDK buyout area for passive open space.	X					n/a	Staff	City
Investigate potential allowable development in the PDK buy-out area.	X					n/a	Staff	City
Investigate the potential of the former fire station as an expansion of City Hall Park.	X					n/a	Staff	City
Develop a parking inventory/ utilization study for Mid-City and International Village that identifies potential public parking, on-street parking and potential private parking opportunities.		X				\$5,000	General Fund	City
Continue to work with MARTA to utilize surface lots for shared or public parking.	X	X	X	X	X	n/a	Staff	City
Develop capital projects in accordance with the Capital Improvements Plan.	X	X	X	X	X		CIP	City