

BUFORD HIGHWAY CORRIDOR STUDY

2016 NEW LCI STUDY APPLICATION

2016 Application for NEW LCI Studies

Applicant Information:

Name of responsible organization:

(Eligible applicants include governmental entities, CIDs, and 501(c)3 non-profit organizations)

City of Chamblee/ City of Doraville

Name of contact person: Luke Howe

Title: Economic Development Director

Department: Economic Development, City of Doraville

Address/City/State/Zip: 3725 Park Avenue, Doraville, GA 30340

Telephone: 770-451-8745

E-mail: Luke.howe@doravillega.us

Name of Study: Buford Highway Corridor Study

Location/jurisdiction(s) of study: cities of Chamblee and Doraville

Eligible Study Area Categories:

Applicants are encouraged to discuss the boundaries of a study location with ARC staff prior to submitting the application for consideration.

Study Area Types:

Eligible study areas are listed below and can be identified on the [Unified Growth Policy Map \(UGPM\)](#) and the [Regional Development Guide](#). Appropriately defined LCI study areas must meet one of the UGPM categories below. Please note that the UGPM is currently undergoing an update for the development of the regional plan. Therefore, if your Comprehensive Plan identifies an area suitable for growth consistent with LCI and The Atlanta Region's Plan goals, but is not currently reflected as an eligible place on the UGPM, please contact ARC's Community Development Division regarding updating the UGPM.

- Local Centers:
Includes, as identified on the UGPM and Regional Development Guide: Town Centers, Crossroads Communities, Village Centers (as well as Major Retail Centers, Wellness and University Districts unless otherwise contained in a *Regional Center* as described below).
- Regional Centers:
Includes, as identified on the UGPM and the Regional Development Guide: Regional Centers, Station Communities, Community Activity Centers, and Regional Town Centers.

- **Corridors:**
Eligible corridors must connect two or more LCI areas or “places” as identified on the UGPM. LCI corridors should be relatively short in length (approximately ½-mile to 4 miles) and must have logical termini. Corridor studies will be focused on creating multi-modal, complete streets, connecting LCI areas or existing centers. Land uses between the LCI areas or existing centers should emphasize efficient multi-modal mobility and safety and efficient utilization of existing infrastructure, and should not divert growth opportunities from adjacent centers/nodes.

LCI Study Information and Justification:

List the name of the UGPM place, district, center, or corridor type that the proposed LCI area falls within (see: [Unified Growth Policy Map \(UGPM\)](#) and the [Regional Development Guide](#)):
Redevelopment Corridor

Select Type of New LCI Study Requested (select one):

- Local Center Regional Center Corridor

Does this study area fall within an Equitable Target Area? See [Equitable Target Area \(ETA\) Map](#)

- Not within ETA
 Yes – Median range
 Yes – High range
 Yes – Very High range

Please provide a response to the following questions:

1. Please provide a **brief scope of work** of the proposed study. This can be in outline or bullet form listing specific study/consultant tasks with brief descriptions of each. **Do not** include background information, project need or outcomes in this section (you will have the opportunity later in the application). **(max. 500 words):**

Task 1: Project Management and Communications – Maintain an open line of communication with the project management team (PMT). Monthly progress reporting and invoicing are required. Task includes regular meetings with the PMT, project logistics and scheduling.

Task 2: Public Involvement – Develop a public outreach process that involves a diverse and representative group of stakeholders to keep the communities engaged and up-to-date. Coordinate with adjacent neighborhoods, multifamily communities, and business owners to identify issues of concern and direction for the study. Conduct a series of public meetings, including workshops and/or charrettes, and maintain a project website to gather public input and conceptualize a vision for the Study Area. Separate public hearings before both the Chamblee and Doraville City Councils will be required.

Task 3: Data/Site Inventory and Analysis - Identify issues and opportunities that will be addressed in the plan, particularly as they relate to improving transportation safety, economic development, and general aesthetics along the corridor. As part of this effort complete the following tasks:

- a. Collect and analyze previous planning efforts and all capital improvement projects currently programmed in the RTP.

- b. Evaluate existing and projected traffic volumes and level-of service; study-area wide traffic facilities; accident data; connectivity; and sidewalk, transit, and bicycle facilities. Analysis shall include describing existing conditions, proposed improvements, and identifying impediments to improved future operations for all modes.
- c. Study existing and proposed land use patterns, policies, and regulations.
- d. Conduct economic and market analysis; focusing on demographics and populations trends, supply and demand for residential and commercial development, current development activity, and employment trends.
- e. Conduct development feasibility analysis focusing on existing land costs and the factors needed to support private-sector redevelopment.
- f. Identify areas of real and perceived public safety concerns
- g. Identify key urban design opportunities.

Task 4: Visioning and Concept Development - Develop alternative development scenarios exploring different transportation and urban design options for the corridor. These alternatives will be used in the public involvement process as a means to assess the viability of different solutions in an effort to arrive at a recommended vision for the corridor. Deliverables will include perspective drawings or photo montages of how key portions of the corridor would look under the master plan recommendations in both Chamblee and Doraville. This task will include coordination with GDOT to arrive at an implementable plan.

Task 5: Work Program and Recommendations - Provide a final report that meets ARC requirements and documents the planning process undertaken, project recommendations, and detailed implementation steps. The recommendations include:

- a. Five-year short term work program that identifies sources of funding and costs.
- b. Identified land use opportunities that enhance growth within the Study Area and develop criteria to evaluate existing and new development.
- c. Zoning recommendations and development standards that reduce conflicts between redevelopment and established neighborhoods for both Chamblee and Doraville.
- d. Identified impediments and corrective actions that enhance traffic flow (including an access management plan), public transit use, walking, bicycling, and other alternatives to the automobile.

2. Please describe how this project/study addresses a need in your community and what you hope it will achieve (**max. 250 words**):

Goal. To provide a community-based vision and plan to revitalize and enhance the Buford Highway Corridor as a mixed-use and mixed-income boulevard that supports alternative modes of transportation, safeguards neighborhoods, protects its current international integrity, and lays the foundation for a better quality of life for residents, workers, and visitors.

Issues. The Buford Highway Corridor faces a myriad of issues that stymies the underlying goal and underscores the need for an LCI study. Some of the most daunting issues include:

- a. **Land Use Barriers.** Antiquated, conventional land use patterns inhibit travel by blocking direct access, requiring counter-intuitive routing for seemingly simple trips. While those who regularly travel Buford Highway may readily adapt to these barriers, they are significantly insurmountable to those who do not drive. Additionally, the corridor separates the Chamblee/Doraville town centers and MARTA stations on the west side from established residential neighborhoods on the east.
- b. **East-West Connectivity.** Since there is no continuous connection between the east and west side of Buford Highway, vehicles have to get on the highway to go from one side to the other. This lack of connectivity also engenders traffic congestion and the prevalence of "superblocks."

- c. **Interparcel Connectivity.** Since there are no internal connections between retail and other commercial facilities along the corridor, vehicles have to get on Buford Highway to access one facility from another, adding more traffic onto Buford Highway.
- d. **Public Safety.** Lack of pedestrian crosswalks at major intersections makes crossing the highway a perilous, intimidating journey. Signs of various sizes, colors, materials, and heights proliferate and create visual clutter.

3. Please describe how this project/study supports regional goals established in the [Atlanta Region's Plan Policy Framework](#). **(max. 250 words):**

The Cities of Chamblee and Doraville's goals for the Study Area support the Regional Development Plan and the Regional Transportation Plan by encouraging higher-density, mixed-use development where public services and infrastructure are already in place, while protecting existing neighborhoods. In addition, the cities intend to encourage improved east-west connectivity and accessibility and mobility to regional transportation hubs, including the DeKalb Peachtree Airport and two MARTA stations via the introduction of transit-oriented development. This study is to support increased vehicular connectivity, access management policies to reduced curb cuts and improved safety and operations, and a superior pedestrian and bicycle system with new and improved sidewalks, bike lanes, and amenities.

4. Please describe any prior activities the applicant or community has undertaken that shows support of quality growth and complete streets principles. Explain the applicant's commitment and ability to implement local initiatives that will support the proposed plan. **(max. 250 words):**

2010 Downtown Doraville Master Plan Results

- **Land use:** Implemented the LCC Form-Based Code; Recently completed the Civic Campus Master Plan
- **Transportation:** \$610,000 in design funds; \$3.8 in implementation funds since FY 2010-11, including \$2.3 million for the New Peachtree Road Project, a "complete streets" concept that calls for a road diet, streetscapes, and a segregated cycle track installation.
- **Economic Development:** All but one policy recommendation implemented (CID). Implemented policy objectives include securing the Opportunity Zone designation, creation of a DDA and Tax Allocation District and GIS system implementation
 - The 2010 LCI has sparked interest from developers. Proposed developments include Assembly and Nexus, which are expected to combine for a net regional impact of more than \$2.5 billion with more than \$800 million added to the tax digest, creating 8-14,000 new jobs
 - The 2010 LCI has led to national, regional and state awards; several other nominations
 - Doraville is #2 in state for business (based on 2010 boundary); #1 in small business

Chamblee just recently completed its Town Center Plan 10-year update, and is currently working on a LCI Supplemental Study with the goal to extend its rail-trail. In addition, Chamblee is currently undertaking several streetscape projects aimed at improving multi-modal access along Chamblee-Dunwoody Road, Johnson Ferry Road, and Peachtree Road.

5. Please identify how your proposed new LCI study will address the following LCI objectives:

- a. Encourage a diversity of housing, employment, commercial, shopping and recreation land uses within the study area that are accessible by people of all ages, abilities and income levels. **(150 words max.):**

An outgrowth of the 2010 Doraville LCI, Macauley Investments' "Nexus," the proposed \$200 million redevelopment of an abandoned Kmart, represents a paradigm shift for development on Buford Highway. The embodiment of LCI ideals, Nexus will feature a 140 room hotel, 44,000 SF of retail, 504 residential units, including 350 multi-family units, 140 senior living units, and 14 townhomes all coalescing around courtyard gardens and built atop podium parking. The redevelopment, however, is challenged by investor concerns for issues previously stated, particularly the Corridor's aesthetics. The goal of this LCI is to address those challenges while encouraging more Nexus-like redevelopment throughout the study area.

- b. Enhance access to a range of travel modes including transit, roadways, walking and biking and increase street connectivity to provide optimal access to all uses and disperse trips within the study area **(150 word max.):**

Today, Buford Highway is lacking important elements of a complete street, endangering the lives of pedestrians, bikers, transit riders, and motorists alike. The seven-lane road provides much space and opportunity for the expansion of pedestrian facilities, such as wider sidewalks and center median refuges, and the addition of protected bike lanes and dedicated transit lanes. Currently, buses share the right-of-way with vehicular traffic, but one or two of the relatively underutilized seven lanes could convert to bus rapid transit or a streetcar line, potentially connecting the BeltLine to Assembly. Today's MARTA bus stop poles could be transformed into sheltered stops complete with benches, route maps, and other accommodating infrastructure. Such complete streets practices would directly impact the notoriously high speed of cars traveling down the corridor, causing vehicles to slow down, improving safety for all transit modes.

- c. Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including those historically underserved or underrepresented **(150 words maximum):**

The cities of Chamblee and Doraville are committed to the highest level of community outreach and involvement. With this application, we will build on the relationships forged during previous LCI/ comprehensive planning efforts. We have established strong working relationships with many community organizations - many of whom have a direct interest in the success of the study. The following list represents interested organizations that have already expressed their support and interest of involvement during the planning process and those organizations that will be critical to the success of the study and will be contacted if the Buford Highway Corridor is chosen as an LCI study: Center for Pan Asian Community; Services (CPACS); DeKalb Community Council; Dresden East Civic Association (DECA); Macauley Investments; Peachtree-DeKalb Airport; Taipei Economic and Cultural Office of Atlanta (TECO); We Love BuHi

- d. Advance other LCI Priorities, such as, preservation of historic districts, buildings and community character; aging-in-place/lifelong community concepts; creative placemaking; brownfield or grayfield redevelopment; transit-oriented development; mixed-income and workforce housing; Travel Demand Management (TDM) or economic development. **(150 words maximum):**

The study will advance several LCI priorities, particularly grayfield redevelopment, transit-oriented development (TOD), and economic development. Much of the corridor is occupied by aging strip retail development with fronting mass surfacing parking. These aging centers provide an excellent opportunity for grayfield redevelopment and the study will address how these opportunities can best be exploited through land use policies and regulations. With the corridor located in close proximity to two MARTA stations, one of the obvious redevelopment

opportunities that the study will explore is that of TOD. Both cities have made progress toward and are in favor of offering a greater variety of housing, work, and recreational opportunities within walking distance or a short bike ride to MARTA. Finally, as a major gateway, any improvements made along the corridor will help stimulate the local economy, but the study will take it a step further and propose recommendations for further public and private investment.

BUDGET:

Please list each task and the estimated total cost per task (i.e. not just the federal share). If you need more than six tasks, please attach a detailed budget.

Study/Project Tasks		Estimated Total Cost
Task 1:	Project Management and Communications	\$12,000
Task 2:	Public Involvement	\$30,000
Task 3:	Data/Site Inventory and Analysis	\$28,000
Task 4:	Visioning and Concept Development	\$30,000
Task 5:	Work Program and Recommendations	\$20,000
Task 6:	Click here to enter text.	Click here to enter text.
TOTAL study/project budget		\$120,000

Funds Requested (Max. 80% of Total Budget): \$96,000.00
Sponsor Cash Match (Min. 20% of Total Budget): \$24,000.00

Please note the following fund matching requirements:

- All LCI studies must include at least 20% cash match of the total study budget.
- The maximum funding request is \$200,000 (i.e. \$250,000 total, \$200,000 fed/\$50,000 local).

SUBMITTAL PACKAGE CHECKLIST:

Your complete NEW LCI STUDY application should include the following:

- Completed *2016 New LCI Study Area Application* (i.e. this form!)
- A clear map of the **proposed study area**. Include jurisdiction boundaries, major street names, a scale, legend, north arrow, and any adjacent LCI boundaries on the map.
- Resolutions or Letters of Commitment:
 - Include a letter of commitment from the Mayor or City/County Manager, or a Council Resolution, indicating commitment to the implementation of the project, including updating the plan every 5 years, and providing matching funds for this study.
 - Non-governmental organizations applying for funds shall provide e a letter of commitment from the Executive Director or Board Chairperson, or a resolution. The letter shall include commitment to providing matching funds for this study, and to implementing the recommendations from the study, including updating the

plan every 5 years. The applicant must also provide a letter of support from an authorized official from the underlying jurisdiction.

- If entities other than the applicant are providing matching funds, please include letters of commitment for the matching funds from those entities.
- Optional: Support letters from stakeholders and community, detailed scopes of work, photos or other supporting documentation. Please limit to 15 pages.

How to Submit Application:

Combine all documents from the Submittal Package Checklist into a single PDF with the name of your study area in the file name and submit by December 7, 2015 via email, FTP or USB drive to:

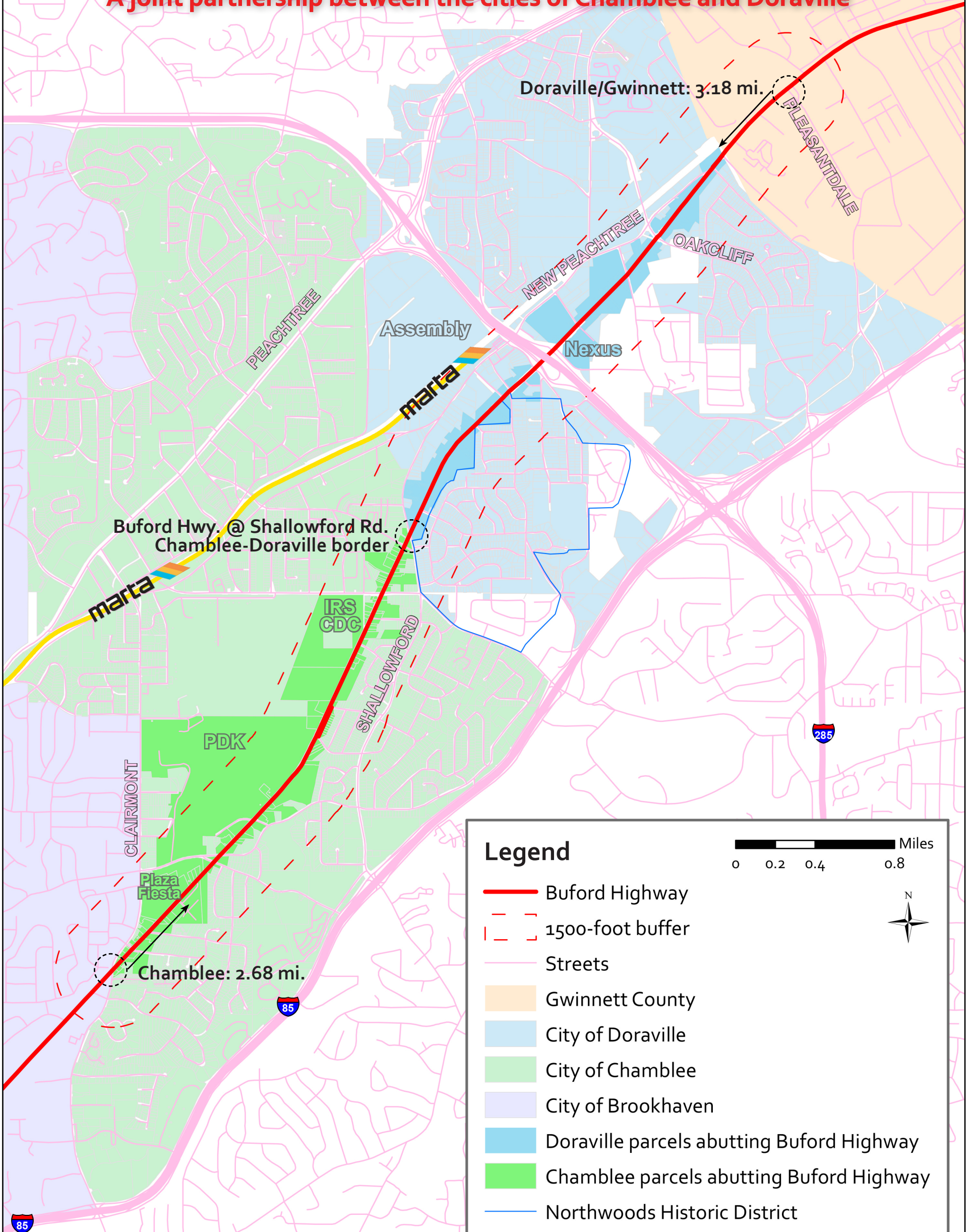
Marisa Ghani, Community Development Division,
Atlanta Regional Commission
40 Courtland Street, N.E., Atlanta, GA 30303
mghani@atlantaregional.com
404-463-3309

For information and questions: See the application website <http://www.atlantaregional.com/land-use/livable-centers-initiative/study-application>, or contact ARC's Community Development Division: Amy Goodwin (404-463-3311, agoodwin@atlantaregional.com) or Marisa Ghani (404-463-3309, mghani@atlantaregional.com).

Submittal Deadline:
Monday, December 7, 2015 by 5pm

Buford Highway Corridor LCI Study Area

A joint partnership between the cities of Chamblee and Doraville



Legend

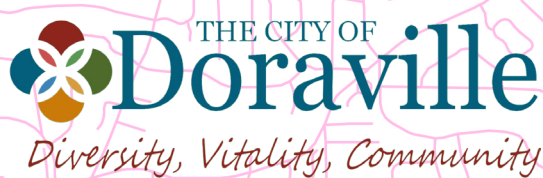
- Buford Highway
- - - 1500-foot buffer
- Streets
- Gwinnett County
- City of Doraville
- City of Chamblee
- City of Brookhaven
- Doraville parcels abutting Buford Highway
- Chamblee parcels abutting Buford Highway
- Northwoods Historic District

Miles
 0 0.2 0.4 0.8

N

Buford Highway Study Area
 Clairmont Road to Pleasantdale Road
 5.86-mile corridor

Chamblee = 2.68 mi. (46%)
Doraville = 2.48 mi. (42%)
Gwinnett = 0.70 mi. (12%)



RESOLUTION NO. 2015-17

RESOLUTION BY THE CITY OF CHAMBLEE, GEORGIA

WHEREAS, the Buford Highway corridor is one of the most important transportation arteries in the state of Georgia and links numerous cities and neighborhoods along its path from Atlanta to Buford; and

WHEREAS, the Buford Highway corridor is an important and vital corridor economic activity in the Cities of Chamblee and Doraville; and

WHEREAS, the Atlanta Regional Commission, MARTA, and the Georgia Department of Transportation have previously identified the opportunity to improve multi-modal linkages along the Buford Highway for pedestrians, bikes, transit, trucks and automobiles; and

WHEREAS, the City of Chamblee, working jointly with the City of Doraville, has identified a study area along the Buford Highway corridor that links our respective cities and connects employment centers from the DeKalb Peachtree Airport to the existing LCI Activity Center at the former Doraville GM Plant; and

WHEREAS, improving the aesthetics of Buford Highway will provide a more attractive gateway into our respective Cities; and

WHEREAS, the local neighborhoods and businesses along Buford Highway share the desire of Chamblee and Doraville to improve the aesthetics, walkability, and vitality of the area; and

WHEREAS, the City of Chamblee's Comprehensive Plan stresses the importance of establishing linkages and gateways along the Buford Highway Corridor; and

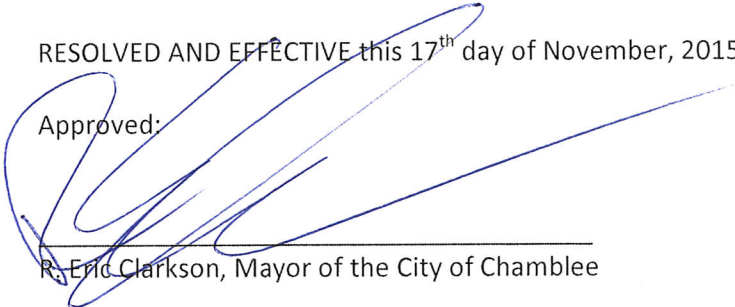
WHEREAS, the proposed joint LCI study with the City of Doraville would advance the goals of the Regional Development Plan and the LCI Program to encourage diversity of land uses accessible to people of all income levels; to enhance access to a range of travel modes, including transit, walking and bikeways; and foster public-private partnerships; and

WHEREAS, the Mayor and Council of the City of Chamblee has committed matching funds and intends to pursue active implementation and regular updates of its study of the Buford Highway Corridor;

NOW THEREFORE, the Mayor and Council of the City of Chamblee hereby expresses its full support for the application to the Atlanta Regional Commission for a new 2016 Livable Centers Initiatives Study of the Buford Highway Corridor in partnership with the City of Doraville and authorizes the City Manager and staff to execute all appropriate documents in pursuit thereof.

RESOLVED AND EFFECTIVE this 17th day of November, 2015

Approved:


Eric Clarkson, Mayor of the City of Chamblee

Attest:


Emmie D. Niethammer, City Clerk (Seal)

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Council of the City of Doraville hereby expresses its full support for the application to the Atlanta Regional Commission for a new 2016 Livable Centers Initiatives Study of the Buford Highway Corridor in partnership with the City of Chamblee and authorizes the Mayor to execute all appropriate documents in pursuit thereof.

ADOPTED AND EFFECTIVE this 16th day of November, 2015.

I, SHERRY D. HENDERSON, City Clerk of the City of Doraville, Georgia, certify that the foregoing resolution was adopted by The Mayor and Council of the City of Doraville, Georgia at a regular meeting held on the 16TH day of NOVEMBER, 2015.

THE FOREGOING RESOLUTION WAS OFFERED BY COUNCIL MEMBER MARIA ALEXANDER, WHO MOVED ITS APPROVAL. THE MOTION WAS SECONDED BY COUNCIL MEMBER ROBERT PATRICK, BEING PUT TO A VOTE, THE RESULTS ARE LISTED AS FOLLOWS:

	YEA/ YES	NAY/ NO
MAYOR DONNA PITTMAN	<input type="checkbox"/>	<input type="checkbox"/>
COUNCIL MEMBER MARIA ALEXANDER	<input checked="" type="checkbox"/>	<input type="checkbox"/>
COUNCIL MEMBER TRUDY JONES DEAN	Absent	
COUNCIL MEMBER PAM FLEMING	Absent	
COUNCIL MEMBER ROBERT PATRICK	<input checked="" type="checkbox"/>	<input type="checkbox"/>
COUNCIL MEMBER DAWN O'CONNOR	Absent	
COUNCIL MEMBER SHARON SPANGLER	<input checked="" type="checkbox"/>	<input type="checkbox"/>

THE MAYOR THEREFORE DECLARED **RESOLUTION NO. 2015-21** PASSED AND DULY ADOPTED THIS 16TH DAY OF NOVEMBER, 2015

CITY OF DORAVILLE, GEORGIA

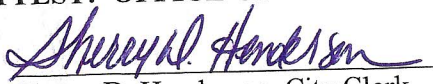
BY: 
Honorable Donna Pittman, Mayor

APPROVED AS TO FORM:

CITY ATTORNEY'S OFFICE


Cecil McLendon, City Attorney

ATTEST: OFFICE OF CITY CLERK


Sherry D. Henderson, City Clerk



**STATE OF GEORGIA
COUNTY OF DEKALB
CITY OF DORAVILLE**

RESOLUTION NO. 2015-21

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF DORAVILLE, GEORGIA, AUTHORIZING THE APPLICATION FOR A JOINT LIVABLE CENTERS INITIATIVE STUDY WITH THE CITY OF CHAMBLEE FOR THE BUFORD HIGHWAY CORRIDOR; TO PROVIDE FOR AN EFFECTIVE DATE AND OTHER LAWFUL PURPOSES

WHEREAS, the Buford Highway corridor is one of the most important transportation arteries in the state of Georgia and links numerous cities and neighborhoods along its path from Atlanta to Buford; and,

WHEREAS, the Buford Highway corridor is an important and vital corridor economic activity in the Cities of Doraville and Chamblee; and,

WHEREAS, the Atlanta Regional Commission, MARTA, and the Georgia Department of Transportation have previously identified the opportunity to improve multi-modal linkages along the Buford Highway for pedestrians, bikes, transit, trucks and automobiles; and,

WHEREAS, the City of Doraville, working jointly with the City of Chamblee, has identified a study area along the Buford Highway corridor that links our respective cities and connects employment centers from the DeKalb Peachtree Airport to the existing LCI Activity Center at the former Doraville GM Plant; and,

WHEREAS, improving the aesthetics of Buford Highway will provide a more attractive gateway into our respective Cities; and,

WHEREAS, the local neighborhoods and businesses along Buford Highway share the desire of Doraville and Chamblee to improve the aesthetics, walkability, and vitality of the area; and,

WHEREAS, the Cities' Comprehensive Plans stresses the importance of establishing linkages and gateways along the Buford Highway Corridor; and,

WHEREAS, the proposed joint LCI study with the City of Chamblee would advance the goals of the Regional Development Plan and the LCI Program to encourage diversity of land uses accessible to people of all income levels; to enhance access to a range of travel modes, including transit, walking and bikeways; and foster public-private partnerships; and,

WHEREAS, the Mayor and Council of the City of Doraville will commit matching funds and intends to pursue active implementation and regular updates of its study of the Buford Highway Corridor;



Latin American
Association

Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland St, NE
Atlanta, GA 30303

Dear Mr. Hooker:

On behalf of the Latin American Association I am writing to urge you to approve the joint application of the City of Chamblee and City of Doraville for a new 2015 Livable Centers Initiative Study for the Buford Highway corridor.

The Latin American Association empowers Latino families to achieve their fullest potential, ultimately empowering them to become self-sufficient and thrive. The LAA is the largest and oldest organization serving the needs of metro Atlanta's Latino community, and last year we impacted more than 40,000 individuals.

Buford Highway is important to us because it provides the living space for many of the people we serve and is a center of commerce and culture as well. I hope that by funding this project, local Latino families can get help they need for preservation and expansion of affordable housing, more and better sidewalks, and other public developments aimed at preserving the economic and cultural diversity that makes Buford Highway so special.

For all these reasons, the Latin American Association hopes that ARC will approve the grant funds necessary to make it happen.

Sincerely

Anibal Torres
Executive Director
Latin American Association

駐亞特蘭大台北經濟文化辦事處
Taipei Economic and Cultural Office in Atlanta
1180 West Peachtree St., NW, Suite 800, Atlanta, GA 30309
Tel: (404) 870-9375 Fax: (404) 870-9376

November 23, 2015

Mr. Doug Hooker
Executive Director
Atlanta Regional Commission
40 Courtland Avenue, NE
Atlanta, GA 30303

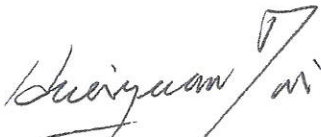
Dear Director Hooker,

I am writing to express my support for the application by the cities of Chamblee and Doraville for a \$150,000 grant from the Atlanta Regional Commission (ARC) to prepare a community-supported study of ways to improve the economic development, traffic safety, connectivity, cultural expression, and aesthetics of the corridor from Clairmont Road in Chamblee to Pleasantdale Road in Gwinnett County.

Since this is an area with many residents and businesses of Taiwanese and other Asian heritages, my colleagues and I endorse any efforts at civic and cultural improvement. TECO's Chinese Culture Center in Chamblee serves overseas Chinese, promoting cultural and educational work and assisting businesses. The Culture Center hosts numerous events each year to celebrate Chinese festivals and to promote greater understanding and friendship among Asian-American communities and mainstream Americans.

TECO and the cities of Chamblee and Doraville have a long history of friendship and cooperation. I respectfully request your favorable consideration of their request for an ARC grant.

Sincerely,



Huei-Yuan (Steven) Tai
Director General



November 30, 2015

Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland St, NE
Atlanta, GA 30303

Dear Mr. Hooker:

On behalf of the Dresden East Civic Association (DECA), I am writing to express our support for the joint application of the City of Chamblee and the City of Doraville for a Livable Centers Initiative Study (LCI) for the Buford Highway corridor located in those cities, and to urge you to approve their application. This corridor is a major traffic artery for commuters and commercial transportation, but it is also a symbol of the diversity that exists in the two cities, and can serve as a positive draw to attract businesses and professionals from outside the area. However, the infrastructure has to be in place for that to happen.

In this vicinity, Buford Highway holds together the interplay and blend of diverse peoples and cultures working and living in Atlanta, Brookhaven, Chamblee, Doraville, and Norcross. That particular diversity has created its own kind of vitality that is unique to the Atlanta area. We are convinced that by funding this project, the Buford Highway corridor can get the help that it desperately needs for more and better sidewalks, safer, cleaner streets, better housing, more jobs and the economic opportunities that will accompany a revitalization of Buford Highway as it traverses Chamblee and Doraville.

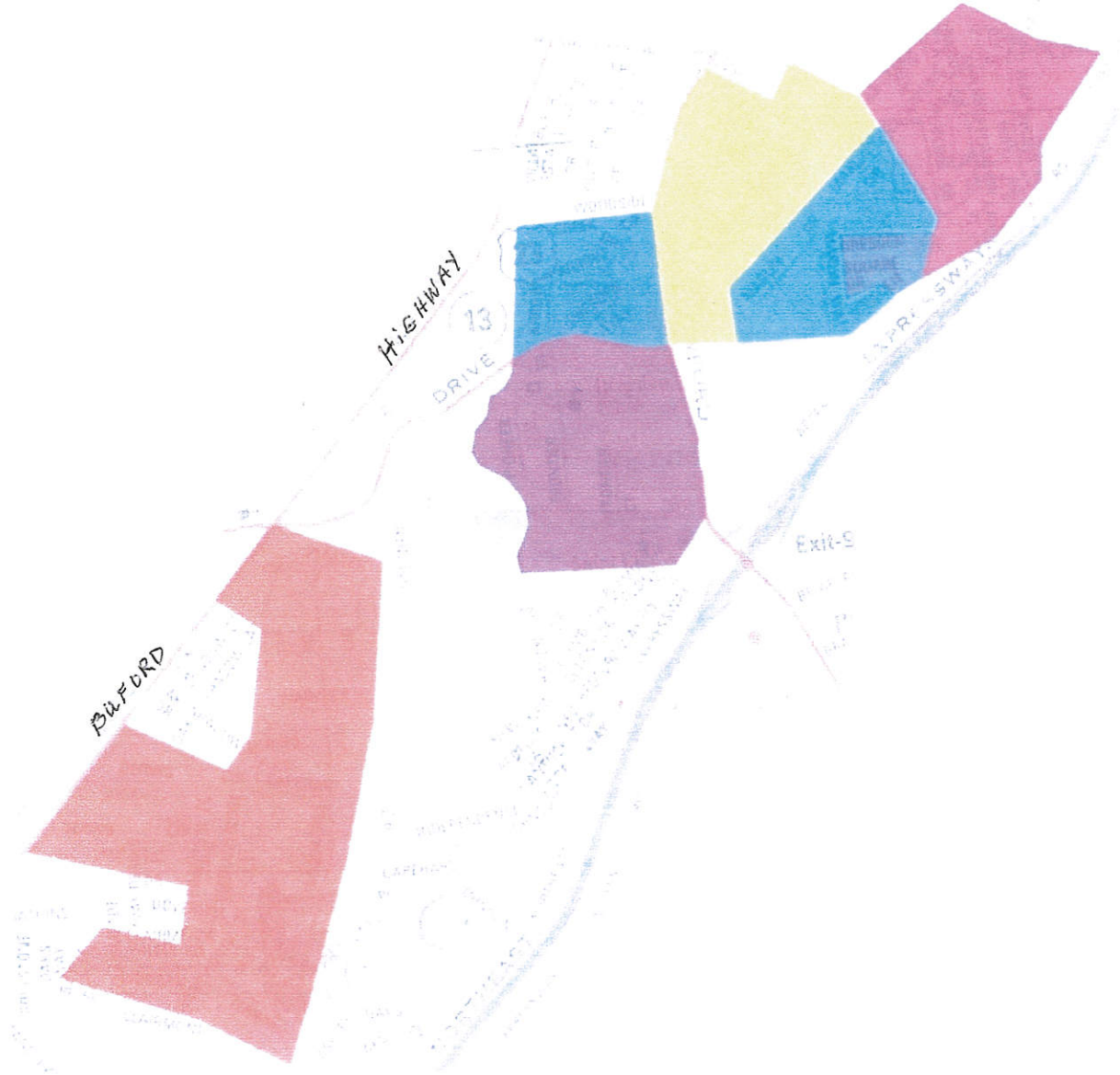
DECA is a nonprofit civic association that serves much of the area that was annexed by the City of Chamblee at the end of 2013, consisting of eight neighborhoods with approximately 1200 registered voters. The things we want to see happen in the corridor include enhanced pedestrian safety, better traffic flow, a reduction in preventable vehicle accidents, resident-supported commerce, and generally a jump start on a long needed resurgence of this important transportation and commercial artery.

As residents and home owners in very close proximity to Buford Highway, we would like to work with the cities of Chamblee and Doraville to begin revitalization and improvement of this important, major corridor. To accomplish that, we respectfully request that ARC approve the grant funds necessary to make it happen.

Sincerely

Pat A. Thomas
Dresden East Civic Association

DECA Communities In Close Proximity to Buford Highway



November 24, 2015

Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland St, NE
Atlanta, GA 30303

Dear Mr. Hooker:

As a resident living right off Buford Highway, and as an interested member of the DeKalb County District 2 Community Council, I am writing to express my support for the joint application by the cities of Chamblee and Doraville for a Livable Centers Initiative Study for the Buford Highway corridor located in those cities. This corridor is a major traffic artery for commuters and commercial transportation, but it is also a symbol of the diversity that exists in the two cities, and can serve as a positive draw to attract businesses and professionals from outside the area, but the infrastructure has to be in place. Buford Highway is the gel that holds together a diversity of people and cultures that have coalesced in this area that includes parts of Atlanta, Brookhaven, Chamblee, Doraville, and Norcross, and that have a kind of vitality not found in other parts of the greater Atlanta area.

I am convinced that by having this LCI project funded, the Chamblee-Doraville Buford Highway corridor can implement improvements that it desperately needs in order to install more and better sidewalks; realize safer, cleaner streets and roadways; encourage better housing; attract more jobs and provide economic opportunities that will accompany a revitalization of Buford Highway through Chamblee and Doraville.

The DeKalb County District 2 Community Council reviews zoning and land use applications before they go to the Planning Commission. Sections of Buford Highway that are included in the LCI application were in unincorporated DeKalb County's District 2 before annexation by the City of Chamblee. So, I am very familiar with most of the problems hindering positive development along those sections, as well as the strengths that can be enhanced to attract it. (Note that the District 2 Community Council no longer has any jurisdiction over the sections of Buford Highway that now are in Chamblee and Brookhaven.)

Some of the things that are needed along the Chamblee and Doraville sections of Buford Highway include enhanced pedestrian safety measures (there is heavy pedestrian use now), better controlled traffic flow, a reduction in preventable accidents involving vehicles, steady and stable resident-supported commerce, and generally a jump start to the long needed revamping of this important transportation and commercial artery.

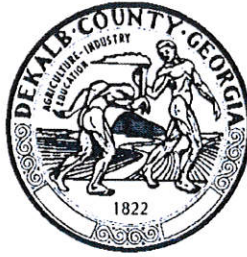
As a resident living one street off Buford Highway, and as an interested member of the District 2 Community Council, I urge ARC to approve the requested LCI funds necessary to implement needed improvements along Buford Highway in the cities of Chamblee and Doraville.

Sincerely



Pat A. Thomas
DeKalb County District 2 Community Council

DeKalb County



DeKalb Peachtree Airport

(770) 936-5440
FAX: (770) 936-5446

212 Administration Building
2000 Airport Road, Atlanta, Georgia 30341

December 2, 2015

Mr. Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland Ave., NE
Atlanta, GA 30303

RE: Chamblee / Doraville Livable Centers Initiative Grant Program

Dear Mr. Hooker,

On behalf of the Cities of Chamblee and Doraville, the DeKalb Peachtree Airport is in full support of the grant for Livable Centers Initiative Grant. We find that the economic impact of this grant and project would be very beneficial to both the cities and surrounding communities. These types of projects are very important to the sustainability of growth within the communities that touch and surround the boundaries of this 5.86 mile corridor; roughly 2 miles of the corridor borders the airport.

The joint LCI study would advance both of the cities goals and initiatives to encourage diversity of land uses, accessibility to communities; enhance the access to a range of travel modes, including transit, bike paths, and walking; as well as public-private partnerships.

Therefore please accept my letter of support for both the cities of Chamblee and Doraville's application for a grant for the ARC's Livable Centers Initiative program.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mario A. Evans'.

Mario A. Evans, C.M.
Interim Airport Director
DeKalb Peachtree Airport

MACAULEY

November 30th 2015

Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland St, NE
Atlanta, GA 30303

Dear Mr. Hooker:

On behalf of Macauley + Schmit, I am writing to offer our support and urge you to approve the joint application of the City of Chamblee and City of Doraville for a new 2015 Livable Centers Initiative Study for the Buford Highway corridor. It is an important regional corridor that links major assets in the Region extending from the Lenox square area past the CDC, IRS, DeKalb-Peachtree Airport and the site of the new Assembly project in Doraville. Notably when Doraville prepared its Downtown LCI study it was focused on the former GM property and areas to the northwest so that Buford Highway did not get the attention it deserves. This new LCI study will really complement the previous one in Doraville and fill in missing pieces that will be vital to the successful redevelopment of the entire Buford Highway corridor.

As you know we are investing in this corridor with confidence and seek every opportunity to help Chamblee and Doraville to build effective public-private partnerships that will extend well beyond the boundaries of properties in our portfolio to strengthen the entire corridor. I hope that by funding this project, the corridor can get help that it desperately needs – an integrated and connected pedestrian, bike and greenway system, more and better sidewalks, safer, cleaner streets, better housing, and more jobs and economic opportunities for the people who live, work and play in this corridor.

For all these reasons, Macauley+Schmit wishes success to the cities of Chamblee and Doraville in this challenging endeavor and asks ARC to approve the grant funds necessary to make it happen.

Sincerely

Macauley+Schmit
Community Revitalization & Development
Stephen H. Macauley
2870 Peachtree Road #282
Atlanta, Georgia 30305



center for pan asian community services

November 23, 2015

Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland St, NE
Atlanta, GA 30303

Dear Mr. Hooker:

On behalf of the Center for Pan Asian Community Services, Inc. (CPACS) I am writing to urge you to approve the joint application of the City of Chamblee and City of Doraville for a new 2015 Livable Centers Initiative Study for the Buford Highway corridor.

CPACS is a community-based non-profit organization that has been serving Metro Atlanta's immigrant, refugee and other communities since 1980. Our mission is to promote self-sufficiency and equity for immigrants, refugees, and the underprivileged through comprehensive health and social services, capacity building, and advocacy. Our programs are provided in our clients' primary language by our 90 bilingual part-time and full-time staff members. We serve approximately 2,900 clients monthly.

Buford Highway is important to us because it provides a center of commerce and culture as well as the living space for many of the people we serve. I hope that by funding this project, these people can get help they need for more and better sidewalks, safer, cleaner streets, better housing, and more jobs and economic opportunities for the people who depend on this corridor for their livelihoods.

For all these reasons, CPACS hopes that ARC will approve the grant funds necessary to make it happen.

Please feel free to contact **Yotin Srivanjarean, Vice President** at yotin@cpacs.org, 770-936-0969 ext. 125 so that we may demonstrate further support of this grant application.

Sincerely,

A handwritten signature in blue ink that reads "Chaiwon Kim".

Chaiwon Kim, CEO/President
770-936-0969 ext. 117
Chaiwon.kim@cpacs.org

3510 shallowford rd. n.e.
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T 770 936 0969
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www.cpacs.org

people need people



Marian Liou, Founder
We Love BuHi
1261 Keys Lake Dr. NE
Atlanta, GA 30319

December 5, 2015

Doug Hooker, Executive Director
Atlanta Regional Commission
40 Courtland St. NE
Atlanta, GA 30303

Dear Mr. Hooker:

On behalf of We Love BuHi, I am writing to strongly encourage the Atlanta Regional Commission to approve the joint application of the City of Chamblee and City of Doraville for the 2016 Livable Centers Initiative Grant Program Study of the Buford Highway corridor.

An initial impetus for the creation of We Love BuHi was my observation of GDOT's installation of infrastructural improvements on Buford Highway (e.g., sidewalks, signalized crosswalk systems, and street lighting) within Brookhaven city limits and also in Doraville, but not through Chamblee. I realized that any such improvements would have only limited impact if they were not adopted uniformly, or at least consistently, along the length of Buford Highway in all three cities. While I realize that Buford Highway is a state road administered by GDOT, collaboration by the cities through which Buford Highway runs will be key in crafting a coherent and comprehensive, rather than piecemeal, vision for Buford Highway.

Another goal in the creation of We Love BuHi is to promote equitable revitalization and redevelopment along the Buford Highway corridor in a manner inclusive of and beneficial to immigrant and minority residents. Socioeconomic and cultural diversity is an asset to the Atlanta region and to the state, and Buford Highway's immigrants and minorities represent a critical part of that diversity, which should be supported and sustained.

Finally, Buford Highway represents the rapid demographic change that is spurring new local, state, and national issues and challenges. These issues – transportation, affordable housing, public health, community and economic development, workforce

development, etc. – are no respecter of city, county or state lines. Cooperation and collaboration is required among the cities through which Buford Highway runs. It is my dearly held hope and desire that ARC approves this LCI Study Application to facilitate and guide this collaboration.

I envision a more livable Buford Highway that works for all its constituents, and I hope to be an active partner in making that vision a reality.

For all these reasons, We Love BuHi actively supports ARC's approval of the joint Chamblee and Doraville 2016 LCI Study Application.

Sincerely,

Marian Liou
We Love BuHi