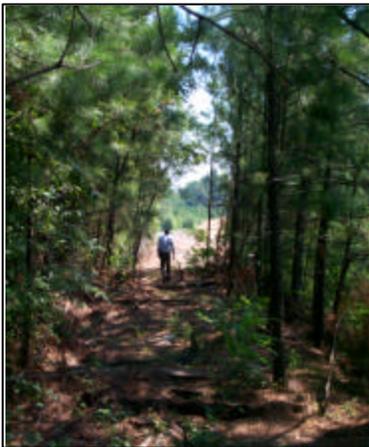


INTRODUCTION



The center of future planning in Chamblee: the MARTA multi-modal transit station.

The Livable Centers Initiative (LCI), created by the Atlanta Regional Commission (ARC), is a planning and funding program designed to support innovative development within activity and town centers around the metropolitan area. Chamblee was one of the first twelve communities selected to receive LCI planning funds based on the City's proposal to study a focused area surrounding the Chamblee MARTA rail station. The resulting Chamblee MARTA Station Area Transit-Oriented Development Plan represents a significant planning effort coordinated by the City's Community Development Department, with assistance from consultants Robert and Company and Day Wilburn Associates. The elected officials, administrative staff, and citizens of the City of Chamblee are to be commended for their foresight and initiative throughout this groundbreaking planning process.



As the LCI program was designed to be a catalyst that sparks changes in development patterns across the metropolitan area, it presupposes changes in both physical infrastructure and development policies at the municipal/community level. Since the two are intimately connected, the approach chosen for Chamblee's LCI plan will focus on amending development policies to support future investments in public physical infrastructure (capital improvements). These amendments are designed to make land use decisions more responsive to economic circumstances, in other words, freeing property owners and developers to pursue the most rationally efficient uses of their land, without excessive prescriptive directions from the municipal government. The action of this planning process is what might be described as an "opening up" of the LCI study area to development patterns that would be otherwise prohibited. The methods articulated by the LCI area plan will hopefully lead to outcomes that match the goals of the LCI program, namely creating dense, mixed-use activity nodes that reduce automobile dependence.



1. PLANNING CONTEXT

1.1 THE CITY OF CHAMBLEE

The City of Chamblee is one of eight municipalities located within DeKalb County. As a small community within a large and heavily urbanized region, Chamblee is able to combine the benefits of local government service with the infrastructure and support of a large county. At first glance, Chamblee appears to be just another generic small town embedded in the fabric of metropolitan Atlanta, one of the fastest growing urban areas in the United States. This small city, however, has grown into one of the most diverse communities in all of Georgia, housing and employing individuals from a number of different nations and hosting a plethora of culture-specific businesses and institutions.

To some extent, Chamblee is a loosely bound community. There are three factors that contribute to this description: its residential development history, location, and demographic diversity. Each factor is significant on its own, but together they may provide the key to understanding Chamblee's burgeoning transition. Very recent indicators suggest that this period of transformation will continue in the coming years.

Residential Development History

The first factor influencing Chamblee's transition is the course of its residential history. Early residents originally 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. Following the national suburban boom, they bought small houses constructed in the years immediately following the Second World War and commuted to work by car. The development of Peachtree Industrial Boulevard, pushing industrial and commercial development away from the old central business district and rail corridor, made this easier. As the economy of both Atlanta and the nation began shifting in the late 1970s and continued through the 1980s, Chamblee's old industrial employment sector began to wither. Factories closed and shipped assets to other parts of the region, often beyond the perimeter highway, leaving workers behind. Many moved away with their jobs, leaving behind a relatively large stock of housing units. The impact of this population shift plays prominently in Chamblee's present-day life.

Location

The second transition factor is Chamblee's location within metropolitan Atlanta. This has recently created heightened expectations for the value and use of its land. Given certain pressures in the real estate market, the City sits in a concomitantly advantageous and disadvantageous position. Two primary north-south axis roadways pass near the City's center, as

does the Northeast branch of the MARTA rail system. But, even more importantly, Chamblee is roughly halfway between Buckhead and Perimeter Center, two of the largest, most intense, and most rapidly expanding business/entertainment districts in the region. Because of the limited availability of land in these districts, an economic and demographic spillover into the city limits of Chamblee is nearly unavoidable. This spillover will likely inflate real estate values and imbue the area with a degree of cachet previously unknown. Yet spillover is useful only if properly channeled, which means that growth must be molded into comfortable and desirable land forms. Without careful attention, Chamblee's anticipated fortune could easily turn into misfortune, clogging the City with the same automobile traffic and inefficient land use patterns commonly found (and complained about) across the metro area.

Diversity

The final factor impacting Chamblee's transition is its large immigrant population, which makes the City one of the most diverse in the state. Part of the reason so many refugees and immigrants have settled in and around Chamblee has been available and affordable housing stock, much of which was abandoned when post-World War II-era households moved suburban-ward. These immigrants have helped revitalized the City's declined commercial/retail district along Buford Highway and within the International Village, imparting new vitality to the area and attracting even more newcomers. They also have stabilized its population, staving off what otherwise would have been a pernicious and precipitous decline.



Three factors influencing Chamblee's future:
1) Development History
2) Location
3) Diversity

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-time residents (those who stayed during the years of decline), many of who occupy comparatively low places on the economic ladder. This can be a tricky process, for changes in real estate markets often occur rapidly and brutally, and can alter the visage of a place in short years.

1.2 CHAMBLEE MARTA STATION AREA

The locational context of the Chamblee MARTA station area as defined is complex. The following review of contextual issues is intended to provide a basis for pursuing particular paths within the planning process. As described, within metropolitan Atlanta, Chamblee occupies a fortuitous location. Since Atlanta area communities are largely dependent on transportation (especially automobile) accessibility for success, Chamblee's high level of accessibility by road and public transportation as well as air places the City in a desirable location.

“Intown Community”

Lying inside the I-285 perimeter, Chamblee is part of the dramatically growing “intown” area of metro Atlanta, with ready access inward to key business districts (Buckhead, Midtown, and Downtown) and outward to the rapidly expanding northern suburbs. It is located within close range of several major nodes of commercial and business activity, including Perimeter Center to the north, Buckhead to the southwest, and Northlake to the east. 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.

MARTA Area

The Chamblee MARTA Station area lies near the geographic center of the City, sandwiched between transportation corridors. The LCI study area surrounding the station includes approximately 250 acres, is bound on the north by Peachtree Industrial Boulevard, on the south by Chamblee-Tucker Road, on the west by Clairmont Road, and on the east by Pierce Drive. The Chamblee MARTA rail station parallels Peachtree Road and sits in the center of the area. The section of 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.

Community Change

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 toward adaptive reuse of industrial sites and residential infill development. The recent construction of a large apartment complex, Jefferson on Peachtree, injects a considerable new population cluster inside the city limits. These new residents will push demand for consumer services higher, and help provide the population base needed to attract new retail development.



The visage of the new "Intown" Chamblee.

1.3 DEMOGRAPHICS

The size of Chamblee's population over the past two decades has been mostly stable, or declining slightly, despite the enormous growth of the metropolitan Atlanta area during the same period. One possible explanation for the City's lack of population growth is the paucity of available vacant (developable) land within the city limits. Even though Chamblee's overall density is relatively low, the persistence of standard zoning classifications have effectively blocked significant infill, the redevelopment of industrial properties into residential properties, or the mixing of different land use categories (e.g. commercial and residential).

Also contributing to the slow pace of redevelopment in the area has been the DeKalb-Peachtree Airport. The federally-funded Runway Protection Zone and noise mitigation programs have resulted in the buyout and demolition of a substantial number of single-family houses to the north of the airport (in the International Village). Associated with this buyout is the prohibition of any new residential construction in the reclaimed area.

Chamblee Population by Decade

Year	Total Population	Percent Population Change	Total Housing Units	Dekalb Total Population
1940	1081	na	na	86942
1950	3445	218	888	136395
1960	6625	92	1813	256782
1970	9127	37	3029	415387
1980	7137	-21	3043	483024
1990	7668	7	3046	512300
(est)1998	7503	-2	3036	592870

Sources: U.S. Census Bureau, Atlanta Regional Commission, 1972, 1993 Chamblee Comprehensive Plans

Despite Chamblee's stable infrastructure, the demographic composition of its population has shifted rather dramatically. Once a virtually all-white city, with a non-white population measuring less than one percent of the total (.3% in 1970), Chamblee's 1998 non-white population was greater than 50 percent. (1998 ARC Population Estimates) It is currently home to a panoply of recently arrived immigrants who use the City's affordable housing stock as a base for entering the local economy.

Future Trends

An important question is whether this trend of increasing population diversity will continue. Because of the City's location, access to transportation corridors, and low-density building stock, pressure from residential developers seeking spaces to build apartments and condominiums to house an increasingly affluent inner-perimeter population is expected to grow, as evinced by a recent spurt of high-priced multi-family residential development. As new units are built to house individuals with increased economic purchasing power, properties previously considered untenable for residential and retail use will fall into the market. The impetus to adaptively reuse older buildings or to clear and assemble parcels for new, higher-density residential and mixed-use construction will become increasingly feasible as pressure in the local land market builds. Thus currently affordable units, which

typically are older and in less than pristine condition, will become targets because of the land they occupy. These units will likely diminish in number and proportion and push less financially solvent individuals and families out of the city in search of more affordable housing. Ultimately, this process will impact the viability and attractiveness of Chamblee as an immigrant destination/entry point (which has been driven in large part by the City's housing supply and public transit connectivity).

Maintaining balanced population growth in the LCI area will hinge on the City's willingness to encourage infill development and adaptive reuse at higher densities than past precedents. The area is currently home to a relatively small number of individuals, most of the land being already dedicated to industrial and commercial uses. The current permanent resident population is mostly confined southeast of the MARTA station and New Peachtree Road, very close to the DeKalb-Peachtree airport noise buy-out area. This is a relatively stable location, for it is not anticipated that new development will immediately put pressure on the cost of land south of the rail station and therefore should not force existing residents to seek domicile elsewhere. The demographic composition and size of the residential population south of the rail station will not likely change in the short-term (five years).



Loft conversions are pushing the LCI area population higher.

However, the area north of the MARTA station, geographically larger than the area south, will likely see significant changes in population. At this writing, there were only 12 residential units housing 17 individuals (the Cannery Lofts). This number will increase soon, as a new condominium development (the Malone Lofts) opens 34 units this fall and 84 more next spring. Another apartment development just outside the boundaries of the area is currently in the leasing stage and will bring at least five hundred more new residents (it contains 407 units). There is potential for a third large apartment development in the LCI area (though a formal proposal has not yet been submitted), which would provide another substantial boost to the total number of residential units. By late 2002, the northwest LCI area and its immediate vicinity could house over 1000 individuals, a staggering increase over the current population.

The types of housing units being constructed in these new developments are targeted to a relatively affluent population, many of whom are migrants from other parts of the metropolitan area. At least part of this can be explained by the high land cost in the LCI area. Simple land economics suggests that high land cost dictates high cost development. Conversely, market-produced (without subsidies) affordable housing requires relatively affordable property if it is to be profitable.

Thus far the cost imbalance (i.e. absence of new affordable units) of new housing has not created displacement problems. Because the land in the

LCI area has been entirely occupied by industrial and commercial structures (some of which were vacant), no residents have been removed because of redevelopment activities. New development could continue indefinitely into the future without incident, but the increasing intensity of high-cost residential development in the LCI area will almost assuredly put pressure on nearby residential areas (particularly the International Village) that house a significant number of lower-income households. In several years, the market in Chamblee could become active enough to force the unwilling relocation of low-income individuals and families, which diminishes the possibility of sustaining a socially and economically diverse community, one of the stated goals of the LCI program.

1.4 ECONOMIC BASE

Note: Because the LCI study area is only a small part of the total area of Chamblee, it is only possible to accurately consider the economic conditions of the city as a whole. Identifying trends in an area so small is prohibitive simply because of data availability.



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 firms. Chamblee, along with its northern neighbor Doraville, was one of the centers of early post-World War II industrial development in the Atlanta region. As a result of its development as a commercial/industrial node, Chamblee was, from the 1950s through the 1970s, a significant employment destination, having almost as many individuals employed within the city limits as permanently residing there, an uncommon condition for a suburb. (1972, 1993 Comprehensive Plans)

Chamblee Employment by Major Sector by Year

	Retail Trade	Wholesale Trade	Selected Services	Manu- facturing
1963	346	1812	444	na
1967	1101	2193	359	2500
1972	na	2677	865	na
1977	1756	3237	1165	2700
1982	2037	3707	2199	2900
1987	2421	2269	2668	3800
1992	1984	1941	2278	1900
1997	1599	2291	2764	1602

Sources: U.S. Census Bureau, 1972 Chamblee Comprehensive Plan

The two largest economic sectors based on number of persons employed during the 1960s and 1970s were wholesale trade and manufacturing, which together accounted for almost half of the city's total employment. Both sectors grew during the 1960s and 1970s. By the late 1970s, manufacturing employment in Chamblee began to decline, following a national trend, reaching a low point in the late-1980s recession. Wholesale trade continued to increase through the early-1980s, but by the mid-1980s also began to decline. This trend has lately disappeared; through the early/mid-1990s the number of individuals employed in wholesale trade has rebounded somewhat, and remained relatively stable through 1997. Manufacturing employment though has continued to shrink, declining by another 16 percent between 1992 and 1997. (1992, 1997 U.S. Economic Census) Given the ongoing national decline in manufacturing employment, and Chamblee's diminishing locational advantage for industrial operations (caused by the continuing outward expansion of metropolitan Atlanta), the trend of declining manufacturing firms is likely to continue into the foreseeable future.

At least some of the employment losses in these sectors were replaced by employment gains in retail trade (e.g. restaurants, automobile dealers, general merchandise) and selected services (e.g. skilled professions, dry cleaning, temporary labor). Both sectors posted significant gains in total employment during the 1980s (the overall number of retail establishments declined), though the number of individuals employed in the retail trade sector began to decline around 1990. This slide continued through 1997, the last available data year. Service employment continued to grow during the 1990s, though more slowly than in the previous decade. It is not unreasonable to imagine that Chamblee will reach a saturation point for services in the near future if there is no increase in total population.



Economic Impacts

These shifts in the local economy are important both because of their potential impact on middle- and low-income individuals and because of their impact on the land market. The majority of retail and selected service jobs (with some exceptions) pay lower wages than wholesale trade and manufacturing. When service jobs begin to dominate an area, the average inflation-adjusted income of local workers typically falls. This in turn impacts the amount of money individuals have to spend in Chamblee businesses and on Chamblee property.

Because of its immediate relationship to physical infrastructure, changes in the local economy impact the development that occurs in the LCI area. The quality of the local, regional, and national economies influence the strength of Chamblee's businesses, and the kinds of businesses present dictate what kinds of buildings are needed, the size of parcels, and the

capacity and types of supporting infrastructure (this process also works in reverse -a place's infrastructure can determine the types of businesses that will locate there). If manufacturing and wholesale firms currently occupying the LCI area shut down or relocate, the amount of property available will change. The infrastructure left behind will dictate, to some extent, the kind of development that subsequently moves in.

Local workers may find themselves increasingly priced out of the housing stock in the area, a particular concern in Chamblee. Declines in income diversity have long-term effects on the overall health of a city. Ultimately, a financially polarized population will negatively impact the amount of social capital (the glue that holds people together) in the community, and in turn impact perceived social health. The erosion of affordable housing creates distance between workers and workplaces, forcing those who can least afford it to make long daily commutes. A goal of the LCI program is to create places where an array individuals can live and work, not just an exclusive few.

The years of massive economic fluctuation (growth or decline) appear to be over. The available data suggest that Chamblee possesses a stable but somewhat less diverse local economy now than it did twenty years prior. While it is not dependent on a single resource or industry for jobs or tax revenue, retail and service industries appear to be growing more and more dominant. But the data also suggest that Chamblee may not have significantly benefited from the rapid growth of the high-technology economy in metropolitan Atlanta in terms of attracting new investment. Considering the continuing shift toward new economy industries foreseeable in the coming decade, Chamblee must plan to help itself capitalize on the positive externalities such new businesses generate. One bit of encouraging news was the recent announcement by Microcoating Technologies to add 250 new jobs to their workforce, which is based in a retrofitted building in the LCI area. It is this kind of investment that will entice more residential and retail developers into the LCI area.

Chamblee's economy: moving from heavy to high tech.



2. EXISTING CONDITIONS

2.1 EXISTING LAND USE AND DEVELOPMENT: LCI AREA

There are approximately 250 acres in the LCI area. The land uses run a gamut, and include residential, commercial, industrial, office, transportation and institutional, though the largest uses are currently industrial and commercial. The distribution of uses, however, is rather uneven. All the industrial and the majority of the commercial parcels are northwest of the MARTA rail station. Except for one very small property, the residential parcels are all southeast of the station (one new residential property is currently under development north of the station). The area adjacent to and surrounding the station is covered by MARTA-owned surface parking lots.

Land Use Patterns

The land use pattern one witnesses in the LCI area is typical for development under the guidance of Euclidean zoning. Functional exclusivity is the rule: no parcel harbors more than one use. This zoning practice has been in place for the past three decades and has effectively created a large, insular industrial/commercial area very close to the historic core of the City of Chamblee. The pattern has been exacerbated by the automobile having consistently been used as the exclusive design vehicle. The resulting physical dimensions of roads and buildings are suited more to cars than people.

Chamblee MARTA Station Influence

The Chamblee MARTA station was completed in 1984. It was designed as a commuter station, a transfer point for both bus and auto commuters passing through Chamblee from areas beyond the reach of the rail network as well as those arriving by train to jobs in Chamblee-area businesses. Due to the relative affordability of land in the area at the time, broad surface parking lots were an easy choice. They were constructed on two sides of the station. This scheme created from the beginning an asphalt barrier between the surrounding street and sidewalk network and the station building.



Providing adequate MARTA parking is a critical issue for future LCI area development.

During the planning phase, it was assumed that the arrival of a transit station would profoundly alter the development trajectory of Chamblee. An area of transit impact was delineated where land use patterns would be different from those found in other parts of the city. Parcel-level use mixing, particularly of complementary residential and retail, was expected, as were significantly higher residential densities. Vertical development was expected to replace horizontal (automobile-oriented) development, and incoming residents were expected to seek residence within walking distance of the station. The 1972 Chamblee land use plan advocated giving the impact areas special consideration, allowing

for the possibility of a variety of different uses occupying the same site. The plan even envisioned a collection of large, multi-story buildings surrounding and containing the station (like a smaller-scale version of Peachtree Center in downtown Atlanta). Though never adopted, a separate land use and zoning category was proposed for the transit area.



But the LCI area between Peachtree Road and Peachtree Industrial Boulevard was expected to retain its industrial character. The buildings were considered too large and costly to be easily demolished or retrofitted into different uses, and DeKalb-Peachtree airport was a questionable, if unavoidable, neighbor. Early plans were optimistic that the transit station could be linked to the airport to create a multi-modal transportation district, perhaps some day becoming a serious alternative to Hartsfield for business travelers.

Despite the expectation of high-density mixed-use development directly adjacent to the station, none has been realized, and the zoning and land use regulations surrounding the MARTA station have changed little subsequently. The theory that development will follow mass transportation has been tested in Chamblee and seemingly disproved. The latest Comprehensive Plan update, adopted in 1997, and Zoning Ordinance update, adopted in mid-2000, have encouraged a few changes to the existing development patterns in the LCI area. The idea of creating higher-density residential and commercial areas proximate to the rail station was proposed again, as was locating small neighborhood retail nodes near expected future residential development. Suggestions were made to alter the regulations governing minimum square-footage requirements for new residential construction, to encourage mixing housing types and price ranges, and to mix uses around large employment centers to provide opportunities for individuals to occupy adjacent living and working spaces.

Development in the LCI Area



Recent activity in the LCI area has been limited but quietly growing. Twelve new condominiums were completed in early 2000 and are now fully occupied. These units share a building at the extreme end of a MARTA parking lot, between the railroad tracks, Clairmont Road, and Peachtree Road. Two industrial buildings, originally constructed in the early 1950s, are currently being converted into condominium/loft living quarters. These two buildings will be joined by a new building, still in the planning stage, and together will provide around 120 new owner-occupied units. This development is at the corner of Peachtree Road and Malone Drive. In the same vicinity, on the other corner of Peachtree and Malone, construction has begun on a new headquarters for Senior Connections, a non-profit organization that provides social support services to metro-area senior citizens. All of these developments are

within a two block radius of the transit station.

Development Trends

These latest developments suggest an incipient trend in the LCI area. Given Chamblee's acknowledged locational advantages, it should come as no surprise that pressure to redevelop property in the area is mounting. By virtue of the existence of the LCI program, it is clear that public sector support for transit-oriented development is gaining momentum. But Chamblee's built environment is not immediately conducive to adaptive reuse. The design era under which the existing structures were completed placed little emphasis on the possibility of future transformation. Automobiles were the primary design vehicles, a practice which de-emphasized pedestrian movement and comfort. Buildings were set at great distances from sidewalks and streets, and typically fronted by expansive impervious parking areas. Because the majority of the uses in the area were industrial and large-scale commercial, its parcels were segregated from the rest of the city. Together these factors wrought an environment somewhat less than ideal for residential or retail redevelopment in spite of the presence of a mass transit rail station. In short, the buildings in the LCI area do not easily fit within the prevailing framework of concern for the human-scale of the urban environment.



New LCI area development includes residential and institutional buildings, a diversity that is important to maintain.



An important aspect of this plan is to generate movement away from segregated uses and automobile orientation. Whether a trend exists now or not, the intent of the LCI program is to stimulate investments that foster new pedestrian-oriented development and support such development where it already exists. Thus, the plan is ultimately charged with the responsibility of inventing a real development trend, or at least creating the image of a real trend (which could have the same effect).

2.2 EXISTING TRANSPORTATION INFRASTRUCTURE: LCI AREA

Existing City Roads System

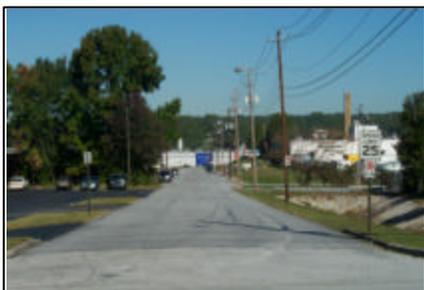
The existing roadway system in the vicinity of the Chamblee MARTA station services a variety of trip purposes and lengths. The types range from long trips passing through the area on Peachtree Industrial Boulevard to commuter trips destined to/from the Chamblee MARTA station, to local trips within Chamblee to businesses and residences within the study area. The existing roadway network accommodates these varying trips on roads that are classified functionally to support travel on both an area-wide and a local basis. Figure T-1 shows the existing roadway facilities in the study area and indicates the number of

travel lanes on each facility. Figure T-2 shows daily traffic volumes in the study area.

East-West Traffic Flow

The existing roadway system in the study area is comprised of three streets that primarily serve east-west traffic:

- Peachtree Industrial Boulevard is a state route with five-lanes and 37,000 vehicles per day primarily serving trips through the area.
- Peachtree Road is a four-lane facility that passes through the heart of the study area adjacent to the north side of the MARTA station. It connects to Peachtree Industrial west of the study area and narrows to two through lanes in downtown Chamblee, east of the study area. This road serves 9,900 vehicles per day with a combination of traffic destined within the study area, traffic within the Chamblee area, and some longer trip lengths passing through the area.
- New Peachtree Road is a four-lane facility that passes through the heart of the study area adjacent to the south side of the MARTA station. It narrows to two through lanes east of the study area. This road serves 6,600 vehicles per day with a combination of traffic destined within the study area, traffic within the Chamblee area, and some longer trip lengths passing through area.



The current condition of east-west connections: no pedestrian facilities present.

Peachtree Industrial Boulevard is classified as a major thoroughfare, in which the ability to move large traffic volumes is a primary concern. Peachtree Road and New Peachtree Road are classified as minor thoroughfares, in which the ability to provide through capacity is balanced by the needs for local access and circulation.

North-South Traffic Flow

In addition to the east-west roads, the existing roadway network in the study area has several roads that primarily serve north-south traffic:

- Clairmont Road is a five-lane facility with 19,000 vehicles per day. It connects to Peachtree Industrial Boulevard to the north and Buford Highway to the south. This road serves primarily through traffic across a bridge section over railroad tracks and Peachtree Road. More local area traffic is present on the section south of New Peachtree Road.
- Chamblee Tucker Road is a five-lane facility with 17,000 vehicles per day south of the MARTA station and 9,400 vehicles per day north of the MARTA station. It serves a combination of traffic destined within the study area, traffic within the Chamblee area, and some longer trip lengths passing through the area.

- Several north-south streets in the study area serve primarily local traffic with relatively low traffic volumes (less than 4,000 vehicles per day):
 - Malone Drive
 - Miller Drive
 - Pierce Drive
 - Watkins Avenue
 - Hood Avenue
 - Burke Drive

Clairmont Road and Chamblee Tucker Road are classified as major thoroughfares, in which the ability to move large traffic volumes is a primary concern. The other north-south roads are classified as local streets, in which local access and circulation are the primary objectives.

On-street parking slows traffic, protects pedestrians, and provides visual enclosure.



On-Street Parking

Parking is permitted on some of the existing local streets on a limited basis. Parking is not marked, but signage is used for parking prohibitions along Malone Drive and Miller Drive. Utilization of on-street parking, where available, is low as most area businesses provide adequate parking on-site.

Intersection Traffic Control and Operations

Intersections are important components of the roadway network as they are the crossing of traffic and pedestrian flow. To accommodate conflicting traffic flows, intersections assign right-of-way to vehicles. In the Chamblee LCI study area, traffic signals are provided at various locations to provide control of intersecting traffic volumes and access to the arterial street system. These signal locations are identified in Figure T-1.

Observation during the AM and PM peak hours indicates that the intersections typically operate with relatively good levels of service. Though traffic volumes were heavy along Peachtree Industrial and Chamblee Tucker (near the MARTA station), long queuing and extensive delays were not observed except at the intersection of Chamblee Tucker Road at Peachtree Road. At this intersection, the heavy westbound left turn experiences extensive queuing and delay during the PM peak period, as left turning vehicles must yield to the relatively heavy eastbound through and right turning movements. A westbound left turn phase is not currently installed at this intersection. In addition, some queuing occurs on the unsignalized Miller Drive and Malone Drive approaches to Peachtree Industrial Boulevard when various businesses end their work-days.

Major Traffic Generators

The Chamblee MARTA station is the 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 in the study area include:

The MARTA station is the largest traffic generator in the LCI area.



- Interactive College, located along New Peachtree Road. The student population accesses the campus via both automobile and MARTA.
- Bell South, located along Chamblee Tucker Road near Peachtree Industrial Boulevard.
- International Farmers Market, located along Chamblee Tucker Road near Peachtree Industrial Boulevard.

In addition to these significant traffic generators, various light industrial uses contribute to traffic north of the MARTA station, and residential uses contribute to traffic south of the MARTA station.

Multi-modal Use/Public Transit

The Chamblee MARTA rail station is a permanent fixture in the study area that forms the impetus for the Livable Center Initiative. The existing MARTA station serves as a major bus to rail transfer center, as well as a commuter-oriented rail station. There are currently only a few residences within walking distance of the MARTA station on the north side of the station. The south side of the station has several residences and the Interactive College within a one-quarter mile walking distance. Most of the identified study area is within a one-half mile walking distance of the station.

Twelve bus routes feed the Chamblee MARTA rail station.



Bus Routes

The MARTA Chamblee rail station is a major bus transfer center. Therefore, bus routes into the area and access to bus transfer areas is critical to MARTA operations. Figure T-3 shows the bus routes in the vicinity of the MARTA station. Twelve bus routes feed into the MARTA rail station from Chamblee and beyond. Three of these bus routes provide direct service to the International Village area of Chamblee, located to the east, adjacent to the Chamblee LCI study area.

The twelve bus routes produce an average of 29 buses in each of the AM and PM peak hours, based on MARTA reported service frequencies (refer to Table T-1). All of the bus routes extend beyond the City of Chamblee to serve the surrounding community.

Seven of the bus routes enter the station on the south side, while five of the bus routes enter the station on the north side. The buses on the south

side of the station enter via New Peachtree Road and circulate back to the roadway via a circular turn-around area past the drop off area. The buses on the north side of the MARTA station load and unload using a linear bus loading area which spans the distance between Malone Drive and Miller Drive, with buses entering at Malone Drive and exiting at Miller Drive.

Rail Station

The Chamblee MARTA rail station provides rail service into the City of Atlanta as a part of the MARTA north line. Ridership on the rail system averages 6,200 entries per day, with a similar number of exits assumed as well. Thus, over the course of the day approximately 12,400 people enter or exit the rail station (refer to Figure T-4). This total number of entries is approximately equal to the MARTA overall average and slightly higher than the north line average (refer to Figure T-5). Fifty-five percent of the rail entries are via bus transfer. This bus transfer rate is higher than the rate for the average MARTA station and the average north line station (28% and 37% respectively). Due to the high bus transfer rate, the non-bus entries for the Chamblee station (2800 per day) are lower than those for the average MARTA station and the average north line station (4,400 and 3,700 respectively).



Parking

MARTA station parking is provided in eight surface parking lots, with approximately 1,600 spaces (refer to figure T-6). Approximately half of the parking is located north of the MARTA station and half south of the MARTA station.

A sea of asphalt: empty parking lots adjacent to the Chamblee MARTA station.



Parking occupancies were measured in each of the parking lots north and south of the MARTA rail line. These parking occupancy results are summarized in Figure T-7. The parking occupancies measured by DWA indicated an 86% parking occupancy on the date studied. Average occupancies as measured by MARTA in August and September are lower (52% and 64% respectively). As this figure shows, the parking lots on the south side of the MARTA station are filled to capacity while those on the north side are less utilized. The two lots north of the MARTA station that experience the least use are those lots located on the northeast and southwest corners of the intersection of Chamblee Tucker Road at Peachtree Road.

Bicycle and Pedestrian Conditions

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 Chamblee 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 provide 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.

Existing pedestrian and bicycle activity is relatively light in the vicinity of the Chamblee MARTA station. Some pedestrian traffic is concentrated at the intersection of Chamblee Tucker Road at Peachtree Road (60 crossings per hour in the PM peak hour) and Chamblee Tucker Road at New Peachtree Road, as people cross these intersections when traveling between the MARTA station and the parking lots. In addition, the vision for this area includes pedestrian oriented land-use, which is anticipated to increase the pedestrian activity significantly. The following paragraphs summarize the existing pedestrian and bicycle facilities in the area and discuss important pedestrian crossing issues.

Pedestrian Facilities and Usage

Sidewalks exist on portions of several roads in the study area including Clairmont Road, Chamblee Tucker Road, Peachtree Road, New Peachtree Road, and a portion of Miller Drive. Figure T-8 shows the existing sidewalks, which received a rating of good or moderate as a part of a Comprehensive Sidewalk Survey, performed for the City of Chamblee in July 1999. As this figure shows, many of the main roads have sidewalk installed, while many of the local streets north and south of the MARTA station have no sidewalk. The traffic signals along Peachtree Industrial Boulevard have recently been upgraded by the Georgia Department of Transportation (GDOT) to include pedestrian signal phases with handicapped ramps. Other traffic signals in the study area have pedestrian signal phases.



Observation of the study area indicates the existing pedestrian activity is concentrated in three areas:

- Chamblee Tucker Road at Peachtree Road (signalized).
- Chamblee Tucker Road at New Peachtree Road (signalized).
- New Peachtree Road at Watkins Road (unsignalized crossing between Interactive College and MARTA station).

In addition, encouraging pedestrian oriented development is likely to increase pedestrian crossings of 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 at unsignalized locations. The 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 acceptable gap in traffic and compared to a frequency of 60 acceptable gaps per hour. The results of the pedestrian crossing study are shown in Tables T-2 and T-3 for the AM peak hour and PM peak hour, respectively. As this table shows, each of the crossing locations had conditions during one peak hour in which enough acceptable gaps occur to allow crossing half way, but not enough to allow crossing the entire roadway without stopping in the middle. Therefore, some form of crossing treatment is recommended at these locations.

The LCI area lacks bicycle facilities.



Bicycle Facilities and Usage

There are currently no bicycle lanes, multi-use paths or designated bike routes in the study area. Traffic volumes on Peachtree Industrial Boulevard, Clairmont Road, and Chamblee Tucker Road south of the MARTA station are not conducive of 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.

In addition, a multi-way path is planned for implementation by Dekalb County on the west side of the study area as a part of a regional path system. This new path will use an abandoned railroad track which extends west of Clairmont Road from the southwest to north of the study area. This planned facility will make use of an existing grade separated crossing of Peachtree Industrial Boulevard and will connect the Chamblee LCI study area with:

- Keswick Park north of Peachtree Industrial Boulevard
- Planned apartments north of Peachtree Industrial Boulevard at Johnson Ferry Road
- The regional trail network being implemented in Dekalb County

This planned multi-use trail will connect to the study area via Peachtree Road and via a proposed multi-use greenway trail through the study area along an abandoned railroad spur.

2.3 OVERVIEW OF SPECIAL CONSIDERATIONS

The intensity and condition of the existing infrastructure in the LCI area in Chamblee suggests the need for innovative planning if substantial

Zoning has become a critical issue across metropolitan Atlanta.

changes to the landscape are to occur. But planning new development is only effective if the underlying regulatory and physical infrastructure is sufficient to support the community's goals. When the infrastructure impedes or retards innovation, it becomes necessary to revise its parameters. The present situation in Chamblee presents such a situation. Chamblee's existing regulatory (zoning) ordinance lies firmly within the bounds of the Euclidean tradition, where strictly delineated two-dimensional districts of particularized uses are prescribed according to established notions of separating activities considered inherently incompatible. The visage of Chamblee's present landscape expresses such wisdom. There are, however, alternatives to this pattern (and mindset), and recent attention focusing on the conditions created by the previous 30 years' of development has raised serious questions about the deleterious side effects of traditional zoning codes in metropolitan Atlanta (*Wall Street Journal, July 24, 2000*). A different regulatory method is needed to replace the conventional zoning ordinance governing the LCI area.

Physical Infrastructure



The MARTA rail station should be re-designed to be a community center, not simply a transfer point between transit modes.

There are also two primary physical infrastructure issues that must be addressed in the Chamblee LCI area plan. The first is the role and location of the MARTA station. It straddles a north-south rail line that splits the LCI area into two parts. While it is considered the center of the planning area, it functions as a nearly insuperable barrier for pedestrians. The station separates its functions into separate spheres (buses leave from both sides at street level; trains are overhead), a design that 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 inhibits 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 recently have changed. While by definition still a commuter station, the majority of train riders today arrive not by car but by bus. The decline of automobile arrivals was caused primarily by 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 the Chamblee station was designed to serve best).

Because there are relatively few pedestrian arrivals, there has been little pressure to build pedestrian-friendly features into the surrounding environment. One goal of the LCI plan, though, is to encourage transit-oriented, pedestrian-friendly development around the station. Mixed-use

buildings within comfortable walking distance to the station would address the problem of accessibility, but modifications to the design of the station itself may prove unavoidable. Therefore, one priority for public expenditure should be updating the MARTA station with design improvements that reinforce regulatory changes.



Transportation accessibility in Chamblee is evolving from automobile-intensive to bus- and pedestrian-intensive.

The second design issue concerns the connection between the major north-south transportation corridors that pass through the area. East-west passageways on both sides of the station are particularly dire for pedestrians. The landscape between Peachtree Industrial Boulevard and the MARTA station offers little protection or psychological enticement for crossing pedestrians: it is in varying degrees treeless, shade-less, and sidewalk-less. The southeast side of the station is little 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 plan for the LCI area suggests changes that can be made by the municipal government to encourage transit-oriented development. The changes cover both regulatory ordinances and physical infrastructure, and are put forward as necessary compliments of one another. They must be pursued in concert if they are to produce the desired outcome.

Transit/Transportation Accessibility

Access is a crucial factor in convincing individuals to abandon automobiles in favor of mass transit. It is quite clear that the northeastern side of the Chamblee station currently suffers from a lack of pedestrian access. The original station design, because it was intended to be a car commuter transfer node, did not focus on pedestrian.

But one intention of the LCI plan is to encourage efforts to change this condition. As new residential developments rise, the potential for heavier pedestrian traffic to and from the transit station increases. While the numbers will be small at first, the point is the precedent the early riders set. Pedestrian activity will increase as perceptions of accessibility and the convenience of using mass transit shift. The experiences of the early riders will directly influence the speed with which those perceptions evolve.

The Chamblee station also receives a determined, if small (approximately 250), number of regular pedestrian arrivals bound for the southeastern LCI area. Most of these riders are bound for the Interactive College of Technology. Because of the relative unpleasantness of crossing a paved surface parking lot without the aid of sidewalk or shade, and because the college's enrollment is expected to grow in the

coming years, efforts to improve pedestrian access between the station and the college should be taken up.

Community Identity and Structure

With a changing pattern of land use in a place comes also a change in the composition of the community existing there. One of the concomitant challenges and opportunities for the Chamblee LCI area is the creation/destruction of identity. As it exists, Chamblee's identity is ambiguous and yet seemingly 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. Because of 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.

A new Chamblee identity will emerge with changes to development policies and the direction of capital investments.



The LCI program presents an opportunity for Chamblee to create for itself a new image. 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-resident individuals harbor about the qualities of a place.

How does a place create a new identity? It is often not conscious, perhaps more of a side-effect than an intended outcome. However, in the case of the LCI plan, it is assumed that identity can be consciously created and defined. But because of the origin of the funding for the LCI program (federal government) and the emphasis on physical structure, the process of trying to define a new identity is restricted to the two approaches outlined above: regulatory ordinances and public physical infrastructure.

How does a city create a new identity through capital improvements (public physical infrastructure -sidewalks, streets, parks, outdoor furniture) and zoning (regulatory ordinances)? One possible solution, and one that fits into this framework, is to fund a set of infrastructure improvements that set forth the physical boundaries of future development, and to simultaneously rewrite zoning regulations to allow property owners greater decision making flexibility regarding land use. But improvements should not attempt to prescribe unpredictable things. They should only provide a frame out of which development decisions may emerge. The improvements are real in the sense that they involve

the tactile qualities of the landscape, the streets and trees and sidewalks, and impact the legal foundation of land use regulation. This creates a working space which dictates where new structures can be built and, implicitly, the design parameters of those buildings, but not their expected function.

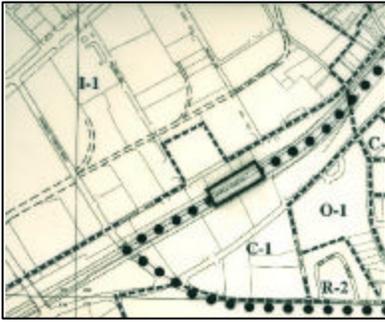
Social Capital

It is difficult to grasp the idea of social capital as a clear end product of planning efforts. Social capital is not tangible or always apparent. Roughly, the term refers to the “features of social organization, such as networks, norms, and trust, that facilitate coordination and cooperation for mutual benefit.” It is often measured in terms of voting participation rates and organizational memberships. Despite its ambiguous definition, social capital is now recognized as a crucial part of human communities because it substantially “enhances the benefits of investment in physical and human capital.” (Putnam, 1993)

Thus social capital is perhaps best understood as an *implicit* goal of any public redevelopment planning effort. While a careful warning is needed before commencing the rearrangement of the physical landscape to mitigate the negative externalities of recent auto-centered development, there is evidence that design does have an impact on the way individuals interact. (Bickford, 2000) It is the nature and quality of the interactions that is key to building and sustaining social capital. Time should be devoted to thoroughly considering the social ramifications of particular types of development that have been proposed for the LCI area.

Because this plan is focused on the ordering of physical space, of particular concern here is developing a process that 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 social capital formation occur: social cohesion is established, and individuals are viscerally reminded of their membership in a community of variety and diversity. The LCI area currently has little useable public space and provides few enticements for individuals to use the space already in place. If the goal of the LCI program is to create a landscape that residents and visitors alike will be interested in using, then the planning process should place emphasis on identifying and pursuing investments that address the needs of these groups. As the process unfolds, it will be important to continue to ask questions about the kinds of spaces that are needed, as well as how efforts to improve the usability of space can be deemed successful or unsuccessful.

Zoning and Regulations



Thirteen zoning categories exist today in Chamblee: the LCI plan suggests only one.

Local zoning regulations are the most significant land use controls a municipal government possesses, and typically have a much more significant impact on land values than any other regulatory device. (Ellickson, 1973) The first attempts at zoning were largely driven by perceived market failures in the allocation of land costs and benefits and were particularly concerned with the negative externalities created by specific kinds of land uses considered noxious, or just socially unacceptable. Formal comprehensive zoning originated in New York City in 1916. Four land use zones were designated and then ranked in a pyramid of importance: residential being the highest and most exclusive (permitting only residential uses), industrial the lowest and least exclusive (permitting any use).

The legal validity of such restrictive zoning ordinances was firmly upheld by the 1926 Supreme Court in a decision that effectively made zoning the bedrock of land use control in American municipalities for decades to come. *Village of Euclid v. Ambler Realty Company* (272 U.S. 365, 1926) gave powerful authority to the newly popular method of dividing and separating land uses considered incompatible. As several generations of property owners now have been reared in an environment where Euclidean zoning is normative, it has grown into an enormously powerful force in local government, sometimes intractable and ignoble, but never ignored.

It almost goes without saying that the single largest problem facing those interested in substantially redeveloping the land in the Chamblee LCI area is the town's existing zoning ordinance. Established in the early 1970s, after the State of Georgia passed its first zoning and land use planning enabling act, Chamblee's ordinance (several versions later) currently has 13 different use classifications, with relatively fine gradations distinguishing one from another. The separation of these categories is most pronounced when viewed side by side on a zoning map. Boundaries are often rigid and typically follow significant physical barriers (railroad tracks, multi-lane arterial roads, floodplains, etc.). The uses prescribed in each category are detailed and specific. Like almost all zoning ordinances in the Euclidean tradition, single-family residential districts are the most prized and therefore considered the most vulnerable to the intrusion of noxious uses. Recent revisions have modernized Chamblee's ordinance, though not to the fullest extent possible.

One solution to Euclid's problem: allowing land to be more sensitive to market utilitarianism.

One insightful analysis of zoning has suggested that the system as currently practiced fails to control the three major kinds of costs it was originally designed to address. Nuisance, prevention, and administration costs are all associated with negative externalities that arise between neighboring property owners. While the magnitude of these costs varies,

the way property owners choose to address them can have significant impacts on not just the immediate conditions but on the options for action other owners will face in the future. Typical zoning ordinances attempt to minimize nuisance costs (usually those that most directly affect neighbors) at the expense of raising both prevention and administrative costs. While this is not inherently problematic, because in some cases the combination of prevention and administration costs may in fact be considerably less than nuisance costs, it is questionable whether this approach is suitable for all possible situations. (Ellickson, 1973)



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. Traditional zoning, using Ellickson's interpretation, works like a blunt instrument applied mistakenly to situations needing greater nuance. Total costs are only occasionally minimized and an efficient arrangement of the landscape is only occasionally achieved. The result is a built environment that many individuals find aesthetically unsatisfactory and costly. If the legal structure (zoning) supporting land use controls is not suited to the stated goals of the municipality, it is prudent to consider modifying the laws. Since zoning has grown into the most influential means of controlling local land uses, we can see the necessity of changing zoning regulations to encourage innovative development.

One promising solution to the problems obstructing the goal for the Chamblee LCI area is creating and instituting a performance zoning ordinance. Rather than using specific geographic districts (like traditional zoning) to prescribe development occurs, a performance ordinance establishes a set of external standards that buildings are required to meet. Performance standards 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. City administrators are present only to evaluate proposals against pre-determined standards.

Performance standards govern things like parking space allotments and impervious surface ratios and set maximum levels rather than minimum expectations. These standards are most effective when applied to large areas, not single parcels, which allows adjacent property owners the chance to exchange regulatory rights among one another as commodities, provided the total impact of development on the area does not change. In other words, development impact is measured by its effect on the total area, be it a city or neighborhood, rather than parcel by parcel. (Ottensmann, 1999)

Free negotiation among land owners is meant to replace redundant recourse to regulatory bodies (typically planning and zoning commissions). Developers define the details of their exchanges in an environment unfettered by administrative personnel. The system is designed to flex to the specific circumstances of each development situation. Absence of overriding prescriptive control of land uses sets up a context amenable to a wider array of adjacent uses (both vertical and horizontal).

Performance zoning is perhaps particularly apt for an environment like the Chamblee LCI area. It offers a discernable path to higher-density, mass-transit-oriented development in a way parallel to but different from competing ideas (traditional neighborhood design [TND] and planned unit developments [PUD]). Performance zoning reaches beyond the utopian glaze of communities master-planned from greenfield to maturity by attempting to recreate an honest semblance of the development environment that existed prior to the adoption of modern zoning laws. It is a method of opening land to the efficiency of a relatively unfettered market, the same milieu that spawned development of the older urban places we have come recently to valorize.

Fears of land use impropriety (policing borders between individual land owners) are allayed if we recall what existed before formal zoning laws were established: common nuisance laws. These regulations were devised to control noxious activities in any manifestation. In conjunction with simple market forces, nuisance laws created urban environments where intrusive uses were more often than not suitably segregated away from residential clusters. In fact, most zoning regulations were little more than official codification of land use patterns that were already well developed and self sustaining. (McMillen and McDonald, 1999) As Leon Krier as suggested, it was the gentle blending of functions (he uses the analogy of a pizza) that characterized cities for centuries before zoning was invented.

3. STRATEGIC VISION AND GOALS

3.1 PUBLIC PARTICIPATION PROCESS

Though open to the involvement of the general public, public participation in the LCI study process was focused around a series of special interest focus groups. These groups, picked for their particular points of interest, provided insight into different areas of the planning study. In essence, the groups acted as a miniature panel of experts, guiding small areas of inquiry and analysis. Their suggestions provided valuable guidance during the development process.

Survey Of Urban Form Preferences

As part of the process of gathering user input, 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 developments Chamblee residents and business owners hope to see in their community in the future. The survey included photographs of existing developments taken from different parts of the country that demonstrate alternate physical environments for the same activities. Included were residential styles, retail districts, and public spaces (parks). There were also a series of questions not associated with images, questions about residents' perceptions and opinions of the Chamblee LCI area in both its existing condition and what they think should be included in the area after redevelopment.



Abandoned railways can grow into grade-separated public greenways.

Because no effort was made to ensure that a statistically valid sample of residents was surveyed, the conclusions drawn from the survey are strictly qualitative and impressionistic. However, at least three important ideas emerged from the surveys that should be incorporated into the plan. One was developing a pedestrian-only retail district directly adjacent to the rail station that transit riders and local residents could utilize. This district would contain small retail businesses at ground level and some variation of living quarters above (likely apartments). Another was integrating public open space into the area. A set of abandoned rail easements cross the LCI area parallel to Peachtree Road, making the task of creating an internal network of greenways and pocket parks simple. Finally, there was significant support for the creation of a more mixed use environment consistent with the now common notion of a live-work-play community.

An overarching idea emerging from the survey results is the apparent receptiveness of Chamblee residents to the idea of forcing 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 set backs, and a dense horizontal and vertical

mixture of uses represents a rather profound divergence of form from what has previously existed in the LCI area. It also signifies a change in outlook and expectations. The enthusiasm for more human-scaled new development may result in easing the task of changing underlying zoning ordinances that ultimately govern land use and structural form.

Working Group Input and Analysis

Three working groups were directly involved in targeted discussions of planning issues and objectives. These groups provided useful information about the desired direction of the community in the early stages of the planning process. The suggestions varied, but most touched on a few key ideas, ideas that became central to the plan's development. One frequently repeated was Chamblee's identity ambiguity; another was its lack of a coherent civic space. The absence of sidewalks and pedestrian streetscapes was also a frequent complaint. The aim of the plan came in part from these comments, as did the suggestions for future public expenditure.



Public meetings provided a forum for open expression: comments, questions, and concerns about the project.

Commercial/Retail Working Group

The Commercial/Retail group consisted of local business owners, representatives from commercial development companies, and MARTA. The group completed urban form preference surveys and discussed their image of Chamblee, their ideas for its future development, and the issues/obstacles inhibiting goal attainment. Discussion topics included the role of the transit station in the city's future, Chamblee's image, its locational advantages/disadvantages, and pedestrian infrastructure (or lack thereof). The group stressed the importance of promoting redevelopment activities and opportunities in Chamblee to overcome the town's somewhat negative identity. They also suggested that retail development will follow residential development, and voiced the perception that population and income levels are high enough to support new businesses.

Residential Working Group

The residential group was comprised of representatives from major metropolitan residential development companies. This group was given urban form preference surveys to complete and opportunity to discuss the present and future of Chamblee. Among other things, they suggested that sidewalks stitching the LCI study area together are needed, a civic building or space would be a useful centerpiece, and the high cost of property will require greater building density allowances to make new residential development profitable. The role of MARTA was discussed, though several participants contended that the presence of mass transit may not be the primary motivation for new development in the area. Most developers were interested in MARTA's parking lots because of the dearth of undeveloped land in the area.

A series of working groups allowed time for extended discussion of specialized development issues.

Chamblee Community Advisory Committee (Ccac)

Two meetings were held with the CCAC during the LCI planning process. This group, comprised of local residents and business owners from throughout the City, holds regular meetings with the Community Development Department to offer advice and suggestions on development activities occurring in Chamblee. The LCI program was explained and discussed and members were offered a chance to respond to suggestions.

Stakeholder Group Input And Analysis

All LCI area landowners were invited to the stakeholder group meetings which provided an open forum for questions about the status of the planning process. The first meeting was organized to be a hands on design session, where participants were given the opportunity to draw diagrams of their desired land use arrangement in the LCI area. The second meeting presented a synthesis of the input from all previous public and working group meetings, along with a set of preliminary recommendations for land use, transportation, and zoning code changes to the LCI area. Attendees were asked to provide written and/or oral feedback on the preliminary findings and proposals. Both meetings resulted in positive comments from participants. Most appeared interested in the prospects the plan and potential future funding opened and were receptive to the idea of building new bicycle/pedestrian infrastructure and altering existing zoning codes to encourage new, transit-oriented development. This response further corroborates the validity of the ideas that emerged early in the planning process.

Public Hearing Input And Analysis

As part of the planning process, two public hearings were held to receive input from members of the larger community. These meetings featured an overview presentation of the existing land use conditions in the LCI area, some key suggestions offered by the working groups, and a set of thinking/discussion points.

Questions and comments about the planning process, the study area, and development goals were received and then integrated into the burgeoning vision for the LCI area.

Finding safe ways of connecting neighborhoods to the rail station, improving pedestrian facilities, and need for a civic space/park were standout comments offered in support of the plan. These issues were roughly sonorous with the issues raised during the working group meetings, and seem to suggest a common set of desires concerning the best possible future use of land in the area.



The central issues that emerged from public discussions:
-identity
-civic space
-pedestrian facilities

3.2 PARTICIPATION GENERATED PROJECT GUIDANCE

The vision emanating from the public participants in the planning process was marked by three primary ideas.

- One, Chamblee currently lacks a strong identity in the minds of outsiders, an ambiguity that has helped limit redevelopment activity. The issue of Chamblee's image should be addressed by the LCI plan and the broader planning and promotional activities of the City.
- Two, the LCI area lacks a significant civic building or space around which development could be clustered. This issue relates directly to the image of the LCI area as well as the function of the LCI area. The MARTA station is generally viewed to be an appropriate focal point for the area, however its current design does not encourage civic function or pride.
- Three, if transit-oriented development is to occur, pedestrian facility improvements must be the highest priority for the investment of public monies. Since an emphasis of the LCI program is on improving the physical infrastructure within activity centers, Chamblee's best approach is to funnel available public funds into improving pedestrian facilities while modifying plans and development regulations. Pursued simultaneously, these two methods can work to transform the LCI area into the future urban environment envisioned by the community.

Pedestrian facilities in the LCI are in need of extensive upgrades.



4. STUDY AREA ANALYSIS: NEEDS AND OPPORTUNITIES

4.1 LAND USE AND DEVELOPMENT



The adaptive reuse of industrial buildings is ushering in new residential growth.

Industrial Conversion

The LCI area is populated by relatively expansive industrial and commercial buildings (over 1 million square feet total). Most of the structures are currently occupied and used for their intended purpose, which places some boundary on the freedom developers will be granted to pursue innovate projects. Most were built after World War II and thus don't possess the kind of architectural details or layout that recently has exaggerated the market for converting pre-Depression industrial structures into residential units and premium office spaces. Chamblee's LCI buildings are largely one story and set many feet from the street front, and only a small portion are of brick construction (the rest being metal siding).

Yet these factors may ultimately prove 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. Thus it is conceivable that their demolition will come easily, opening space for new buildings that better fit the LCI vision. Once a few old structures are demolished and replaced with new structures, adjacent properties will become more valuable, making further demolition and reconstruction more profitable and more likely to occur.

But this is not to suggest the need for a decisive movement in that direction. The idea of a mixed use district allows space for a variety of different functions. Many industrial/commercial firms do not introduce serious negative externalities into their surrounding environments, and should be included in a mixed use district. Hence any changes to the zoning code should pay careful respect to existing businesses to avoid inhibiting long-standing uses. (*Hadachek v. Sebastian*, 239 U.S. 394, 1915) Perhaps the most important factor influencing the redevelopment of industrial properties will be market perceptions. If early developments are successful (judging success by selling price or monthly rent), other potential developers will be more likely to make investment risks. By this point, the perceptions will become real and Chamblee will likely find itself in the midst of a powerful transformation.

Residential Redevelopment

It is now clear that the first significant wave of redevelopment in Chamblee's LCI area will be residential. Because of the emphasis of the LCI program on reducing automobile dependence for daily activities, developing compact places where people are willing to live has been

given priority. The presence of the MARTA station in Chamblee enhances the prospects for the project's success. Because residential buildings are the desired outcome, and often the most difficult to effectively program, policies should be created that encourage and support organizations interested in developing housing.

As has been suggested, one problem is that there are only a few opportunities to use existing industrial structures for uses other than those that were originally intended. Most other LCI area structures will prove unsuitable for residential retrofitting for a variety of reasons (industrial contamination, structural integrity, layout). Large and medium-sized parcels coupled with low-density buildings severely diminish the amount of available vacant land (the kind most conducive to profitable residential development). Thus if residential development is to be effectively pursued, an effort must be made to help expedite the acquisition and assembly of suitable parcels into useable arrangements.



A diversity of people requires a diversity of housing choices.

The existing residential areas, confined to the southeastern corner of the LCI area, may become sites for redevelopment, though probably not in the short term. The few single family homes in the area could attract individuals interested in renovation, but the structures are neither architecturally significant nor numerous enough to spawn a large-scale turnover.

Two small multi-family developments, because they house lower-income families, may attract developers interested in demolition and rebuilding. But these buildings currently provide the only reasonably affordable units in the LCI area and offer conveniently located housing for students from the Interactive College of Technology. Since Chamblee's goal is to provide facilities for both a socially and economically diverse community, steps should be taken to preserve older multi-family buildings. Considering the rising cost of area property (and therefore development), it is unclear if any new developments will include affordable units.

Marta Properties

MARTA currently owns seven parcels surrounding the Chamblee station, all of which are used for surface automobile parking. While it is not likely that all six parking parcels will be available for redevelopment, MARTA has expressed a desire to lease or sell some of these properties to developers willing to construct transit-oriented buildings in the near future. 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 area freely. Current conditions are not conducive to such activity and raise serious questions about how the physical design of the

Under-utilized MARTA parking lots are a medium for progressive development.

station will influence the success of transit-oriented development.

One plausible approach to land use planning in the LCI area is to allow properties like those owned by MARTA to develop in a relatively unscripted manner. This would not only create greater diversity of development, but also support a more efficient arrangement of the landscape, one that minimizes total cost (nuisance, prevention and administration costs) and maximizes total benefit (value of each parcel). Instituting proper performance zoning standards can help this process along without excessively intruding on the ability of developers to build profitable structures.

Ultimately, even with good performance standards, the exact outcome of development is unknown. But the act of creating an area of mixed social and economic activity requires tolerance of a certain degree of uncertainty. Uncertainty forces property owners to react to conditions as they arise, without the safety net (or constraints) of narrowly-defined prescriptive use districts.

Economic Development

The LCI program was designed to encourage comprehensive nodal development ("livable centers"), which by definition includes economic development. If activity centers are to be sustainable, then they must include opportunities for generating financial dividends. A properly balanced center must offer opportunity for employment for the individuals who reside there. It also must offer visitors a chance to consume local productions, making their experience specific to the place. This idea of encouraging place-specific consumption should not be overlooked as a potential economic development tool.



Changing the way land in the LCI area is used could impact the entire Atlanta region.

On a broader level, redeveloping the LCI area into a more robust activity center serves as an economic development tool for the entire city. The presence of diverse living, employment, and recreational opportunities serves to attract outside attention, even if that attention only consists of a several hour visit. A transit-oriented activity center in Chamblee would hopefully produce desirable experiences that non-residents seek out repeatedly. If those visitors spend money during their stay, the activity center would quickly become a powerful economic asset to the city, and could be used to spark more intensive redevelopment of areas beyond the LCI district boundaries.

The approach taken herein has been developed with the intent of opening doors to relatively unrestricted development. Thus while it is useful to point out the economic benefits of an enhanced activity center, it is not the point of this plan to prescribe exactly the steps to be taken toward this goal. Rather, the point is to create an environment where innovative

planning and development is given serious consideration. Ideas concerning the direction of economic development should remain nebulous, taking the form of general suggestions rather than specific prescriptions.

4.2 TRANSPORTATION

The Chamblee LCI project requires a blending of improvement efforts related to land use and transportation which will provide a consistent approach to supporting the identified vision for the study area. Figure T-9 summarizes the flow of the Chamblee LCI project and displays the interaction between the land use and transportation elements. Through an examination and analysis of study area conditions, discussions with City staff, and input from the public and area stakeholders, a strategic vision was developed for the Chamblee LCI study area. This strategic vision was adapted to the existing physical conditions in the study area to develop a land use context from which to examine area needs and opportunities. The parameters of this land use context were combined with existing traffic conditions, transit access needs and functional roadway classification to provide a transportation context from which to examine transportation needs and opportunities that are supportive of the project vision and consistent with the land use context. These land use and transportation needs and opportunities are combined in the activity center plan, from which specific improvement projects are defined.

The primary input information for development of the transportation context is the existing transportation infrastructure and traffic conditions for the area, which define the facilities and usage of those facilities. Where roadway transportation is concerned, one of the most important characteristics of the roadway network is the roadway functional classification. The roads in the Chamblee study area are functionally classified as major thoroughfares, minor thoroughfares, and local streets. The major thoroughfares have the movement of through traffic as their main objective with access and local circulation (via automobile and pedestrian) less emphasized. This is contrasted by the local streets, which have access and local circulation as their main objectives, with through traffic movement less emphasized. The minor thoroughfares provide a balance between the mobility and the access/local circulation functions of the road. Though pedestrian movement is not the main objective along the major thoroughfares, providing for pedestrian safety and crossing capabilities is important on all roadways and is reflected in recommendations for pedestrian travel on all roadway classes.

The following is a summary of the roadway classification in the Chamblee LCI study area:

- Major thoroughfares
 - Peachtree Industrial Boulevard
 - Chamblee Tucker Road
 - Clairmont Road
- Minor thoroughfares
 - Peachtree Road
 - New Peachtree Road
- Local streets
 - Malone Drive
 - Miller Drive
 - Pierce Drive
 - Hood Avenue
 - Watkins Avenue
 - Burke Avenue

Thus, improvement strategies on Peachtree Industrial Boulevard, Chamblee Tucker Road, and Clairmont Road should focus on movement of traffic, while Peachtree Road and New Peachtree Road should balance the needs of through vehicles with access and local circulation needs. This allows the opportunity to reconsider the existing physical layout of the latter two roads, which are strongly oriented towards automobile through traffic, to provide increased emphasis on pedestrian movement and safety. This focus on the pedestrian travel mode is needed to foster the pedestrian-oriented environments identified in the land use context for the areas adjacent to the MARTA station along these roads. This is particularly appropriate for the Peachtree Road section adjacent to the MARTA station, where the proposed land uses will be strongly geared towards pedestrian-oriented development.

The roadway functional classification is combined with transit access needs in the study area, due to the presence of the MARTA station and existing traffic conditions (traffic control, intersection operations, and traffic volume). This information, along with the parameters of the land use context, forms the transportation context for identification of needs and opportunities.

The transportation related needs and opportunities are therefore supportive of the land use context, providing transportation solutions that support the overall LCI vision. These transportation needs and opportunities are described in the following paragraphs.

Roadway Network

The overall transportation network operations in the area were examined to determine existing system deficiencies and future needs. This

assessment did not indicate the need for new roadway connections or widening. The ability to accommodate area changes without the need for additional roadway capacity is beneficial, especially when viewed in light of limitations to adding roadway capacity due to air quality restrictions. This assessment of potential deficiencies is combined with an examination of the land use context to provide a basis for infrastructure improvements that support the overall project vision. Some findings which guide the identification of appropriate infrastructure features to be implemented in the Chamblee LCI area include:

In the LCI area, on-street parking is largely prohibited.



- Access to transit needed to support transit oriented development requires safe and accessible pedestrian travel paths from potential origins and destinations to the transit facilities.
- Transit-oriented development patterns rely on good pedestrian connectivity throughout the area. This is needed to support a chaining of trips through pedestrian movement.
- Parking availability at the expense of easy pedestrian access can increase the use of the automobile in the study area. However, on-street parking can be used to supplement reduced off-street parking availability and provides a buffer between the sidewalk and the street.
- Potential pedestrian demand exists beyond the study area, so connections across the study area boundary should be made where appropriate.
- Roadway cross-section and intersection treatments should reflect the functional classification of the roadway and the relative needs for access and pedestrian flow versus circulation.
- Pedestrian crossing treatments should be provided at signalized intersections and at other locations, where needed. The type of crossing protection (crosswalk, crosswalk with median, or signalized crossing) should be determined based on pedestrian crossing times and available gaps in traffic flow.
- Background traffic in the Chamblee LCI study area is projected to grow at a low to moderate rate of approximately 1% per year for years 2000 to 2025, based on the ARC TRANPLAN model data.

The primary roadway related improvement recommendations are geared towards improving pedestrian travel conditions, traffic operations, and reallocating laneage to foster a pedestrian-oriented environment that operates with enough vehicle capacity to minimize congestion. Several roads in the study area were examined to determine which transportation improvement recommendations best support the livable centers initiative. The following paragraphs summarize the needs and opportunities along these roads.

Peachtree Industrial Boulevard



Pedestrian safety has not been a concern on many of Chamblee's roads, whether major thoroughfares or local access streets.

The Peachtree Industrial Boulevard corridor is functionally classified as a major thoroughfare, with its focus on movement of through vehicles. This function is consistent with the Chamblee LCI vision for the area. This corridor should be kept as attractive as possible for through traffic to prevent it from rerouting to other parallel routes through the study area, such as Peachtree Road and New Peachtree Road.

While maintaining the through capacity on this important arterial, providing safe pedestrian access across the road is an important need, allowing residential areas to the north to access the MARTA station and potential future commercial development. The Georgia Department of Transportation is currently upgrading the pedestrian crossings along Peachtree Industrial Boulevard to improve accessibility and crossing visibility. These crossing upgrades will improve the attractiveness of crossing Peachtree Industrial Boulevard. To complement these crossing improvements, sidewalk is needed along the south side of Peachtree Industrial Boulevard to connect these crossings to the local street network in the Chamblee LCI study area.

Clairmont Road

The Clairmont Road section within the study area is primarily a bridge section over the MARTA and railroad tracks, as well as Peachtree Road. This bridge section has sidewalks, but is only moderately attractive as a pedestrian connection because of the long length that must be traversed on the bridge with no adjacent pedestrian supportive land use. This route is classified to support the movement of vehicular traffic. Though this route does provide direct pedestrian connectivity through the study area, its location on a bridge structure makes it less attractive as a pedestrian travel path than parallel streets.

Chamblee Tucker Road

The Chamblee Tucker Road corridor functions as a major thoroughfare in the study area. However, since the Chamblee MARTA station is a primary destination located adjacent to the road, it serves as a collector function for many trips. Though the functional classification of this roadway suggests that through traffic should be preserved along this corridor, the need to support adjacent pedestrian-oriented development is present. Thus, providing for pedestrian traffic flow along the corridor is needed, with emphasis on pedestrian crossings at established crossing locations. The through traffic flow capabilities of the roadway should be preserved by maintaining the existing number of through lanes.



Peachtree Road



Peachtree Road is the central corridor in the LCI area, though it is currently ill-suited to pedestrians.

The primary emphasis area has been identified as the area adjacent to the MARTA Station. On the north side of the study area, Peachtree Road was identified as a major improvement area. This area was carefully examined to determine the appropriate modifications to balance the needs of access and pedestrian movements versus mobility along this segment of road. The following four-lane configurations were considered:

- Existing four-lane section
- Two through lanes with left turn lanes and a median
- Two through lanes with left turn lanes and no median
- Two through lanes with no left turn lanes

Based on consideration of the needs of pedestrians in the area combined with the need to maintain through traffic flow and reserve some extra roadway capacity for traffic generated by redevelopment, the option with two through lanes with left turn lanes and no median was recommended. Figure T-10 shows this proposed lane configuration.

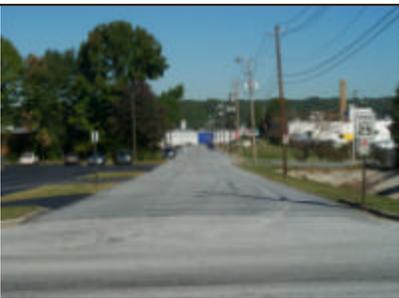
New Peachtree Road

The New Peachtree Road area east of Chamblee Tucker Road is an example of a roadway for which a balance between pedestrian flow and through traffic capacity is needed. This road serves through traffic and provides access to the MARTA parking lots. In addition, pedestrians frequently cross this road at the unsignalized Watkins Avenue intersection traveling between the MARTA station and the Interactive College and adjacent neighborhood. Providing safe pedestrian crossing for this movement is an important need for this corridor along with providing for traffic movements to and from the MARTA parking lots.

Local roads do not properly balance the needs of pedestrians with those of automobiles.

Local Roads

Parts of the local roads on the north side of the MARTA station are within the primary emphasis area for land use and transportation improvements as a part of the Chamblee LCI implementation. As such, these local roads provide the opportunity for supporting the proposed pedestrian-oriented land use patterns by providing on-street parking and facilitating pedestrian movement.

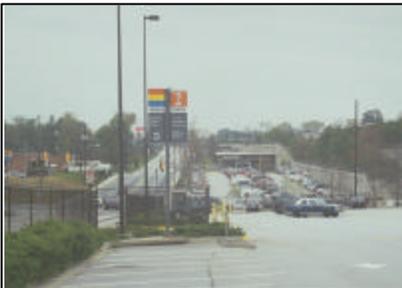


On the south side of the MARTA station, pedestrian movement is also important on the local street system to provide circulation within this

residential area as well as enhanced pedestrian connectivity to the MARTA station.

Public Transit/MARTA

The use of public transit (MARTA) reflects one of the larger transportation opportunities in the study area. The proximity to MARTA is an important force for redevelopment in the area. Therefore, improvements should place an emphasis on use of MARTA and on fostering a transit-oriented development pattern. Transportation improvements are recommended to support that transit orientation through an increase in pedestrianization and emphasis on access to the MARTA station. Thus, the opportunity to use MARTA more efficiently leads to recommended improvements such as enhancements to Peachtree Road to make it more usable by pedestrians. MARTA is the central focus point around which the improvement recommendations are based.



Chamblee MARTA rail station:
the central focal point of the
study.

In addition to forming the central focal point of the study area, several features within MARTA present transportation opportunities to provide improvements that support the identified land use needs and opportunities:

- Some of the MARTA parking lots are located on properties that are desirable from a development point of view. Marketing all or a portion of this property may provide types of development compatible with transit-oriented land use or it could provide an opportunity for shared parking with developers in the future.
- The MARTA station itself provides a passageway across the railroad tracks in the area. This connection is currently within the MARTA paid area (the area behind the turnstiles including the bus bays in which free intermodal transfers can occur between bus and rail), but if modified could provide a valuable pedestrian connection between the north and south sides of the study area.
- The MARTA parking lots are currently distributed between the north and south sides of the MARTA station. As parking lots are redeveloped north of the MARTA station, they should be replaced by either shared parking north of the MARTA station or new parking spaces south of the MARTA station. Also, as the MARTA ridership grows over time, any additional MARTA parking should be located on the south side of the station. Thus, over time the north side of the station will trend towards becoming an urban station, while the south side of the station will retain the commuter station functions.

In addition to the potential for increased use of MARTA in the Chamblee LCI area, a future opportunity for shuttle service exists once significant

redevelopment of the area occurs. This shuttle service could link the MARTA station with downtown Chamblee, adjacent residential neighborhoods, and commercial areas along Peachtree Industrial Boulevard.

Bicycle/Pedestrian

Bicycle and pedestrian traffic flow accounts for a small portion of the existing trip making in the Chamblee LCI area. However, land use changes are proposed to foster transit-oriented development which is highly dependent on pedestrian traffic. Most of the Chamblee LCI study area is within a one-half mile walking distance of the MARTA station and the primary emphasis area is within one-quarter mile walking distance. This close proximity to the MARTA station puts these areas within the walking distance typically considered acceptable by pedestrians. Through connection to planned bicycle facilities, the acceptable distance can be extended to a few miles for bicycle travel. The land use changes proposed within walking distance of the MARTA station create the need for improved pedestrian facilities throughout the study area, particularly in the primary emphasis area along Peachtree Road adjacent to the MARTA station. These pedestrian facilities include a combination of sidewalks, multi-use paths, mid-block pedestrian crossings, and signal system elements to enhance pedestrian movement and crossing.

The needs and opportunities associated with bicycle and pedestrian travel recognize pedestrian travel patterns between origins and destinations. In most cases the pedestrian improvements needed are located within the roadway right-of-way. Many of these needs and opportunities are discussed in the roadway network section. In addition to providing pedestrian facilities along these corridors, a pedestrian/bicycle greenway corridor is proposed north of Peachtree Road. This greenway corridor would tie to the proposed Path Foundation trail west of Clairmont Road and extend along the abandoned rail spur to the east past Miller Road. This secondary pedestrian circulation system will provide an alternative to the street system for walking and biking. Where this greenway corridor crosses the roadway network at Chamblee Tucker Road, Malone Drive, and Miller Drive, special pedestrian crossing treatment will be needed to accommodate users. This greenway corridor and the proposed bike lanes along Peachtree Road will provide bicycle connections between the MARTA station and the Path Foundation trail.

In the primary emphasis areas immediately north and south of the MARTA station, enhancing pedestrian movement and usability is the focus of the improvement needs. The primary emphasis area north of the

MARTA station is centered on Peachtree Road. The functional classification of Peachtree Road allows the needs of pedestrians to be emphasized, providing for pedestrian travel along the corridor, as well as signalized crossings of the roadway at regular intervals. To emphasize the focus on access and pedestrian issues, a modified roadway cross-section is recommended for the Peachtree Road segment from Clairmont Road to Pierce Drive. This modified roadway segment includes reduced number of through vehicle lanes to two with left turn lanes, a parking lane on the north side, bicycle lanes, and increased width (8') sidewalks.

New development regulations should be simple and transparent.

5. CHAMBLEE MARTA STATION AREA ACTIVITY CENTER PLAN

The overriding principles that have guided the development of the Chamblee LCI area plan are transit accessibility and diversity of use. These planning and design principles are carried through to all recommendations for public and private sector development and improvement within the district.

The following description of the plan is divided into two categories: recommendations for land use and development and recommendations for capital improvements to public rights-of-way and facilities.

5.1 LAND USE AND DEVELOPMENT

Development and redevelopment in the residential, commercial, institutional and transportation sectors within the Chamblee LCI area will depend largely on the initiative of area landowners and the private development community. The involvement of MARTA as a partner in transit-oriented development will also be very significant. Participation from the City of Chamblee in the development process is expected to extend to activities commonly associated with the city’s community development function, but is not anticipated to involve any city-sponsored or funded acquisition and development of properties for uses other than public parks, open spaces and rights-of-way.

Participating property owners and representatives of private development corporations have been instrumental in the planning process, making significant contributions to the development of the transit oriented development plan for the Chamblee MARTA Station area. The ideas behind transit-oriented and mixed-use development are categorized in the future land use recommendations according to development type and development orientation.

Mixed use development in the LCI should be normative, not anomalous.



Development Types

Creating a mixed-use, transit-oriented development environment requires fewer land use classifications or development types than commonly practiced methods of land use planning and zoning. Development types identified in the Chamblee LCI area plan include Mixed-Use, Institutional/ Campus, Open Space/Public and Transportation (MARTA and rail corridor). Each land use type has associated with it a particular set of attributes that define its character, like land use categories. But the types are meant to be less constrictive, more open to the desires of property owners, and descriptive rather than prescriptive.

Mixed-Use Development

The primary development type specified for the LCI area is Mixed-Use,

which can include residential, commercial and related property uses in a non-prescribed arrangement. The mixture of land uses may occur in horizontal form (different uses side by side) or vertical form (different uses on different levels of the same building). Standards will be set to ensure that a use does not create a nuisance that is incompatible with the district, and targets may be set to encourage the development of particular use distributions (percent of residential, retail, etc.) in order to achieve broader goals or objectives. At the land use planning level, however, no specific use is prescribed to a specific location within the plan.



New development regulations should be sensitive by transit-orientation, not pre-specified use.

With the exception of a neighborhood park and greenway trail, the area to the north of the MARTA station is recommended entirely for mixed-use development. This area is understood to be most amenable to market-driven development activity in the near future, and current activity in the area supports the notion that mixed-use redevelopment is plausible, indeed a likelihood. Current projects and prospects for this area include conversion of industrial properties to residential use (the Malone Lofts, etc.), development of vacant land for institutional use (Senior Connections headquarters), and expansion of area high-tech employers (Microcoating Technologies). Major changes in land use recommended for the LCI area's north side include the conversion of MARTA surface parking lots to pedestrian-oriented residential and retail buildings, the MARTA-owned storm water detention property to a public park, and all abandoned rail spur lines to public greenway trails.

Recommendations for land use and development changes within the area south of the MARTA station are heavily influenced by the traffic dynamics of the station and the presence of the Interactive College of Technology. As MARTA surface parking lots are removed from service on the north side of the station, parking areas on the south side will become more crucial to MARTA's daily auto commuters. Currently, many commuters who would otherwise use the Doraville station are spilling over to Chamblee when Doraville parking lots are full. It is unknown whether this trend will continue into the mid- and long-term future. It is anticipated, however, that commuter parking will continue to be an important element of the station. To respond to the dual demands for parking and development, it is recommended in the mid- to long-term future that structured parking facilities accompany pedestrian-oriented retail commercial buildings.



In addition to MARTA-related activity, the south area includes the campus of the Interactive College of Technology and surrounding residential and commercial areas. The areas surrounding the campus are recommended for a mixture of land uses similar to those recommended for the northern section of the LCI area. Here, a combination of

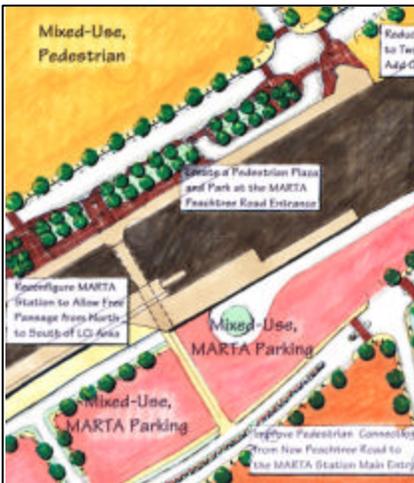


Due to a high number of daily pedestrian arrivals, the connections between the Interactive College of Technology and the rail station need extensive streetscape upgrades.

commercial and residential uses should be encouraged that will support the area’s transit orientation, the activity of the Interactive College, and the economic opportunities presented by nearby DeKalb-Peachtree Airport. Specifically, redevelopment in the area should be encouraged to include affordable housing and neighborhood retail/commercial businesses which can serve the needs of Interactive College students and Chamblee residents.

Institutional/Campus

The Interactive College of Technology is a significant institution in the City of Chamblee. The campus, which is shared with a Hispanic church congregation (the only church in Chamblee at this time) is one of only a handful of institutional properties in the city. It holds value in terms of its educational and cultural contributions to the community. The campus property should be preserved for institutional use into the future, and efforts should be made to improve the campus environment and landscape as an asset to students as well as area residents.



Transportation: MARTA and Rail Facilities

As a land use, transportation facilities will continue to have a major impact on the Chamblee LCI area. Measuring the impact of transportation facilities on land use should include the local road network, but this plan is primarily concerned with the area occupied by MARTA facilities and other rail tracks. This rail corridor is particularly significant because it has historically divided the LCI area and offers few opportunities to cross from one side to the other. Obviously, the rails are immovable. However, alteration of the MARTA station to allow free passage through the existing pedestrian tunnel that passes beneath the rail tracks may significantly mitigate the effects of the rail barrier without extensive engineering of bridges or tunnels.

Development Orientation

To support the emphasis on mixed-use development within a transit-oriented environment, the orientation of development to transportation corridors, of whatever type, becomes crucial. This issue is key to the coordination of land use and transportation planning in the LCI area. Three general development orientations are specified in the plan in conjunction with mixed-use recommendations: Pedestrian-Oriented, Pedestrian/Auto- Oriented, and MARTA Parking. These orientations, however, are only expectations, not requirements. Thus the actual degree to which a property is auto-oriented or pedestrian-oriented is not prescribed, rather it is a function of the impact of performance standards on a specific site proposal.

Pedestrian-Orientation

The plan for Chamblee’s MARTA Station area proposes a dramatic

change for the Peachtree Road corridor to the north of the transit station. Currently an automobile-oriented collector road with little consideration for pedestrian activity, it is recommended that Peachtree Road be transformed into a pedestrian-oriented, mixed-use environment. A number of significant alterations must be made to the existing infrastructure in order to achieve this goal, including streetscaping and traffic route modifications. However, if development practices are not coordinated with capital improvements, the plan may be largely ineffective.



Land areas within the plan that are classified as Mixed-Use - Pedestrian should be specifically regulated in areas such as parking, building setbacks, and façade treatments in order to foster an environment that favors pedestrians over automobiles. This will require a significant change from past development patterns along Peachtree Road and elsewhere in the LCI area. The primary mechanism for achieving this objective in future development will be modifications to the Chamblee Zoning Ordinance as discussed within this report.

Pedestrian/Auto-Orientation

Land areas that are within the LCI area but are more proximate to Peachtree Industrial Boulevard or Chamblee Tucker Road will share a balance of transportation influence in the future. Though a goal of transit-oriented development is to emphasize public transit, it is important to remember the continuing influence of high capacity, high volume road corridors on land development. Redevelopment of the areas within the plan that are classified as Mixed -Use - Pedestrian/Auto should be balanced between the emphases of access to public transit and to major automotive corridors. As with the Mixed-Use - Pedestrian areas, this balance will be best achieved through performance zoning standards that address factors such as parking and building setbacks.



An increase in the amount of land permanently dedicated to greenspace is recommended.

5.2 PUBLIC RIGHTS-OF-WAY AND FACILITIES

In addition to planning for future development types and orientation to transportation facilities, planning for future improvements to public rights-of-way and facilities in the LCI area is critical to foster transit-oriented development in the district. Recommendations in the plan emphasize two key elements involving capital improvements, Public Open Space (parks, greenways) and Public Rights of Way (roads and streetscape).

Public Open Space And Parks

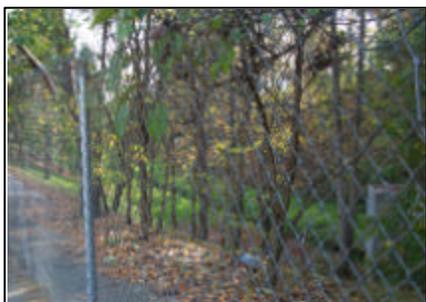
Provision of adequate public open space is essential to the function and health of a mixed-use neighborhood environment. It has been expressed through surveys and discussions that there is not sufficient public open space to meet the needs of current Chamblee residents, much less those

of future residents. There is currently no dedicated public open space within the LCI area. This poses a serious problem for prospects of future redevelopment.



Recommendations for adding public open space within the LCI area are intended to introduce functional public open spaces without removing developable property from the market. Improvements are needed in four areas to ensure accessibility for all LCI area properties.

To the south of the MARTA station, the LCI area includes a portion of the PDK Airport buyout area. Once the buyout is completed, this area will remain under public ownership as undeveloped open space of some type and can be a significant asset to the community. The western edge of this area along Burk Drive should be developed as a passive and active recreational park to serve residents in the LCI area and International Village.



The northern edge of the Chamblee MARTA station includes over 600 linear feet along Peachtree Road that is landscaped with an allee of relatively mature trees, taking the form of a linear park. Currently, this area is effectively inaccessible to the public due to the arrangement of the MARTA bus terminal. Recommended modifications to this portion of the MARTA station, including removal of fences and relocation of bus stalls onto Peachtree Road, should transform this area into a functional linear park and pedestrian plaza.

In the area to the north of the MARTA station, two primary opportunities exist for creation of public park facilities. The abandoned system of rail spurs which once served businesses in the area presents an opportunity to create an off-street greenway path for bicyclists and pedestrians. The potential for this greenway is to extend access to the majority of the properties in the northern area, eventually connecting with the planned countywide path system that passes beneath the Clairmont bridge on its way north. Located adjacent to this potential greenway path and between Malone Drive and Chamblee Tucker Road is an approximately 2-acre piece of property owned by MARTA. Currently restricted to public access and functioning as a storm water detention pond for MARTA properties, this undeveloped land has the potential to become a passive neighborhood park similar to those found in many older Atlanta neighborhoods. Development as such would require that proper engineering analysis, design and construction be undertaken to ensure that the area is safe for public use. Additionally, it will likely be necessary for the City of Chamblee to acquire the property from MARTA in order to properly manage park maintenance and liability issues.



Public Rights-of-Way



Significant streetscape upgrades are recommended for the entire LCI area.

Improving the condition of the public streets and thoroughfares is a crucial part of changing the environment of the LCI area. Toward this end, the plan recommends building sidewalks along both sides of all streets in the area if none exist, and making improvements and upgrades to those that exist in substandard condition (broken, overgrown with weeds, ADA incompatible). Street furniture (benches and trash cans) should be purchased and placed in strategic locations (places where pedestrians may congregate), mostly near major intersections and the MARTA station. To improve perceived safety, consistent, pedestrian-scaled street lamps should be placed along sidewalks. Trees and shrubs should be planted near the curb-street boundary to enhance the three-dimensional perspective of pedestrians (and drivers), and provide some semblance of protection from conflict with passing automobiles. During harsh summer months, trees also provide needed shade. And, to enhance the sense of identity within the district, special signage or district markers should be placed at Gateway points at peripheral intersections.

In addition to streetscape improvements, retrofitting certain routes in the LCI area for on-street parallel parking can provide places for curious drivers to easily park, extra spaces for local businesses with parking limitations, and a strong physical boundary between the roadway and sidewalk. Parallel parking also helps calm passing traffic and provides real and imagined protection to pedestrians. In conjunction with establishing places for parallel parking, improvements should be made to intersections. Purposely narrowing travel lanes at intersections shortens the length of unprotected roadway a pedestrian must traverse to move from side to side. As intersections are upgraded, signs, pavement markings, and signals should be added to alert motorists to the presence of pedestrians. These types of improvements to public rights-of-way can create conditions more conducive to increased pedestrian activity, and, with accompanying changes to development codes (namely zoning), can foster a rich environment for living, working and recreating.



6. IMPLEMENTATION

6.1 CHAMBLEE COMPREHENSIVE PLAN AND ZONING ORDINANCE REVISION RECOMMENDATIONS



The city must assume responsibility for creating guidelines that promote responsible development.

A crucial part of the ultimate success of the Chamblee LCI plan will be devising new zoning standards to guide future development. Because performance zoning codes are designed to govern only the external effects of development, the pieces of the enabling ordinance should not specify exact outcomes. In other words, these codes should not attempt to prescribe land use for a particular parcel or group of parcels. This is intended to make the ordinance easier to administrate by hoisting the bulk of responsibility for compliance onto the shoulders of property owners/developers, who must prove their project's conformance to the performance criteria before permission to build is granted. This cuts directly into the overall cost of program administration for the municipality.

To help spur a transition to a special performance-based zoning overlay for the LCI area, a set of guidelines is presented below that can be used as a basic foundation for new development controls. While these indicators are suggested as components of a full-scale performance ordinance amendment, they are designed to be flexible. As the area evolves, some initial controls may prove unnecessary while some unforeseen problems may arise that require new or modified controls. The guidelines are presented in an order that reflects the most significant points of the zoning amendment first. The language is meant to be open and easily understood by property owners and developers.

These performance standards affect only future construction; they do not impact existing uses or structures. Existing land uses should be granted grandfather status, exempted from the new standards in order to preserve the existing use diversity while encouraging greater variance in future development. The goal of these performance standards is to engender the mixing of various uses in close proximity to one another, following the goals of the LCI grant program: to create identifiable places where individuals can live and shop in close proximity to their work.

Note, there are no districts assigned for the performance standards. The entire LCI area, as defined and described earlier, should be subjected to the provisions of these standards and treated as a single development district.

Performance Standards for the LCI Area

Parking

Of the factors impacting the quality of the pedestrian environment, parking is among the most important. Therefore, it should be tightly controlled in order to promote more pedestrian-friendly development in the study area. The maximum allowable number of spaces should be based on the square footage of retail/commercial space and the number of bedrooms per multi-family residential unit. Multi-family residential units shall be allowed one and one half (1.5) automobile spaces per bedroom for one bedroom units and one (1) automobile space per bedroom for two bedroom and greater units. To provide for visitors, the total number of additional spaces may be allotted at a rate that equals, but does not exceed, five (5) percent of the total number of spaces for the building. Retail properties serving the general public shall be allocated one off-street space per 250 square feet of floor space. Commercial, manufacturing, and industrial properties not serving public retail trade shall be allocated one space per 2,000 square feet of gross office, plant, or storage area. Professional and office properties shall be allocated one space per 1,000 square feet of gross floor space.

Additional automobile parking shall be relegated to area streets which the City of Chamblee has designated as public parking areas.

Building Density

Dense buildings shorten the distance an individual must travel between destinations and create visually welcoming pathways (street enclosure). To encourage greater building density in the study area, overall density limitations for residential and non-residential buildings shall be suspended. Minimum floor area ratios shall also be suspended, permitting construction of any size structure. The decision concerning the overall density of units per acre will be left to the property owner, governed only by height and lot coverage limitations.

Building Setback

Closely related to density, building setback determines the volume of the space in which the pedestrian travels. Narrow spaces (small volumes) create a sense of security and provide visual scale. All buildings, therefore, whether retail, commercial, industrial, or residential, shall be set no further than 10 feet from the outside edge of the sidewalk. No parking spaces shall be allowed between the sidewalk and the building façade.

Building Height

Because of the LCI area’s proximity to the DeKalb-Peachtree Airport, buildings are limited to heights that do not interfere with an incoming airplane’s flight path. This standard has been established by the Federal Aviation Administration (FAA). Therefore, barring future FAA restrictions, the maximum allowable height for any structure in the LCI area shall be 55 feet, which is roughly the same height as the tallest part of the Chamblee MARTA rail station. To ensure conformance with these minimum FAA standards, all new construction will be required to file FAA Form 7460-1. Height limitations work in conjunction with density: overall density is indirectly restricted by maximum allowable structure height.

Lot Area

To encourage innovative infill development, there shall be no minimum lot area, minimum lot width, or minimum public street frontage requirements in the LCI district. Additionally, there shall be no restriction on the number of principle buildings or uses permitted on a single lot: residential, retail, and commercial uses shall be permitted to coexist on any parcel within the district if the property owner desires such an arrangement.



Lot Coverage - Buildings

Hoping to encourage continuous street level building bulk and discourage excessive impervious open space, the maximum area a structure can occupy on an individual lot shall be 90 percent of the lot’s total square footage. This is considerably higher than currently allowed in Chamblee and is intended to discourage on-site surface parking.

Lot Coverage - Other Impervious Surfaces

To address problems of rain and storm water runoff associated with surface parking lots, impervious surfaces in the LCI area used for automobile parking may comprise up to but not exceed 20 percent of the lot’s total square footage. More than 20 percent of a lot may remain open if left undisturbed or landscaped without impervious surfaces.

Buffer Yards

To encourage building density and increased street-level bulk, side and rear yard buffers are not required for any new structures in the LCI area. These yards typically create inter-building spaces where such spaces do not belong; eliminating them helps to more tightly weave the physical fabric of the street into a coherent whole. The decision to install buffer yards will be left to the property owner.

Fences

To walk comfortably, pedestrians require inviting streetscapes. The

regulation of fences is intended to prevent hostile street facades that directly or indirectly discourage pedestrian activity. Therefore, no fence, regardless of design or construction materials, shall be allowed to circumscribe the perimeter of any lot in the LCI area, or stand between a building's facade and the inside edge of the curb.

Trees



Because trees provide erosion control, shade for pedestrians, clean air, and help mitigate the heat island effect, they shall be planted along all building facades facing the street, regardless of land use, at the minimum rate of one per 25 feet of total lot width. This requirement can be fulfilled by clustering trees such that the total number of trees equals the number otherwise required by the ordinance. The City of Chamblee Tree Ordinance and Regulations should be consulted regarding appropriate species of trees and planting methods.

Windows

To limit the incidence of blank, monolithic walls along pedestrian corridors, all new LCI area buildings shall be required to present a minimum of one window per story per 15 feet of total street façade width. This requirement can be met by clustering windows; there are no design requirements for windows.

Design Review Committee

An association of property owners in the LCI area should be periodically convened to review development proposals for the quality and coherency of exterior design and to study the overall progress of development in the area. The purpose of the committee will be to insure that proposed developments meet the spirit and intent of the special performance zoning standards. Following this charge, property owners and/or developers will be required to submit proposed site plans to the board prior to the issuance of a building permit. The board will have authority to suggest non-structural design (facade) changes to any site proposal prior to final approval.



The board shall consist of five members appointed by the city council. Each member's term shall be three years, at which point members must be reappointed and approved. Individuals are eligible to serve three consecutive terms. There shall be no financial compensation for service. All meetings shall be open to the public and shall provide time for public comment. Meetings should be scheduled on an as needed basis, and may be suspended if there is no business.

6.2 FIVE YEAR IMPLEMENTATION PLAN



Policy suggestions and capital improvements should be implemented as quickly as possible.

Land Use Related Recommendations

The following points are offered as concrete actions that the City of Chamblee should undertake in the coming years to implement the LCI area plan. These points remain suggestions, and are thus subject to alteration as conditions and needs change. They are grouped according to topic, and are not necessarily in order of priority, unless indicated. Each suggestion is designed to complement every other; the ultimate success of the plan depends in large part on the timely implementation of all points.

Policy and Publicity

- formally adopt performance-based zoning ordinance overlay in the LCI area
- ensure existing land owners of their right to continue their existing land use activities
- investigate the possibility of an affordable housing impact fee to create funds for subsidizing the future construction of affordable housing in the LCI area (one of the stated goals of the program)
- publicize the change in land use regulation to property owners and potential developers
- use LCI redevelopment as a community strength to better recruit new businesses to Chamblee
- periodically produce written updates of changes in the area for press release (aimed particularly at the *Atlanta Journal-Constitution* and *Atlanta Business Chronicle*)

Community Identity

- devise a distinct identity for the area, perhaps by a nickname or moniker that is simple to remember and repeat (MidCity District)
- place district signage or markers at gateway points to encourage name recognition by through traffic
- publicize the pending changes in the LCI area and associate the changes with the new identity

MARTA

- 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 LCI district
- encourage MARTA to release as much of their property currently used as parking to unrestricted development
- work with MARTA to build better pedestrian access from the south entrance of the station to New Peachtree Road and the Interactive College of Technology

- Work with MARTA to make the current storm water detention area north of Peachtree Road available for development as a passive park.
- Work with MARTA to transform the north side of the Chamblee station into a pedestrian plaza/transit-oriented civic space by reconfiguring the bus drop-off/pick-up and station entrance arrangements.

General Capital Improvement Projects

- improve sidewalks and streetscape conditions throughout the district
- work with DeKalb County to design and construct passive/active park facilities in the PDK airport buyout area west of Burke Drive
- design and construct a passive park on the approximately 2 acres currently used by MARTA for storm water detention
- work with property owners to acquire rights to construct a bicycle/pedestrian greenway trail along the abandoned Norfolk Southern rail spur that parallels Peachtree Road
- plant trees along both sides of all LCI streets between the curb and sidewalk
- purchase and site public benches in strategic locations in the LCI area
- purchase and site public trash receptacles in strategic locations in the LCI area
- initiate City-sponsored public art project to place sculpture throughout the LCI area
- install City maintained parking meters along LCI streets to provide revenue and freely accessible public parking

Transportation Capital Improvements

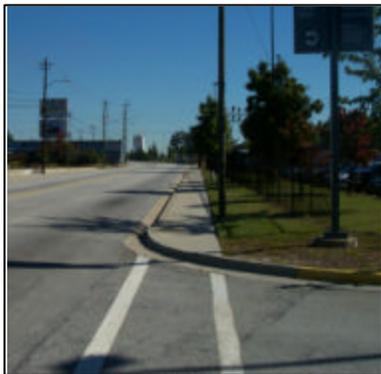


Recommended Improvements

Fostering transit oriented development near the Chamblee MARTA station is the primary objective of the Livable Centers Initiative for this area. Pedestrianization of the streets surrounding the MARTA station is desired to create a walkable area while maintaining traffic flows with acceptable levels of service. To accomplish this pedestrian focus, implementation of various transportation capital improvements is recommended. Thus, through improvements to the public right-of-way, the City of Chamblee can begin to create the environment that is supportive of pedestrian oriented land uses in the MARTA station area in conjunction with proposed land use and zoning modifications identified through the land use and development context.

The recommended transportation improvements are grouped into three areas of focus: the primary emphasis area, secondary emphasis area, and MARTA emphasis area. The primary emphasis area includes

improvements immediately adjacent to the MARTA station, including the pedestrianization of Peachtree Road, treatment of adjacent intersections, and improvements related to pedestrian travel to/from the Interactive College and the neighborhood to the south. The secondary emphasis area expands geographically from the primary emphasis area to include the remainder of the study area. The third emphasis area includes improvements related to MARTA including those associated with the MARTA station, bus operations, and parking. The following paragraphs describe the five-year implementation plan for capital improvements with estimated costs and also identify longer term improvements to support the overall transit oriented development strategies.

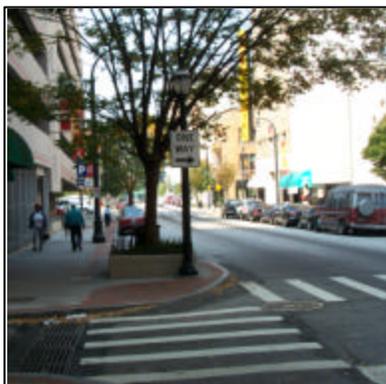


Primary Emphasis Areas

The area north of the MARTA station has generated the greatest redevelopment interest, with developers interested in gearing development towards pedestrian activity and use of MARTA. Therefore, this side of the station is proposed as a pedestrian oriented, urban station, while the southern portion of the station would retain the commuter functions of the MARTA station. To assist in pedestrianizing this area, the Peachtree Road area has been identified as a primary emphasis area. In addition, the Interactive College has significant MARTA usage by its student population. Therefore this campus and the surrounding neighborhood are also identified as a part of the primary emphasis area. Figure T-11 shows the approximate boundaries of these areas.

Five-Year Implementation for Primary Emphasis Areas

The following improvements are recommended as a part of the five-year implementation plan in the primary emphasis areas:



Pedestrian Facilities

- Install/upgrade streetscape with sidewalks, pedestrian lighting, landscaping, and street furnishings throughout study area as shown in Figure T-12.
 - Install new 5' sidewalks
 - Hood Avenue (both sides)
 - Watkins Avenue (both sides)
 - Miller Drive from Peachtree Road to abandoned rail spur one block to north (both sides)
 - Malone Drive from Peachtree Road to abandoned rail spur one block to north (both sides)
 - New Peachtree Road from Hood Avenue to existing sidewalk to east (south side)

- Replace existing sidewalks along Peachtree Road from Clairmont Road to Pierce Road with 8' sidewalk
- Provide ADA ramps at all intersections of curbs with streets or driveways.
- Work with Cannery development to get sidewalk connection past property.
- Provide pedestrian connectivity to Interactive College.
- Provide enhanced pedestrian crossing at New Peachtree Road across from Interactive College. The enhanced pedestrian crossings should include the following elements:
 - Reduced crossing distance with medians and/or bulbouts
 - Textured pavement
 - In-pavement warning lights
- Signalize the intersection of Peachtree Road at Malone Drive and provide enhanced pedestrian crossings as described below.
- Provide enhanced pedestrian crossings at the following signalized locations:
 - Chamblee Tucker Road at Peachtree Road
 - Peachtree Road at Malone Drive

The enhanced pedestrian crossings should include the following elements:

- Reduced crossing distance with medians and/or bulbouts
- Textured pavement
- Pedestrian indications operated in recall mode (no pushing of pedestrian button is needed to activate pedestrian signal phase)

Bicycle facilities spawn more bicycle riders and fewer drivers, which ultimately helps decrease air pollution.



Bicycle Facilities

- Connect multi-use path to Peachtree Road.
- Install bike lanes on Peachtree Road and designate as a bike route.
- Trailblaze Peachtree Road and proposed multi-use greenway path to Chamblee MARTA Station.
- Implement bicycle design standards as a part of multi-use facilities design.

Peachtree Road Pedestrianized Area

- Pedestrianize high pedestrian activity area along Peachtree Road from Pierce Drive to Clairmont Avenue:
 - Install gateways at the following locations
 - Peachtree Road at Clairmont Road bridge
 - Chamblee Tucker Road north and south of Peachtree Road
 - Peachtree Road east of Miller Drive

- Implement traffic signal with pedestrian crossings at Malone Drive crossing adjacent to MARTA station
- Reduce cross section to two travel lanes and a left turn lane as described below
- Reduce travel lane width to 11'
- Reallocate existing pavement (52' plus curb) and sidewalk area (14') as follows (65' plus curb):
 - 8' sidewalk north of Peachtree Road
 - 8' parking lane
 - 4' bike lane
 - 11' WB travel lane
 - 11' left turn lane
 - 11' EB travel lane
 - 4' bike lane
 - 8' sidewalk south of Peachtree Road
- Design parking spaces to allow appropriate turning radii for MARTA buses.

Roadway/Intersection Improvements

- Reduce Peachtree Road cross-section to two travel lanes in conjunction with pedestrian-friendly treatments described above.
- Modify Peachtree Road approaches to intersection with Chamblee Tucker Road to provide a left turn lane and a shared through/right turn lane. Install a westbound protected-permitted left turn signal phase.
- Reduce Hood Avenue cross-section to two travel lanes in conjunction with addition of on-street parking as described below.

On-Street Parking



- Provide on-street parking with marked spaces on the following streets as shown in Figure T-13:
 - Both sides of Miller Street from Peachtree Road to abandoned rail spur one block to the north
 - The west side of Malone Street from Peachtree Road to abandoned rail spur one block to the north
 - The north side of Peachtree Road from east of Miller Drive to Clairmont Road bridge
 - Both sides of Hood Avenue
- Locate parking spaces to allow appropriate turning radii for MARTA buses

Off-Street Parking

- Identify potential location for future shared parking facilities in the block immediately north of Peachtree Road as development of area progresses
- New parking in the block north of Peachtree Road should not front on Peachtree Road or have access directly to Peachtree Road.

Signage

- Coordinate with Dekalb County, GDOT, and ARC to develop uniform signage to indicate a high pedestrian activity zone.
- Install pedestrian activity zone signage at Peachtree Road gateways.
- Install uniform street name signs with area identification logo

The estimated costs for these recommendations to be implemented in the first five years are provided in Table T-4. As this table shows, implementation of all improvements in the primary emphasis area is estimated to cost approximately \$3.5 million. The primary cost items for these recommendations includes the costs necessary to modify the Peachtree Road section adjacent to the MARTA station.

Mid- to Long-Term Implementation for Primary Emphasis Areas

The following improvements are recommended for mid- to long-term implementation beyond the five-year implementation plan.

The ideal outcome: safety, density, and beauty.



Pedestrian and Bicycle Circulation

- As further development occurs along Peachtree Road, signalize the intersection of Peachtree Road at Miller Drive and provide enhanced pedestrian crossings to include the following elements:
 - Reduced crossing distance with medians and/or bulbouts
 - Textured pavement
 - Pedestrian indications operated in recall mode (no pushing of pedestrian button is needed to activate pedestrian signal phase)

On-Street Parking

- Consider time restrictions or metering/paid parking at on-street locations and MARTA parking lots.

Off-Street Parking

- Coordinate implementation and participate in shared parking with developers/land owners.

Secondary Emphasis Areas

The secondary emphasis area includes the remainder of the study area not included in the primary emphasis area, as identified in Figure T-11. These improvements expand the pedestrian oriented environment throughout the study area, and include a secondary pedestrian circulation system through installation of a multi-use greenway corridor through the study area one block north of Peachtree Road along an abandoned rail spur.

Five-Year Implementation for Secondary Emphasis Areas

The following improvements are recommended as a part of the five-year implementation plan in the secondary emphasis areas:

Pedestrian Facilities

- Install/upgrade streetscape with sidewalks, pedestrian lighting, landscaping, and street furnishings throughout study area as shown in Figure T-12.
 - Install new 5' sidewalks
 - Peachtree Industrial Boulevard from Johnson Ferry Road to Chamblee Dunwoody Road – (south side)
 - Chamblee Tucker Road from Peachtree Road to Peachtree Industrial Boulevard
 - Miller Drive from abandoned rail spur north of Peachtree Road to Peachtree Industrial Boulevard (west side)
 - Malone Drive from abandoned rail spur north of Peachtree Road to Peachtree Industrial Boulevard (both sides)
 - Pierce Drive from Peachtree Road to Peachtree Industrial Boulevard (both sides)
 - Replace existing sidewalks with 5' sidewalk
 - Peachtree Industrial Boulevard from Chamblee Tucker Road to Sexton Woods Road (south side)
 - Miller Drive from abandoned rail spur north of Peachtree Road to Peachtree Industrial Boulevard (east side)

- Connect multi-use path through Interactive College to airport area park east of study area.
- Connect to planned multi-use path and park west of study area.
- Provide enhanced pedestrian crossings at the following unsignalized locations:
 - Chamblee Tucker Road at multi-use path crossing
 - Malone Drive at multi-use path crossing
 - Miller Drive at multi-use path crossing

The enhanced pedestrian crossings will include the following elements:

- Reduced crossing distance with medians and/or bulbouts
- Textured pavement
- In-pavement warning lights

Bicycle Facilities

- Construct multi-use greenway corridor on abandoned rail spur line from planned path on west side of study area to Miller Drive.

Roadway/Intersection Improvements

- Install median section along Chamblee Tucker Road

On-Street Parking

- Provide on-street parking with marked spaces on the following streets as shown in Figure T-13:
 - Both sides of Miller Street from abandoned rail spur one block north of Peachtree Road to Peachtree Industrial Boulevard
 - The west side of Malone Street from abandoned rail spur one block north of Peachtree Road to Peachtree Industrial Boulevard
- Locate parking spaces to allow appropriate turning radii for MARTA buses

The estimated costs for these recommendations to be implemented in the first five years are provided in Table T-5. As this table shows, implementation of all improvements in the secondary emphasis areas is estimated to cost approximately \$2.4 million. The primary cost items for these recommendations includes the costs necessary for addition of sidewalk throughout the study area, installation of a multi-use greenway trail on the abandoned rail spur north of Peachtree Road, and installation of enhanced pedestrian crossings at various trail/roadway intersections.

Mid- to Long-Term Implementation for Secondary Emphasis Areas

The following improvements are recommended for mid- to long-term implementation beyond the five-year implementation plan described above for the primary and secondary emphasis areas.

Pedestrian and Bicycle Circulation

- Extend multi-use greenway corridor to Chamblee Dunwoody Road.
- Evaluate needs for signalization of pedestrian crossings at:
 - New Peachtree Road across from Interactive College
 - Chamblee Tucker Road at Greenway Crossing north of Peachtree Road

On-Street Parking

- Consider time restrictions or metering/paid parking at on-street locations and MARTA parking lots.

Rail/Bus Service

- Implement shuttle service in Chamblee area to include:
 - Chamblee Marta Station
 - Downtown Chamblee
 - International Village
 - Peachtree Industrial Boulevard commercial areas

MARTA Emphasis Areas

Many of the recommended improvements in the study area are related to MARTA property or operations. The MARTA related recommendations require extensive coordination with and implementation by MARTA. Many of the recommendations regarding MARTA station operations or parking are to be implemented over time, as area growth occurs. Therefore, the recommendations in the MARTA emphasis areas are shown to occur beyond the initial five-year implementation period.

Bicycle Facilities

- Provide bicycle storage lockers outside MARTA station on north and south sides.

MARTA Parking

- Maintain the current number of parking spaces.

- Any replacement of MARTA parking should be either:
 - Included in shared parking facilities on the north side of the MARTA station
 - Replaced by additional MARTA parking on the south side of the MARTA station
- Provide for MARTA growth and parking spaces displaced by development by eventual implementation of structured parking on south side of MARTA station.

On-Street Parking

- Consider time restrictions or metering/paid parking at on-street locations and MARTA parking lots.

Rail/Bus Service

- Modify MARTA transfer ticket process to allow bus patrons to exit bus area and patronize local commercial establishments.
- Consider modification of MARTA station paid area to allow free passage through station to create an additional pedestrian connection across railroad tracks.

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