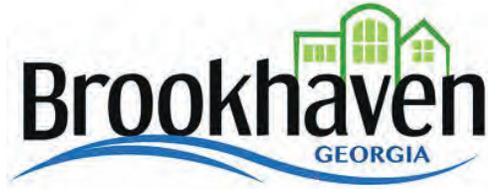


# Buford Highway Improvement Plan and Economic Development Strategy

AUGUST 12, 2014





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## Acknowledgements and Credits

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## List of Illustrations

### 1.0 Introduction

- 1.1 Context and Description of Study Area
- 1.2 Study Area Definition
- 1.3 Study Process

### 2.0 Inventory and Analysis

- 2.1 Existing Conditions
- 2.2 Issues and Opportunities

### 3.0 General Recommendations

- 3.1 Overview
- 3.2 Summary of Recommendations from Previous Studies/Reports
- 3.3 The New Buford Boulevard
- 3.4 Streetscape and Pedestrian Amenities
- 3.5 Key Enhancement Opportunities
- 3.6 Greenway Connections

### 4.0 Recommendations and Recommendation Strategies

- 4.1 Study Area Redevelopment Opportunities
- 4.2 Typical Redevelopment Concept
- 4.3 Priority Planning and Implementation Strategy

## Illustrations

Appendix A      Market Analysis Report

Appendix B      Summary of Citizen Comments

## List of Illustrations

- 1 *Existing Conditions: Existing Resources and Development Opportunities*
- 2 *Existing Conditions: Zoning Districts*
- 3 *Existing Conditions: Issues and Opportunities*
- 4 *Existing Conditions: Transportation*
- 5 *Strategy: Pedestrian and Bicycle Amenities*
- 6 *Strategy: Redevelopment Parcels*
- 7 *Strategy: Open Space Network*

### 1.0 Introduction

“On December 17, 2012 the City of Brookhaven was officially incorporated as Georgia’s newest municipality. The City provides municipal services to its citizens and businesses in a unique manner... The FY2013 City of Brookhaven budget for all appropriated funds totals approximately \$16 million in revenues. This budget funds traditional government services such as public safety and infrastructure maintenance including repaving and traffic control systems... City leaders and the broader community have an interest in the collective vision and future of Buford Highway, a gateway into the City of Brookhaven. This corridor currently contains a range of employment, living, retail, dining, and other options that warrant study to focus on sustainable, redevelopment opportunities, safe and decent housing initiatives, and diverse workforce initiatives all in support of the health, safety, and general welfare of the community and economy. In short, the Buford Highway Improvement Plan and Economic Development Strategy aim is to provide an attractive, safe and trafficable environment, with an emphasis on pedestrian accessibility and an action plan to stimulate the area to its full potential and long range sustainability.”

#### 1.1 Context and Description of Study

The City of Brookhaven lies immediately outside the City of Atlanta in DeKalb County, Georgia (see Figure 1.1). The Buford Highway Corridor creates the southern boundary of the city and is identified as Planning Area 3 by the city. The study area includes a wide variety of commercial, office, retail, and residential uses. Several municipal and non-profit entities also exist within the study area. This area includes multiple high density housing developments. Populations within the area represent multiple ethnicities and nationalities, providing a testament to the growing diversity of Atlanta area inhabitants. This study identifies public projects and civic infrastructure needed to promote and stimulate redevelopment. It establishes general guidelines for the character of development that will help Brookhaven realize its vision of a safer more trafficable, sustainable Buford Highway Corridor which ultimately adds to the overall success and appeal of the City of Brookhaven.

#### 1.2 Study Area Definition

The Buford Highway Improvement Plan (BHIP) and Economic Development Strategy (EDS) study area (Illustration 1) begins northeast at the city limits at the intersection of Clairmont Road and Buford Highway and continues approximately three miles southwest to the Brookhaven city limits which borders the City of Atlanta. The study area for the BHIP includes areas within 1000’ of the right-of-way of Buford Highway itself. The study area for the EDS includes areas which influence the corridor, thus extends somewhat beyond the corridor.

#### 1.2 Study Process

The Buford Highway Improvement Plan and Economic Development Strategy was divided into several phases. Input was gathered from the public and stakeholders at several key junctures in the project. Several meetings were joint meetings coordinating with other planning efforts occurring concurrently with this plan.

##### Phase One

Phase one consisted of an assessment of physical and market conditions for the study area. Major tasks included a retail market analysis, office/commercial market analysis, hotel market analysis, and a housing market analysis. The consultants issued a *Market Analysis Technical Memorandum* at the end of this phase. The consultants conducted inventory and analysis of physical conditions along the corridor during this phase including an assessment of pedestrian and vehicular circulation, open space, gateway opportunities, property ownership, architecture, character defining features, natural and cultural resources, and vegetation.

##### Phase Two

Based on the market analysis findings of the tasks above and the patterns of existing land use and condition, vacancies, adjacencies of uses, etc. the consultants examined and recommended alternative approaches and sites for capturing the market opportunities identified. After appropriate review and comment by Brookhaven stakeholders, these approaches and site considerations were refined and formed into preferred development elements for the Buford Highway Corridor and for specific sites and subareas within the overall area. The consultants also presented opportunities for physical improvement to the corridor during this phase.

Phase Three

During the final phase of the project, the consultants prepared a development strategy passed on stakeholder preferences and the underlying market potential. This strategy identified the public and private actions necessary for implementation of each prioritized activity.

Meetings included:

March 21, 2014 Kick-Off Meeting with Steering Committee & City of Brookhaven

April 24, 2014

May 15, 2014

May 29, 2014

June 12, 2014

July 14, 2014

July 29, 2014

Aug 12, 2014

Joint Steering Committee Meeting (joint with Comprehensive Plan 2034, Parks & Recreation Master Plan, and Comprehensive Transportation Plan Steering Committees)

Presentation to Brookhaven DDA Stakeholder Group Meeting  
Joint Open House with Parks and Recreation Master Plan

Stakeholder Group Meeting  
City Council Work Session  
Council Adoption

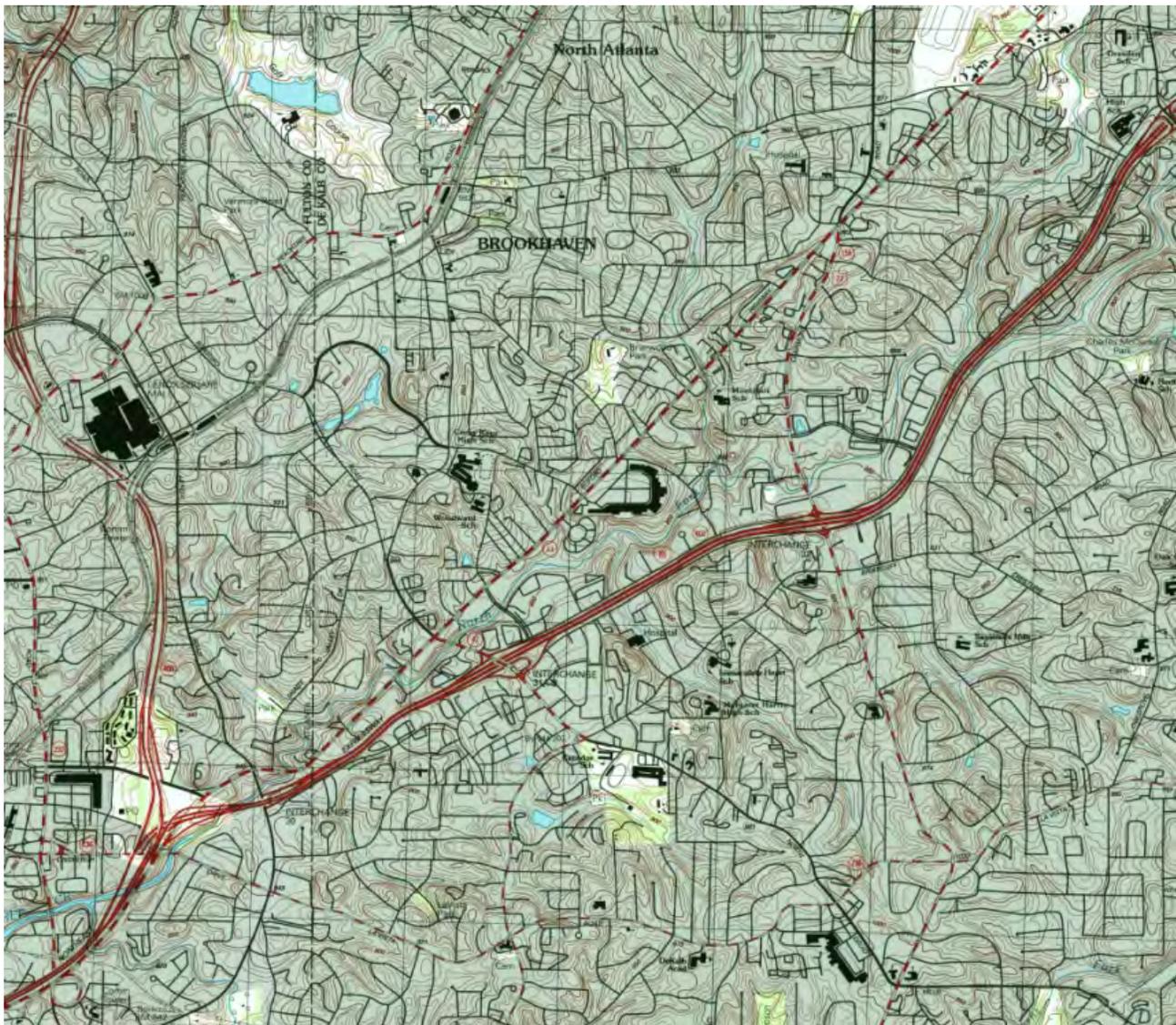


Figure 1.1: USGS Map showing study area. Buford Highway is the dashed line running diagonally across the image.

## 2.0 Inventory and Analysis

The study area for this report has been broken into five zones for description where appropriate. The zones are as follows:

- North Gateway Zone
- Montclair/Drew Valley Zone
- Northeast Plaza/Parke Towne North Zone
- North Druid Hills/Corporate Zone
- South Gateway Zone

The inset on Illustration 1 identifies the limits of each study area zone.

### 2.1 Existing Conditions

#### Land Use & Property Ownership

Existing zoning within the project corridor varies (see Illustration 2). There are a variety of small strip commercial centers, large shopping developments, single and multi-family housing developments, as well as office and hotel uses. The majority of ownership in the study area is private with nine parcels in public ownership and three owned by nonprofit agencies.

#### North Gateway

Zoning in this area is C-1 (local commercial). These parcels range in use from grocery stores to limited-service restaurants. All parcels in this zone are privately owned.

#### Montclair/Drew Valley

Zoning in this area is C-1 (local commercial) and NS (neighborhood shopping) at the north end of the area. The remainder of the zone is residential both RM-75/85 (multi-family residential) and R-75 (single family residential). The majority of this zone is privately owned. This zone includes the Drew Valley neighborhood which is all privately owned except for several floodplain parcels owned by DeKalb County. This zone also includes Montclair Elementary School (publicly owned) and several parcels zoned for office (O-I and O-D). Land use in this area is fairly consistent with zoning.

#### Northeast Plaza/Parke Towne North

Zoning in the Mercado NE Plaza area includes a C-1 (commercial) hub at the intersection of Briarwood Road and Buford Highway. Mercado Northeast Plaza is zoned M (industrial) but the land use is commercial including several full- and limited-service restaurants, social service locations, and a grocery operation. The remainder of this zone is primarily zoned RM-75 (multi-family residential) with a small pocket of single family residential at Bramblewood Drive. There are two undeveloped, publicly owned parcels in this zone and one non-profit owned parcel, an Islamic Center.

#### North Druid Hills/Corporate

The North Druid Hills/Corporate zone consists of commercial hubs at the major intersections of Buford Highway and these roads. Zoning is M (Industrial) in the area between Buford Highway and I-85, but most of the land use in this area is office. Residential use in this area is all multi-family housing (RM-75 and RM-HD). Woodward Elementary School is in this area and is zoned R-75. There are two publicly owned parcels within this zone: a portion of DeKalb County's Woodward Elementary School and a floodplain parcel owned by DeKalb County at the back of Pine Hills Neighborhood.

#### South Gateway

The South Gateway area is zoned M (Industrial) on the south side of Buford Highway. Uses on this side of the road include full-service restaurant, office, and retail outlets. The north side of Buford Highway includes multi-family residential and commercial zoning.

#### Neighborhoods and Multi-Family Developments<sup>1</sup>

The Buford Highway corridor passes through several neighborhoods and many multi-family developments within the Brookhaven city limits. From north to south they are as follows:

##### Single-Family Neighborhoods

- Skyland (northwest of the project area)
- Drew Valley (north and west of Buford Hwy)
- Haven on Briarwood (north and west of Buford Hwy)
- Montclair (south and east of Buford Hwy)
- Lenox Overlook (south and east of Buford Hwy)

Pine Hills (north of Buford Hwy)  
Roxboro Forest (north of Buford Hwy—mostly outside study area boundary; southeast edge falls in study area)

Ashton Bluff (north of Buford Hwy—outside study area boundary)

### **Multi-Family Developments<sup>2</sup>**

#### **(West Side of Buford Hwy)**

Drew Valley Apartments  
Buford Towne Apartments  
Windwood Apartments  
Cambridge Court Apartments  
Carmel Creek Apartments  
Majestic Village  
Buford Heights Apartments  
Gardens at Briarwood  
Garden Grove/Tempo 2000  
Terraces at Brookhaven  
Northeast Plaza Apartments  
Epic Garden  
Montego Gardens  
Parke Towne North Apartments  
Regency Woods I  
Tempo Cabana  
Parkview Terrace  
Esquire Apartments  
Lenox Hills Apartments  
Summit View Apartments  
Buckhead Creek/Buford Valley Apartments  
Kenco-Buford 1 Apartments  
Kenco Buford Apartments <sup>2</sup>

#### **(East Side of Buford Hwy)**

Windmont Apartments  
Druid Town Apartments  
Highland Knoll  
Park on Clairmont  
Tempo Majestic Apartments  
Monaco Gardens  
Marquis Terrace

Royale Apartments  
Villas at Druid Hills

### **Hotel and Office Developments<sup>3</sup>**

An inventory and analysis of hotels within the area is included in the Appendix in the Economic Development Strategy. Office developments dominate the southeast portion of the project area in the zone between Buford Highway and I-85. Office complexes in this area include:

Corporate Square  
Park Central  
Druid Pointe  
Druid Chase  
2665-2695 Buford Highway  
Century Center  
Executive Park  
Century Center North

### **Retail Developments<sup>4</sup>**

As noted in the Economic Development Strategy portion of this report, retail developments within the study corridor are varied and complex. Establishments range from small owner-occupied businesses such as dry cleaners and markets to large multiple business retail complexes. The largest retail complex within the study corridor is the Northeast Plaza shopping center which includes Mercado del Pueblo (grocery store) and several other retail establishments and restaurants.

### **Community/Public Resources**

Public and community resources along the corridor include:

- Latin American Association (LAA) Atlanta Outreach Center (2750 Buford Hwy)—According to their website, the mission of the Latin American Association (LAA) is to help “Latino families achieve their aspirations for their academic, social and economic advancement.”<sup>5</sup> The Latin American Association building is over 170,000 sq. ft. and serves as a base for community and family outreach services offered by the LAA.
- Brookhaven Police Headquarters (2665 Buford Highway)

- Montclair Elementary School (1680 Clairmont Place)
- Woodward Elementary School (3034 Curtis Drive)
- Cross Keys High School (1626 N. Druid Hills Road)—This high school lies just outside of the project area. However, connections to this school should be considered in project recommendations
- Salvation Army Atlanta Temple Corps (1434 Northeast Expressway)—This location offers worship opportunities, food pantry, and homeless ministries.
- Masjid Abu Bakr (1775 Briarwood Road NE)—Also referred to on their website as Brookhaven Islamic Center, Masjid Abu Bakr was established in 2006 as a religious institution devoted to the service of the Muslim Community.

### Natural Resources

The natural resources in the study area are fairly compromised by surrounding urban development. Natural resources which remain intact typically follow North Fork Peachtree Creek (see Hydrology) or are located on undeveloped or floodplain parcels.

### Vegetation

#### Road Corridor

Generally, there is very little vegetation along this stretch of Buford Highway. Where large trees exist, they are part of floodplain conditions (see Illustration 1.0). There are no street trees existing and none are being installed with the sidewalk improvement project currently under construction. The limited space in the public right-of-way for pedestrian amenities limits tree planting opportunities. Several retail and multi-family housing establishments include landscaping and/or trees, but there is minimal vegetation between the road and parking areas. Where landscaping does exist, plant material is generally limited to the areas surrounding apartment complex entrance signs. These planting areas are largely composed of highly maintained, non-native plant species. Large parking lots do not include many tree islands.

### Study Area

Vegetated areas surrounding North Fork Peachtree Creek include a mix of successional pines and hardwood species. Hardwood tree species within the floodplain forest surrounding the creek include river birch (*Betula nigra*), box elder (*Acer negundo*), red maple (*Acer rubrum*), and various oak (*Quercus*) species. Evergreen species are dominated by loblolly pine (*Pinus taeda*). Shrub and groundcover species are sparse and occasionally include invasive species such as kudzu (*Pueraria montana*), golden bamboo (*Phyllostachys aurea*), Chinese privet (*Ligustrum sinense*), and Japanese stilt grass (*Microstegium vimineum*).

### Hydrology

#### North Fork Peachtree Creek

One major creek and a feeder to this creek cross the study area (see Illustration 1.0). North Fork Peachtree Creek roughly parallels Buford Highway within the city limits. The creek bed ranges in scenic quality throughout the area, and includes some shoals and sandy banks. The creek begins “as a rain-fed branch near the intersection of Jimmy Carter Boulevard and Interstate 85.”<sup>6</sup> Closer to the study area, the creek runs east-west and passes under Clairmont Road before it turns south and roughly parallels Buford Highway. The creek meanders behind Northeast Plaza and the multi-family and commercial developments south of the shopping center. The stream passes under Corporate Boulevard just east of the intersection with Buford Highway and under North Druid Hills Road adjacent to the Salvation Army Atlanta Temple Corps. North Fork crosses under Buford Highway itself between Sun Tan Center strip mall and West Druid Hills Drive. This is a scenic spot in the creek corridor with natural sandy shoal banks and the ruins of a former bridge. The creek creates a boundary between commercial and multi-family developments on Buford Highway and the single family homes in the Pine Hills neighborhood. The sandy banks of the creek are visible from the Latin American Association parking deck as the creek makes its way west toward Shady Valley Park just outside the city limits. North Fork and South Fork Peachtree Creek converge near the intersection of I-85 and GA 400 west of the project area.

### **Skyland Creek**

Skyland Creek is unnamed on both Brookhaven GIS and USGS Maps. However, it has been identified with this name in previous reports, thus the terminology will be retained for this document. Skyland Creek is a tributary to North Fork Peachtree Creek which begins just outside the city limits near the DeKalb Peachtree Airport. The creek runs roughly south toward the study area through the Ashford, Brookhaven Renaissance, and Drew Valley neighborhoods. The creek passes through several parcels owned by DeKalb County at the southern edge of Drew Valley before crossing under Buford Highway near the Gardens of Briarwood and Marquis Terrace Apartment Homes. The creek borders Montclair Elementary School and the Montclair neighborhood then runs through the east end of the Lenox at Overlook development. Skyland Creek converges with North Fork Peachtree Creek on the Marquis at Lenox property.

### Views and Vistas

Numerous views to the downtown Atlanta skyline exist along Buford Highway (see Illustration 3). Many of the cross streets along Buford Highway are located along ridges causing the road to crest at several intersections affording these views. Views are dominated by the seven lane roadway (see Figure 2.1). The best views in the study area of downtown Atlanta are located at the following locations:

- Buford Highway and Clairmont Road, near the Cambridge Court Apartments located at 3700 Buford Highway, as the highway plateaus between Briarwood Road and North Cliff Valley Way
- Buford Highway and North Druid Hills Road, from the Red Roof Inn parking lot
- South of the intersection of Buford Highway and Dunex Hill Lane, near ATI Insurance located at 2690 Buford Highway

Of these, the most impressive view is located at the plateau between Briarwood Road and North Cliff Valley Way. After traveling uphill towards Briarwood Road, Buford Highway levels off and the view widens to reveal an impressive downtown scene. While fast food and local business signs clutter the viewshed, the experience is still very strong and presents a memorable reveal of the downtown Atlanta skyline.

The visual experience that North Fork Peachtree Creek affords will differ depending upon means of travel. Exposed views directly adjacent to Buford Highway are mainly limited to the area south of North Druid Hills Road. As mentioned previously within the Hydrology description, there are many areas where Buford Highway crosses the creek. While natural vegetation is dense throughout most of these crossings, the creek can be seen while driving over the bridges at these locations. Pedestrians, bicyclists, and those using non-motorized means of travel are offered more opportunities to enjoy views of the creek, which is exposed in multiple locations that are not necessarily accessible by motor vehicle. The vacant parcel adjacent to the Latin American Association located at 2750 Buford Highway features lush vegetation and a sandy creek bed that cannot be seen directly from the roadway. The sandy shoals of the creek are also visible near Sun Tan Shopping Center located at 2861 Buford Highway. At this site, North Fork Peachtree Creek is more exposed and accessible than other locations throughout the project area. In the northern portion of the study area, the creek is nearly one-half mile away from Buford Highway itself, so views of the waterway are limited. The creek can be seen crossing underneath Corporate Boulevard but with a dense tree canopy, views of the creek and its shoals are more limited than exposed locations south of North Druid Hills Road.

For the most part, views into parking areas and strip centers are not buffered by vegetation. Where there is a vegetative buffer between the roadway and parking areas in some locations, this typically consists of a single species evergreen hedge, maintained at approximately three feet in height.



**Figure 2.1: View to downtown Atlanta skyline along Buford Highway.**

Circulation and Transportation (Illustration 4)

Vehicular Circulation

Buford Highway (State Route 13) has historically been a thoroughfare that connected Atlanta with Buford, Georgia. The roadway currently functions better as a thoroughfare than as a local street, in that it is built to convey traffic through the community instead of to the community. Buford Highway is designated as an urban minor arterial on the State Highway System and currently functions as a major channel through DeKalb County. A GDOT traffic counter located on the route between the intersections at Briarwood Road and Afton Lane indicate a range between 19,980 and 22,250 average annual daily trips (AADT) (see Figure 2.2).

Buford Highway exists primarily as a seven lane road with curb and gutter throughout the city limits. Additional lanes exist near major intersections and where turn lanes are provided into developments. The speed limit for traffic on the corridor is 45 miles per hour.

Major intersections (north to south) are: Clairmont Road (SR 23); Briarwood Road; and North Druid Hills Road. These routes provide connections between the Peachtree Road (SR 141) corridor to the west and Interstate 85 to the east. Signals exist at these major intersections as well as at the intersections of Buford Highway and Clairmont Terrace, North Cliff Valley Way, and Corporate Boulevard/Curtis Drive.

**GDOT AADT for Buford Highway**

YEAR	Total AADT	Truck %
2012	22,250	
2011	21,870	3%
2010	25,600	
2009	25,570	
2008	19,980	
2007	20,820	
2006	27,100	
2005	22,930	

**Figure 2.2: Average Daily Trips Table for Buford Highway<sup>7</sup>**

Pedestrian Circulation

Just prior to the commencement of this study, pedestrians had very few amenities within the project study area. Sidewalks were almost non-existent adjacent to the road. Well-worn desire lines in the landscaped areas adjacent to the road indicated heavy use by pedestrians of the road right-of-way despite the lack of sidewalks. In several places, residents had constructed make-shift sidewalks out of pavers and other hard-scape materials. Jaywalking is frequent along this stretch of the corridor. According to a 2012 news article, “at least 22 pedestrians have been struck and killed along Buford Highway south of I-285 between 2000 and 2009. Two of those fatalities happened in the first three months of 2012 between Druid Hills Road and Clairmont Road alone.”<sup>8</sup>

Pedestrian improvements for Buford Highway from Lenox Road to just northeast of Afton Lane is currently under construction as GDOT Projects HPP00-0013-01(062) & 0010884 (see Illustration 4 for locations). This project includes the construction of 2.5 miles of five-foot wide sidewalks with adjacent retaining walls where required. These sidewalks are being constructed on both the east and west sides of the road. There is a 2.5 foot wide visual “buffer” area between the sidewalks and the curb consisting of stamped concrete (see Figure 2.3). The GDOT project also includes stamped concrete medians (eight-foot wide in most locations) throughout the project area. The light standards included in this project include roadway luminaires and “acorn style” pedestrian scale light standards at

a twelve foot mounting height (see Figure 2.4). The acorn fixture is reminiscent of a historic light standard as it replicates lighting used in downtowns in the early 1900s. For that reason, its use in a more contemporary setting such as Buford Highway is out of character. The acorn fixture is also used in similar GDOT sidewalk efforts north of Buford Highway, including Chamblee, Doraville, Duluth and Suwanee.

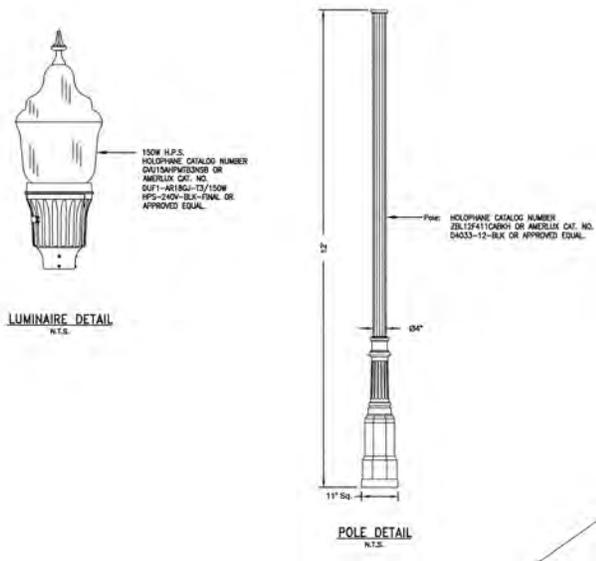


**Figure 2.3: Newly constructed sidewalks and medians on Buford Highway.**

Mid-block pedestrian hybrid beacons (also known as High intensity Activated crossWalks or HAWKS ) are being constructed at the following locations: near Dunex Hill Lane and the Latin American Association; north of West Druid Hills Drive; north of Corporate Drive; Bramblewood Road; north of North Cliff Valley Way at Northeast Plaza; and south of Afton Lane. These crossings include accessible ramps and signalization. There are no protected areas within these mid-block crossings except for the eight-foot wide median. No landscaping improvements beyond regrassing are included in the GDOT improvements.

Within the study area, the level of pedestrian amenities along streets intersecting Buford Highway varies. The following is a synopsis of these conditions:

- Clairmont Road (west): sidewalks, both sides of the road
- Clairmont Road (east): no sidewalks
- Drew Valley Road: no sidewalks
- Afton Lane: no sidewalks
- Briarwood Road (west): sidewalks on north side of road
- Briarwood Road (east): sidewalks both sides of road
- North Cliff Valley Way: sidewalks both sides of road (north side ends after Parke Towne North development)
- Bramblewood Drive: no sidewalks
- Curtis Drive: sidewalks on north side of road
- Corporate Boulevard: condition varies—sidewalk on north side of road to bridge over North Fork Peachtree Creek, sidewalk on south side of road starting at bridge over North Fork Peachtree Creek
- North Druid Hills Road: sidewalks both sides of road
- West Druid Hills Drive: no sidewalks



**Figure 2.4: Proposed fixture included in GDOT pedestrian amenity installation project (2104). Project HPP00-0013-01(062), Sheet 263.**

### Bicycle Circulation

There are no provisions for cyclists within the study area. There are no bike racks, bike lanes or “Share the Road” signs present within the corridor. There were few bicyclists observed in the project area. Those observed were walking bikes along the side of the road. MARTA buses provide patrons with bike racks mounted to the front of buses.

### Transit/Public Transportation

MARTA provides bus service along Buford Highway on Route 39 (linking the Lindbergh Center Station with the Doraville Station). Routes crossing the project area include 8 (north Druid Hills), 47 (Briarwood Road) and 19 (Clairmont Road). Fares are \$2.50 per ride. Buses arrive at stops every 15 minutes weekdays, weekends, and holidays. There is not a designated bus lane along Buford Highway or any of the roads crossing it.

Private bus/transit vehicles also run the corridor on unknown schedules, but at seemingly frequent intervals (5-10 minutes). Customers of these private companies use MARTA stops and indicate their desire to ride the private coach by waving to them. Fares are approximately \$1.50 per ride. Companies include Royal Bus Line and Georgia Bus Company. Within the project area, there are 22 bus stops on the west side and 25 stops on the east side of Buford Highway (including stops for routes crossing the project area).

## *2.2 Issues and Opportunities (Illustration 3)*

### Issues

The existing conditions of the pedestrian amenities within the corridor are insufficient given the heavy use of the corridor by public transportation riders and pedestrians. There are no provisions for bicycle traffic and little vegetation along Buford Highway. Intersecting streets vary in the quality of pedestrian amenities.

### Right-of-Way

The current configuration of drive lanes (three lanes each way with one turning lane) occupies the majority of the public right-of-way along Buford Highway. Very little public space is left outside of the drivable lanes (approximately ten to twelve feet on both sides of the road).

### Lack of Vegetation

Due to the narrow right-of-way, vegetation along the roadway is limited to private development entrance plantings and a minimal number of undeveloped parcels. Where North Fork Peachtree Creek and its tributaries cross Buford Highway, vegetation is more abundant.

### Current GDOT Plan Implementation

The current GDOT project does include several signalized mid-block crossings and minimal pedestrian amenities on either side of the road. While these improvements were definitely needed along the corridor, they provide a minimum level of service to the population using this corridor by foot or public transit. While it does provide pedestrian scale lighting where none was present previously, the light fixture associated with this project is appropriate for an historic commercial district, and is inappropriate for this modern zone of Buford Highway.

### Opportunities

The market gaps in the area provide an opportunity for the development of new commercial and residential developments to serve the Buford Highway area and beyond. The need for an upgrade to pedestrian and transit amenities provides the opportunity for the City of Brookhaven to not only provide its citizens with a greater level of service in this area, but also to distinguish this section of Buford Highway from other sections outside of the city which are dominated by non-descript strip mall shopping centers, aging residential developments, and minimal pedestrian amenities.

### Presence of Creek Corridor

One of the biggest assets to the city in this study area is the North Fork Peachtree Creek. Public input during the project deemed the presence of the creek one of the biggest and most underused assets of the community. A multi-use and nature trail network along the creek would provide Brookhaven’s residents with the opportunity to experience this asset on a daily basis.

### Undeveloped/Underdeveloped Parcels along Creek

Several undeveloped and underdeveloped parcels along the North Fork provide Brookhaven with the opportunity to encourage redevelopment that lever-

ages the creek as an asset. Redeveloped areas would be linked by the creek and a network of passive use open spaces.

### Views/Vistas

The views and vistas of downtown Atlanta offer the opportunity for Brookhaven to market this corridor as a gateway to Atlanta with beautiful skyline views both during the day and at night.

### Pedestrian/Safety Improvements

The addition of pedestrian and safety improvements along the corridor offer the opportunity to create a cohesive, friendly, modern look for the corridor.

### Gateway Locations

Buford Highway is intersected by the Brookhaven city limits at both its north and south ends. North Druid Hills intersects the city limits within the study area as well. This is the location at which many visitors to Brookhaven enter the city, providing an opportunity to develop gateways announcing arrival to the city. Gateways give the city a marketing opportunity to highlight the international and natural assets within the study area.

(Endnotes)

1. See Appendix A, Economic Development Strategy, Rental and Sales Housing Market Analysis for full description of residential properties.
2. Based on map produced by City of Brookhaven, Apartment Complexes as of June 12, 2013.
3. See Appendix A, Economic Development Strategy, Office Market Analysis for full description of office properties.
4. See Appendix A, Economic Development Strategy, Retail Market Analysis for full description of retail properties.
5. LAA, Mission, Retrieved from: [www.thelaa.org](http://www.thelaa.org), June 2014.
6. David R. Kaufman, *Peachtree Creek: A Natural and Unnatural History of Atlanta's Watershed*, University of Georgia Press: 2007, 59.
7. Source: 089 DeKalb, Traffic Counter: 3096 Retrieved from [www.dot.ga.gov](http://www.dot.ga.gov), June 2014.
8. Wheatly, Thomas (2012). Dangerous stretch of Buford Highway to get \$11.5 million for sidewalks, raised medians, and pedestrian signals. Creative Loafing. Retrieved from <http://clatl.com/freshloaf/archives/2012/09/21/>, June 2014.

### 3.0 General Recommendations

#### 3.1 Overview

The Buford Highway corridor has been subject to numerous studies prior to incorporation of the City of Brookhaven. The following summary of recommendations does not aim to be fully comprehensive; rather it is a summary of some of the most pertinent recommendations for this area gleaned from previous studies. Following this summary is an overview of recommendations for improvements to the Buford Highway corridor that serves to guide future improvements along the Buford Highway corridor within the city limits of Brookhaven.

#### 3.2 Summary of Recommendations from Previous Studies/Reports

##### Atlanta Regional Commission (ARC), 2007<sup>1</sup>

*The Buford Highway Multimodal Corridor Study Report* prepared for the Atlanta Regional Commission (ARC Report) outlines several recommendations for upgrades within the study area. The preparation of this report included public input and participation.

The goals and objectives of the *ARC Report* were to: increase safety; maintain and preserve corridor infrastructure; protect and improve the environment, contribute to the economic vitality and the quality of life; improve accessibility for all people and goods; maintain and improve mobility and system performance; coordinate corridor transportation improvements with land use decisions; and work toward a sustainable multimodal transportation facility that meets the needs of its users.

Recommendations outlined in this report which fall in the Brookhaven city limits include:

##### Projects for TIP Implementation (2008-2013)

- Buford Hwy & North Druid Hills Road: Intersection modification, turning lanes
- Buford Hwy—Sidney Marcus Blvd to Oakcliff Road: Increased pedestrian zones/buffers and sidewalk widths<sup>2</sup>

##### Projects for Mid-Range Implementation (2014-2020)

- North Cliff Valley Way, Briarwood Road, Drew Valley Road: Bicycle lanes on cross-streets to Buford Highway to connect to Buford Highway bicycle lanes and multi-use trail

##### Projects for Long-Range Implementation (2021-2030)

- Buford Highway—Sidney Marcus Blvd to Shallowford Road: Convert outside lanes to dedicated busway<sup>3</sup>
- Buford Highway—Sidney Marcus Boulevard to Pleasant Hill Road: Transit ITS (traffic signal pre-emption/priority control, traveler information)
- Buford Highway—Sidney Marcus Boulevard to Shallowford Road: Bicycle lanes adjacent to busway

##### General Recommendations in the ARC Report

- Consolidate driveways and adopt shared parking requirements
- Update cross-walks and signalized intersections
- Improve mid-block crossing locations
- Develop bicycle facility network
- Site transit stops in safe locations
- Improve transit stop amenities

Land use recommendations from the *ARC Report* include recommendations for the development of activity nodes at intersections along the Buford Highway corridor. Regional center locations within the Brookhaven city limits include the intersection of Buford Highway and North Druid Hills and Clairmont Roads. The intersection of Buford Highway and Briarwood Road is identified as a potential neighborhood center. The reports recommend that these nodes should be the focus of retail redevelopment.

In identifying catalytic development projects, the ARC Report notes, “it will be important to identify key nodes as priority projects. There are many ways to determine what areas should be targeted first. One way is to align new development with transportation improvement phases...parcels at the intersections of

North Druid Hills, Briarwood Road and Clairmont Road might be given higher priority because of their locations at key cross streets and future BRT stops.”<sup>4</sup>

#### DeKalb County’s Greenway Trails, 2000—PATH Foundation<sup>5</sup>

The goal of this report completed in January 2000 was to outline a network of multi-use trails in DeKalb County envisioned as green corridors “where citizens can safely ride their bikes, walk to school, push baby carriages, or jog and skate with friends.”<sup>6</sup> The PATH report identifies two potential trail segments within the Buford Highway corridor area.

#### North Fork Peachtree Creek Trail

The route of this trail is proposed to follow a “sewer line within the banks of North Fork Peachtree Creek. The shelf created by the construction of the sewer line is proposed as the primary right-of-way for the North Fork Peachtree Creek Trail. In addition to the corridor along the creek an overhead power line right-of-way parallels the creek along the north side of I-85, which could be utilized for this trail segment as well.

The portions of this trail following the creek must be designed to withstand periodic flooding...The North Fork Peachtree Creek Trail will offer long, uninterrupted rides through an otherwise densely developed urban area. The greenspace reserved by creating this amenity will give DeKalb County residents a cool, peaceful retreat from busy streets and automobiles.”<sup>7</sup>

The report describes this trail which utilizes “undevelopable land along and near” North Fork Peachtree Creek as linking the Atlanta PATH trail system to Mercer University, Doraville, and the Henderson Mill Area. Obstacles identified in the report include “environmental concerns, adjacent property owners, and high cost.”<sup>8</sup>

#### Skyland Trail

The Skyland Trail outlined in the PATH report is “the only option discovered to connect the North DeKalb neighborhoods” to the rest of the proposed countywide greenway system. The route of this trail “runs along Skyland Creek from near Peachtree Industrial Road, under Buford Highway, to the North Fork Peachtree Creek Trail.” The trail route connects the Chamblee Marta Station (outside the Brookhaven city limits)

with the North Fork Peachtree Creek Trail described above. Destinations for the trail include Skyland Park, Briarwood Park, Ashford Park Elementary School, Georgia Hills Park, and Montclair Elementary School.

At the time of the 2000 PATH report, the trail zone was an “existing kudzu-covered floodplain.” Despite the floodplain issues, the report notes “the biggest challenge to building this trail will be convincing the neighbors of the virtues of having a multi-use trail near their homes.”<sup>9</sup> The report identifies the trail as a critical link in the DeKalb County Multi-Use Trail System plan; however, the difficulty in building this trail link is emphasized as the report notes that construction requires “numerous acquisitions from neighboring property owners.”<sup>10</sup> This assessment is valid and the route of this trail may need to be altered west of Buford Highway (see Multi-Use Trail recommendations below).



### 3.3 The New “Buford Boulevard”

The term “highway” connotes in most minds an image of a roadway devoid of vegetation, lined with commercial use and filled with cars and trucks. All are traveling at high speeds with the goal of passing through as quickly as possible. In many aspects, this image could describe Buford Highway today. A major goal of this project is to not only change this image but also to alter the public’s perception. At the first steering committee meeting, a name change was discussed as a potential benefit allowing the Brookhaven segment of Buford Highway to read as a separate entity. Physical improvements in the form of the following recommendations could help make such new perceptions a reality. Buford Boulevard is a suggestion, but this section of roadway could be Buford Avenue, Buford Vista Drive, etc. The point is a new name with major improvements has the potential to be an agent for community change. This segment of the road within the city limits of Brookhaven could be a corridor which expresses a higher level of aesthetics and safety.

### 3.4 Streetscape and Pedestrian Amenities

Buford Highway has historically developed as a vehicular corridor in this area. The focus of improvements prior to the 2014 GDOT pedestrian improvements were on moving vehicular traffic through the area efficiently. Pedestrian amenities have only recently become part of the corridor within the city limits. As a new city, Brookhaven aims to change the focus of the Buford Highway corridor away from vehicular-only traffic and provide amenities to its citizens and visitors to Buford Highway that allow for multi-modal transportation.

Since Buford Highway is a state route, the materials and construction of improvements to the pedestrian facilities and roadway would be subject to GDOT review and approval where they are constructed within the state right-of-way. All of the improvements described below require a narrowing of the drive lanes on the highway from twelve feet in width to eleven feet. Several schemes also include recommendations for reduction in the total number of lanes in the road profile (see Illustration 5). The section preferred by the public via public comment is shown in Figure 3.1.

#### Mid-Block Crossings

Pedestrians are at high risk for vehicular collision in the Buford Highway corridor. According to a 2014 report produced by the Atlanta-based PEDs (Pedestrians Educating Drivers on Safety) Organization, “each additional pair of through lanes” on a road “doubles the risk of a pedestrian crash.” The report also reveals

“most people are unwilling to walk 200 feet out of their way to get to a crosswalk.”<sup>11</sup> The large volume of public transit stops along Buford Highway and the frequency with which the residents of this corridor use public transit means that pedestrians frequently cross Buford Highway (all seven lanes) at locations between intersections.

Narrowing the road profile and adding a wider more protected median would greatly enhance the pedestrian experience and safety along Buford Highway. Pedestrian crossings along the corridor could be configured two different ways:

- Intersection crossings: pedestrians cross at a signalized, demarcated crosswalk across: 1 right turn lane; 4 drive lanes (2 each way); and one left turn lanes
- Mid-block crossings: pedestrians cross at a signalized, demarcated crosswalk across: 4 drive lanes (2 each way) with a protected median mid block

Mid-block crossings should include lighting and signalization for pedestrian visibility. A vegetated median (ten foot wide) with a flush grade break would allow pedestrians a safer road crossing (see Figure 3.2). Mid-block crossings could be designed with an offset break in the median to force pedestrians to turn to face oncoming traffic before crossing, enhancing pedestrian safety further. Visibility of crosswalks can be enhanced with textured pavement material and/or reflective striping.

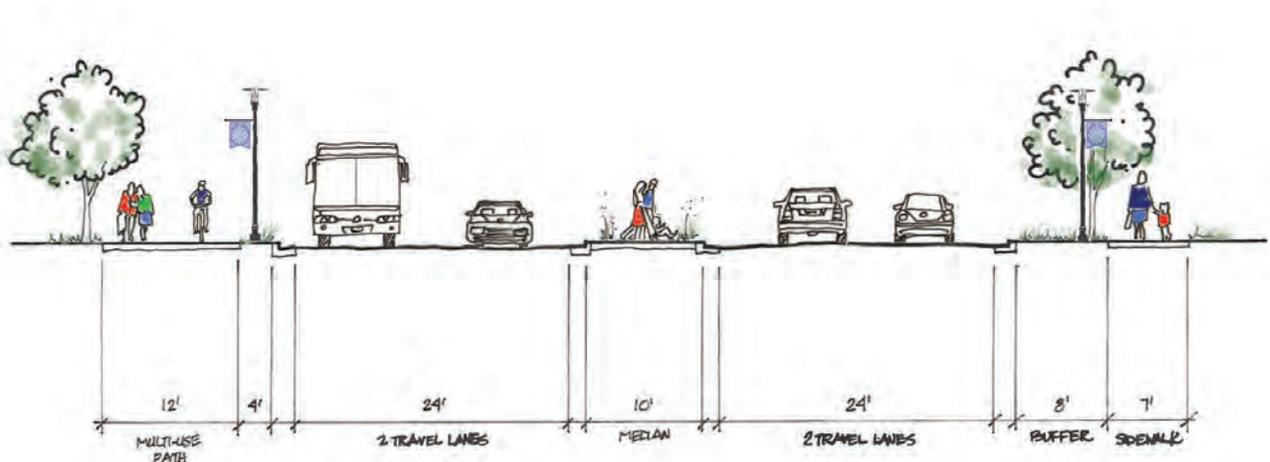
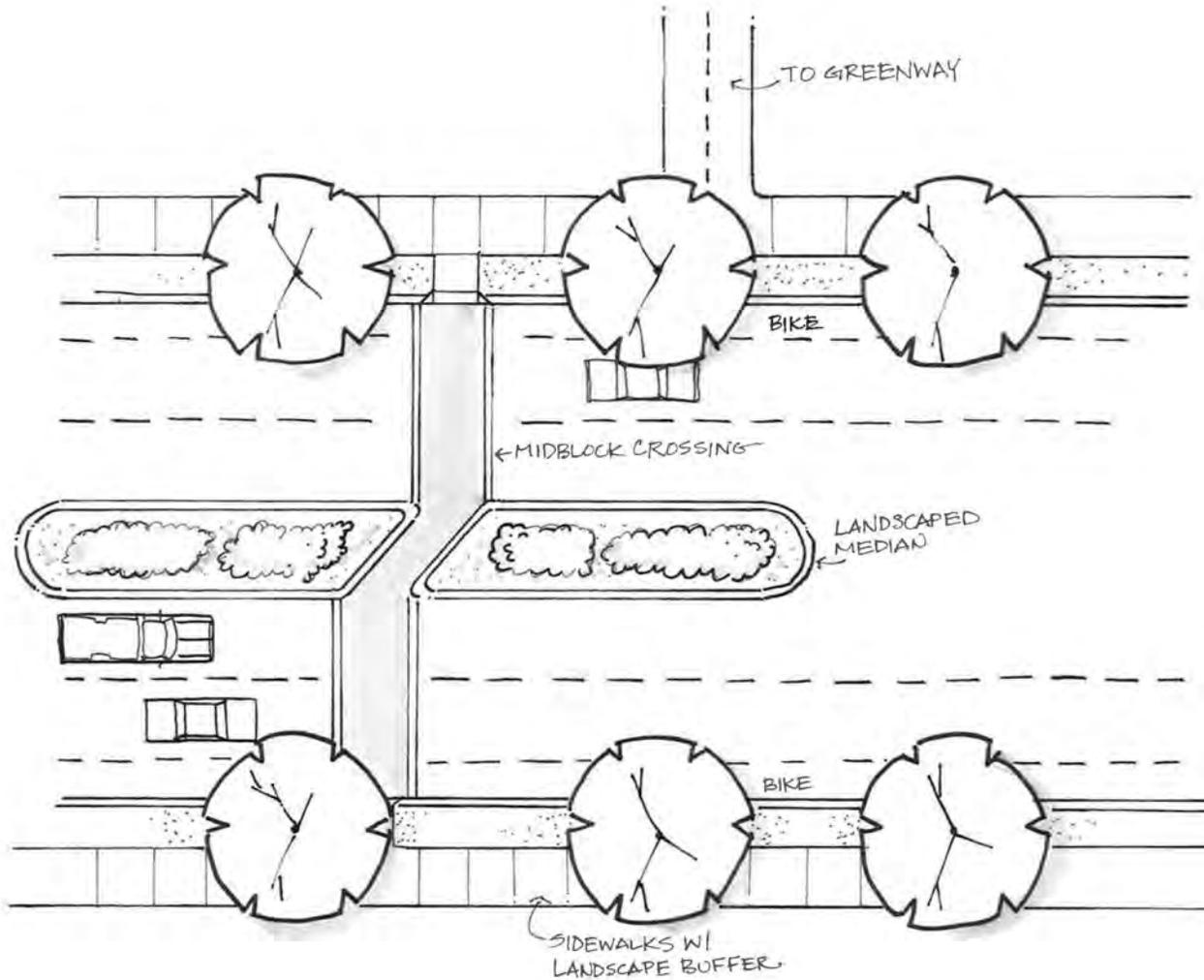


Figure 3.1: Section showing improvements to public right-of –way with a reduction in drive lanes.



**Figure 3.2: Plan view of a mid-block crossing, planted medians, bike lanes, and landscaped buffer between road and sidewalks**

### Bicycle Lanes

Bicycle traffic should be provided for in the study area in both on-road and off-road locations. Off-road locations include the multi-use trail system described later in Section 3.5. On-road bike lanes should be 5' wide minimum and if possible include special demarcation/stripping and lane indication (see Figure 3.3). Another option is to widen sidewalks to allow for a multi-use path adjacent to the roadway (see Illustration 5). A twelve foot wide path allows for uses by both pedestrians and bicyclists. Multi-use paths adjacent to the road should be located at least five feet from the closest drivable lane (preferably eight feet).



**Figure 3.3: Bike lane protected by breakaway bollards and indicated with striping. [www.cityofchicago.org](http://www.cityofchicago.org)**

### Medians

As stated previously, any improvements to the streetscape including landscaping must comply with

GDOT restrictions. Even with an increased median width, trees reaching over four inches in caliper at maturity could only be planted in the median if they met the GDOT minimum setback requirements. Lowering the speed limit within this corridor and/or adding barriers could increase the potential for permitting trees within the proposed medians. However, any vegetation including shrubs, grasses, and perennials would greatly enhance the visual quality of the road profile.

Traffic operation (turning lanes for cars) impact of median construction can be mitigated with the redevelopment of multiple parcels using managed access patterns for ingress and egress to sites (see section 4.0).

### Street Trees and Buffer Plantings

Trees increase the appeal of an area by providing shade and by softening the expanse of pavement and other hardscape materials that tend to dominate the streetscape. Native deciduous canopy trees are recommended, as opposed to evergreens and smaller understory trees because of their durability and higher branching habits. Where overhead utilities may interfere with tree placement, small flowering trees may be an acceptable alternative to the absence of trees.

Trees can be uplimbed to eight feet (or greater when mature) to limit interference with pedestrian passage, signage, building facades, etc. Irrigation for street trees is strongly recommended especially for establishment. Planting the areas around the trees with a groundcover will help to minimize root compaction by discouraging pedestrians from walking in these areas. Where groundcover is not possible due to proximity to hardscape, tree grates are recommended to protect root zones. Generally, trees are recommended to be located in the landscape buffer and appropriately spaced so as not to interfere with building entrances. Recommended street tree species are listed below.

#### Large Deciduous Trees:

- Southern Sugar Maple – *Acer barbatum*
- Red Maple – *Acer rubrum*
- Blackgum – *Nyssa sylvatica*
- Scarlet Oak – *Quercus coccinea*
- Southern Red Oak – *Quercus falcata*
- Laurel Oak – *Quercus hemispherica*
- Overcup Oak – *Quercus lyrata*

- Willow Oak – *Quercus phellos*
- Shumard Oak – *Quercus shumardii*

#### Small Flowering Trees:

- Flowering Dogwood – *Cornus florida*
- Fringetree – *Chionanthus virginicus*
- Hophornbeam – *Ostrya virginiana*
- Redbud – *Cercis canadensis*

### Site Furnishings

Site furniture is recommended to enhance the pedestrian experience by providing places to stop and rest and should be located at regular intervals along the streetscape. Locations of benches, trash receptacles, and bike racks should not interfere with circulation (both pedestrian and vehicular). High quality site furnishings are recommended to ensure they weather well and are long lasting investments. Most site furnishings should be associated with bus stop locations for maximum amenity usability. Due to the frequency of bus stop locations along the corridor, a consistent vocabulary of site furnishings is essential to creating a distinct look for the portion of Buford Highway falling within the Brookhaven city limits. Metal site furnishings are suggested for durability (Figure 3.4). See Section 3.4 for more information on recommendations for bus stop enhancements.

### Pedestrian Scale Lighting

Pedestrian scale lighting should be incorporated along all pedestrian routes within the study area. Pedestrian scale poles are typically between twelve and sixteen feet tall. The GDOT project currently underway in this corridor (PN 0010884 & HPP00-0013-01(062)) specifies a historically referenced acorn globe fixture. These fixtures are not appropriate for a non-historic commercial corridor such as this portion of Buford Highway. A more modern fixture is recommended for this area (See Figures 3.5 and 3.6 for examples of more appropriate fixtures). For energy savings to the community, these fixtures should include LED bulbs. If it is desired to replace these fixtures with a fixture from the same manufacturer (Holophane), the poles from the existing project could be retained and used with another Holophane lamp such as a GlasWerks series LED fixture (see Figure 3.7). While still historically referenced, this fixture would distinguish this portion of Buford Highway from other GDOT installation efforts.



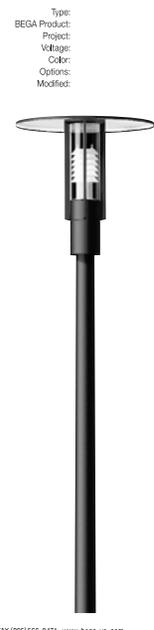
**Figure 3.4: Suggested furnishings would be metal, contemporary, and durable (Landscape Forms, Scarborough Trash Receptacle and Park Vue Bench)**



**Figure 3.5: King Luminaire/Stresscrete K551 Luminaire (LED fixture).**

**Pole top luminaires with symmetrical light distribution**

**Housing:** Die-cast aluminum construction with a spun aluminum cap. The luminaire fits a 3" O.D. pole top or luminaire and is secured by four (4) spaced fixed steel pins and set screws threaded into the luminaire deck inserts.  
**Enclosure:** Milad 1/2" clear high impact polycarbonate with visible aluminum base mask.  
**Electrical:** 50W LED luminaire, 452 total lumens, with a 30°C max temperature, integral 120V through 277V electronics, LED driver, 640V dimming, Standard LED color temperature is 4000K with a 180 CRI. Available in 3000K (180 CRI), add suffix K3 to order.  
**Note:** Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to [www.bega-us.com](http://www.bega-us.com).  
**Finish:** Available in four standard BEGA colors: Black (BLK), White (WHT), Bronze (BRZ), Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors are available on special order.  
**UL listed:** suitable for wet locations, Protection class: IP66.  
**Weight:** 24.1 lbs.  
**Effective Projection Area (EPA):** 1.1 ft<sup>2</sup>  
**Luminaire Lumens:** 1227  
 Tested in accordance with LM-79-08



Type:  
 BEGA Product:  
 Project:  
 Voltage:  
 Color:  
 Options:  
 Modified:

BEGA-US 1000 BEGA Way, Carpinteria, CA 93011 | 805.684.2533 FAX: 805.566-9474 | [www.bega-us.com](http://www.bega-us.com)  
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**Figure 3.6: BEGA-US LED light fixture #7142LED.**



**Figure 3.7: Holophane Glasswerks Fixture installed at pedestrian height with a pole similar to the one specified in GDOT Project HPP00-0013-01(062).**



**Figure 3.8: Buford Highway before streetscape improvements.**



**Figure 3.9: Buford Highway after potential streetscape improvements including mid-block crossing, buffer plantings, street trees, multi-use trail, and pedestrian scale lighting.**

### 3.5 Key Enhancement Opportunities

#### *Gateways*

Gateways should be added at the entry points to the corridor. Three gateway locations are proposed, one at the north end of Buford Highway at the intersection with Clairmont Road and Buford Highway on the Brookhaven side of the intersection, another at the

city limits on Buford Highway on the southern end of the corridor, and one at the intersection of North Druid Hills Road and Buford Highway (see Figures 3.10, 3.12, and 3.13 ). The presence of a gateway will announce to visitors that the City of Brookhaven has made a proud investment into this section of Buford Highway making it distinct from other portions of the corridor outside the city limits (see Figure 3.11).



Figure 3.10: Potential south gateway improvements location (Google Maps).



Figure 3.11: Potential improvements at south gateway including streetscape treatments and murals.



Figure 3.12: Potential gateway improvement location at intersection with North Druid Hills (Google Maps).



**Figure 3.13: Potential location for north gateway (Google Maps).**

Gateways should include signage that uses styles consistent with other City of Brookhaven wayfinding criteria (currently being developed by other consultants). Gateway improvements should include appropriate plant materials in addition to signage. To highlight the multi-cultural resources in the corridor, an international element might be included in the gateway improvement. A sculptural globe might be a way to distinguish Brookhaven’s portion of Buford Highway from other areas in the city (see Figure 3.14). The gateway improvements at North Druid Hills could also be executed on the rock formation (northwest corner). Lighted signage or other appropriate features could be included here.

*Public Open Space*

This study area has been identified by the 2014 *Brookhaven Parks and Recreation Master Plan* as severely underserved by parks and recreation amenities. The acquisition of public open space should be considered along the corridor where possible. Specific locations for potential open space are identified in section 4.0 of this report. These locations were based on a survey of land use in the study area and identification of undeveloped or underdeveloped properties within the corridor.

*Bus Stop Enhancements*

Bus stops in the study area are heavily used during much of the day and evening hours. While several stops in the study area include a bus shelter, the vast



**Figure 3.14: Example of a globe sculpture (Columbus Circle, New York City), <http://static.panoramio.com/photos/large/10761.jpg>**

majority of these bus stops are completely lacking amenities and improvements. Many are eroded areas in close proximity to fast moving traffic, and most are at locations without pull-off space for buses. Public transit patrons are subject to the elements without shelter, trash receptacles, and/or seating. Since the bus stops occur at such great frequency along the corridor, they offer an opportunity for enhancement and upgrade, creating a look unique to the City of Brookhaven along the Buford Highway corridor.

Enhancement opportunities could be as simple as additional site amenities: lighting, seating, and trash receptacles. At locations where large groups are fre-



**Figure 3.15: Transit waiting area before improvements.**



**Figure 3.16: Transit waiting area with pedestrian/patron improvements.**

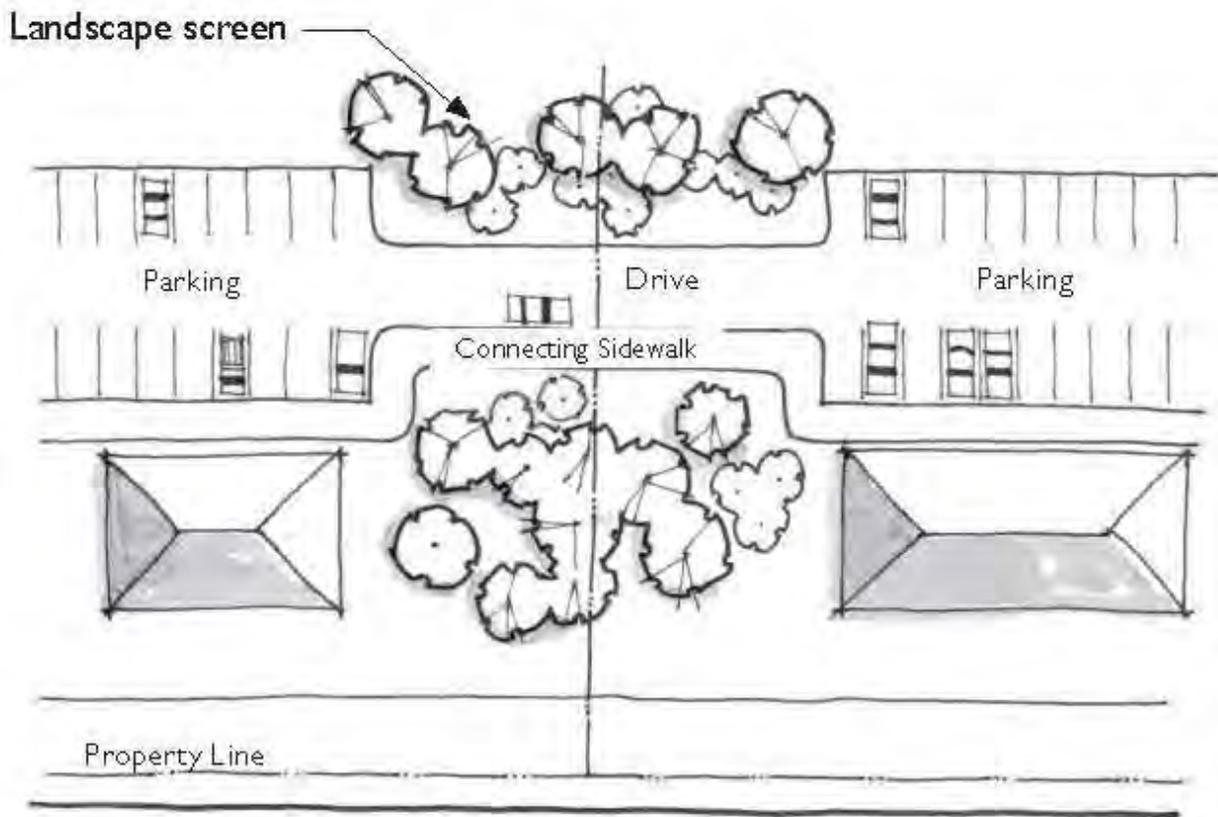
quently gathered, plazas could be developed. These plaza zones could include interesting shelters, public art, retaining or seat walls, shade structures, creative seating solutions and enhanced landscaping (see Figures 3.15 and 3.16).

*Parking/Circulation*

It is recommended that any redevelopment opportunities include access management measures, whereby when multiple parcels are being redeveloped concurrently, egress and access to the sites is consolidated. Adjoining parking lots serving non-residential buildings could be interconnected with no more than one curb cut permitted for each street frontage of a development (see Figure 3.17). Landscaped areas between parking and the highway will help create a vegetated screen between the roadway and developed parcels (see Figure 3.18).

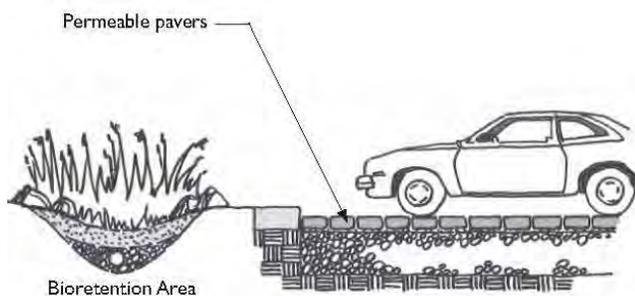


**Figure 3.18: Example of a vegetated buffer area, [http://www.urbanindy.com/wp-content/uploads/2010/12/cultural\\_trail\\_pic\\_caseyjo.jpg](http://www.urbanindy.com/wp-content/uploads/2010/12/cultural_trail_pic_caseyjo.jpg)**



**Figure 3.17: Typical shared access arrangement for commercial properties or multi-family residential.**

Where space is available, developments should be encouraged to add landscape islands into parking lots to provide shade, improve stormwater quality and beautify the corridor. Where excessive or unneeded parking exists, the city could consider offering incentives for removing the pavement and replacing it with a permeable surface such as gravel or lawn—these areas could still serve as overflow parking during events. Where overflow parking is not needed, bioswales/bio-retention areas could be integrated into existing parking lots to improve stormwater infiltration in the area (see figure 3.19).



**Figure 3.19: Stormwater bioretention areas and permeable paving for parking lots.**

When adding trees to parking areas, species selection should be limited to trees that can withstand the hot, dry microclimates and poor soil conditions of parking lots. Moderately fast to fast growing trees should be selected to realize tree benefits as soon as possible.

### 3.6 Greenway Connections

#### Multi-Use Trails

Multi-use or shared use paths provide recreation and/or transportation opportunities for a variety of user groups including pedestrians and bicyclists. All multi-use facilities should be developed and constructed to accommodate access for all user groups including those with disabilities. These trails should be a minimum of ten feet in width, but twelve feet is more desirable. Signage and lighting should be included in designs where appropriate. Additional trail amenities may include trash receptacles and benches. Recommendations for multi-use trail development standards can be found in the *Brookhaven 2014 Comprehensive Parks and Recreation Master Plan*. Multi-use trails should tie into the greater Atlanta multi-use trail network. The opportunities are identified on Illustration 3.

#### North Fork Peachtree Creek Trail

By far, the largest open space opportunity for the study area is the development of the North Fork Peachtree Creek Trail (North Fork Trail). This corridor has been identified in multiple reports as an essential trail connection within both DeKalb County and the greater Atlanta area. The North Fork Trail would link all of the properties described above. It would also provide connectivity between many of the redevelopment parcels identified in Section 4. This trail would be located within the stream buffer (undevelopable) of the North Fork. Since the trail would be located within the stream buffer, it should be constructed in an environmentally sensitive manner including minimal land and vegetative disturbance and using a pervious pavement material where possible (see Figure 3.20).



**Figure 3.20: Pervious multi-use trail surface, designed to accommodate both pedestrians and bicyclists.**

Where it is impossible to construct the trail due to ownership issues and/or environmental constraints, the trail could be located adjacent to Buford Highway (see Illustration 5). A vegetated buffer is recommended between the greenway and the drivable lanes of the roadway. This buffer should be at least four to five feet wide where possible. Vegetation is essential and if setbacks allow, trees should be included in the buffer area to provide shaded conditions for the trail.

The North Fork Connectors, a nonprofit group has a mission “to create a public linear park along the North Fork of Peachtree Creek for walking, cycling, and paddling.”<sup>12</sup> The goal of the group is to connect “people and places along the North Fork of Peachtree Creek.”

This vision could be supported by an investment in the design and development of a multi-use trail along

this stream corridor. This trail could be accessed from Buford Highway via several points along the study corridor:

- At the bridge north of the intersection of Buford Highway and West Druid Hills Drive
- Along Corporate Boulevard at the bridge crossing North Fork Peachtree Creek
- Via a connector trail from Buford Highway near Montclair Elementary School

### Skyland Trail

A survey of the Skyland Trail's ownership conditions reveals that the entire trail northwest of Buford Highway through the Drew Valley neighborhood flows across single family residential properties, thus the route does not seem suitable in this area. Southeast of Buford Highway, this tributary connects with Montclair Elementary School via the property boundary of several multi-family developments. While the tributary does act as a boundary for some single family properties, there are fewer properties than on the northwest side of Buford Highway. This portion of the route would be essential in establishing an offroad connection between Montclair Elementary School, Buford Highway, and North Fork Peachtree Creek Trail. A mid-block crossing at this location would add to the safety for trail users. The crossing should be established at a location as close to the multi-use path location as possible for safety reasons.

A northwest connection may be more easily achieved with an on-road route along Clairmont Road. Refer to the *2014 Comprehensive Transportation Plan* for multi-modal/trail recommendations along Clairmont and connections to northern Brookhaven.

Development of the North Fork Trail will provide a multi-use connection to several area trail systems:

- GDOT Creek Trail – Georgia Department of Transportation developed a trail from Lindbergh Drive to Cheshire Bridge Road along North Fork Peachtree Creek using mitigation funds from the construction of a flyover exit lane from I-85 to Lindbergh Drive. This trail is gravel surface and includes a creek crossing on the northern section near Cheshire Bridge Road. This trail is scheduled to open summer 2014. The North Fork Trail with-

in the study area could either connect to this trail using on-road routes or via a multi-use path along the creek outside the study area.

- South Fork Trail/Meadow Loop and Confluence Trails – The Meadow Loop and Confluence Trails are nature trails (approximately five foot wide mulch surface) that connect Lindbergh Drive to the confluence of the North and South Forks of Peachtree Creek. These trails are currently in varying stages of development supervised by the South Fork Conservancy. While these are not multi-use trail profiles (they are narrow and aimed at pedestrians only), these would provide a pedestrian connection between the North Fork Trail and potentially the Atlanta Beltline (see Illustration 3). This connection could also provide access to the PATH 400 trail which has its trailhead on Piedmont Road.

(Endnotes)

1. URS, *Buford Highway Multimodal Corridor Study, Final Report* completed for the Atlanta Regional Commission, 2007.
2. The ARC Report details these improvements, “the sidewalks should be a minimum of eight feet in width...trees and other landscaping should be incorporated wherever possible to add shade, separate the pedestrian and vehicular realms, and increase pedestrian safety by lowering curbside vehicular speeds.” (URS, 3-20)
3. The Buford Highway corridor has been identified by ARC as a MARTA Bus Rapid Transit (BRT) Area. According to the ARC Report and a MARTA BRT Corridor Identification Study, the Buford Highway corridor was identified as one of the top five corridors in the MARTA service area for BRT service. Projects for Long-Range Implementation are currently unfunded by ARC.
4. URS, 5-11.
5. PATH Foundation, *DeKalb’s Greenway Trails: A Master Plan for Multi-Use Trails in DeKalb County Georgia*, 2000.
6. PATH, v.
7. PATH, 21.
8. Ibid.
9. PATH, 35-36.
10. PATH, 36.
11. Andrew McBurney for PEDs, “Safe Routes to Transit: Toolkits for Safe Crossings in Metro Atlanta,” 2014. Accessed online at [http://peds.or/saferoutes\\_toolkits/](http://peds.or/saferoutes_toolkits/), June 2014.
12. North Fork Connectors, “Mission Statement”, accessed online at [northforkconnectors.org](http://northforkconnectors.org), June 2014.

## 4.0 Recommendations and Strategies

### 4.1 Study Area Redevelopment Opportunities

#### Introduction

Zones for potential redevelopment were presented at a Public Meeting on June 12, 2014 at Oglethorpe University (see Illustration 1). The public commented on these redevelopment zones (see Appendix B – Summary of Public Comment). The major themes that arose out of these discussions included:

- create more open space opportunities for existing residents;
- provide more multi-modal transportation for the citizens of Brookhaven;
- retain affordable housing opportunities within the study area;
- retain and support retail opportunities that provide the international character that currently exists along the corridor.

The redevelopment schemes presented include an effort to add open space to the study area, establish a multi-use trail network along the North Fork with connection opportunities within the study area, support and develop a viable mix of market rate and affordable housing, and introduce new commercial zones that support the vision of Buford Highway as a thriving international community. Parcel locations as well as relationship to the open space network is shown in Illustrations 6.1-6.8. All redevelopment schemes should include provisions for connection to multi-modal transportation and should emphasize both economic and ecological sustainability.

There are several parcels or aggregations of parcels along the Buford Highway Corridor that represent lost opportunities for the community. There are a variety of reasons, noted below:

- vacant commercial properties;
- previously productive older commercial properties that have devolved to marginal commercial activity such as automotive-related uses;
- poorly-maintained older commercial properties,

especially ones in highly-visible locations whose condition undermines the positive appearance of the Brookhaven community;

- older, smaller commercial properties at highly visible intersections with uses that do not benefit from the level of activity at those locations;
- larger retail and office complexes with overly-large parking areas that could be developed more intensely to the benefit of property owners and the City of Brookhaven;
- undeveloped and under-developed “creekside parcels” that could benefit from public open space and trail improvements; and
- aging apartment complexes in need of reconstruction or substantial rehabilitation that were originally developed at densities lower than current standards.

Many of these parcels could be economically redeveloped based on the strong market forces identified in the Market Analysis undertaken for this study (see Appendix A). The strongest of these market-driving uses are sales and rental housing; hotel and other lodging potential; and selected retail including certain community-serving and specialty retail activity, full-service restaurants, and international-market themed retailing.

In pursuing these redevelopment opportunities, the community has made it clear that retention of housing diversity in this corridor is a major objective. To respect this objective, we have undertaken site analyses aimed at retaining one-for-one affordable housing opportunities wherever currently affordable older housing units are being replaced or improved. In these instances, the objective of retaining housing affordability is considered both from the perspective of the ultimate housing mix derived from redevelopment and from the perspective of the phasing of construction so that replacement affordable housing can be readied in advance of property demolition. Where sensitive natural features (e.g. stream buffer areas and steep topography) existed on a parcel or parcel group, the acreage of these features was subtracted from the total property acreage, yielding a “developable” area for each site. This was the total area used in redevelopment opportunity calculations.

### Residential Redevelopment Opportunities

#### Parcel Group #3 (Illustration 6.1)-

This assemblage of parcels is located near the corner of Buford Highway and Corporate Boulevard. The location has very high visibility to traffic exiting I-85 and traveling to Corporate Square or further north on Buford Highway.

The seven parcels in this assemblage are also located directly across from the new Lenox Hill Apartment complex between North Druid Hills Road and Corporate Boulevard. Built in 1998, Lenox Hill Apartments have 480 units at a density of 30.4 dwelling units per acre. Several parcels within this assemblage appear to be in inter-related ownerships; one parcel is vacant; one has a closed restaurant; and one includes the Pink Pony facility.

After adjustment of property needed for the North Fork Creek/Trail, there remain 6.00 developable acres. The most appropriate use for the site based on the market analysis is as a trailside luxury apartment complex of approximately 180 units developed at 30 dwelling units per acre.

#### Parcel Group #4 (Illustration 6.2)-

This assemblage of parcels is located northeast of the corner of Buford Highway and Corporate Boulevard on both sides of North Fork Peachtree Creek. Assuming the park/trail development of the creek, these parcels would provide space for an owner-occupied townhome development benefitting from that amenity. On the Buford Highway side of the creek, this parcel group includes five parcels in four ownerships currently occupied by older commercial buildings, some of which are vacant. After adjustment of property required for the North Fork Creek/Trail, there will remain 4.17 developable acres on this side of the creek, which could accommodate 42 townhomes at 10 dwelling units per acre.

On the Corporate Square side of the creek, there is a long “orphaned” parcel with 1.15 developable acres adjacent to under-utilized parking areas of Corporate Square. We assume that these parcels will be joined to create a developable parcel of approximately 4.8 acres sufficient to accommodate another 48 townhomes. Together, this parcel group would yield a 90-townhome development.

#### Parcel #7 (Illustration 6.3)-

This parcel—the current Red Roof Inn—is located at the corner of Buford Highway and North Druid Hills Road. The parcel includes steep slopes elevating the buildable portion of the site from the intersection. This elevation provides striking skyline views of downtown Atlanta. After adjusting for slopes, the parcel contains 2.28 developable acres. We anticipate a two-phase development at this location, each phase a 200 unit, 12 story luxury condominium building capitalizing on views to downtown Atlanta. Each condo building is envisioned as elevated above a three-level parking structure.

#### Parke Towne North and Surrounding Complexes (Illustration 6.4)-

Parke Towne North is an older 494-unit apartment complex with on-going property maintenance issues. Though in need of reconstruction, the complex is an important affordable housing resource. Two smaller, adjacent complexes with 158 units are in similar condition.

These properties are developed at much less density than more modern complexes in the area. A general approach involving reconstruction at higher densities could create a mix of more valuable luxury apartments as well as higher quality replacement affordable units. The approach to redevelopment is to replace currently affordable units on a one-to-one basis, while incorporating these affordable units within mixed income rental communities of 70% market rate/30% affordable housing.

Redevelop Parke Towne North and adjacent complexes as a phased affordable/market mix residential community. Together, these three complexes include 45.24 acres of land; if redeveloped at a density of 30 units per acre, this would yield 1,350 total units (30% affordable—405 units; 70% market rate—945 units). Under this approach, locations for the remaining 247 affordable units would need to be found. These will be considered in regard to the development of Northeast Plaza and adjacent vacant parcels (see below).

#### Parcel #8 (Illustration 6.6)-

This undeveloped parcel is located along North Fork Peachtree Creek behind Northeast Plaza and is accessible from Briarwood Road. With 8 developable acres,

the site could accommodate a 240 unit apartment complex at 30 dwelling units per acre. To achieve the community's affordable housing replacement objectives, 25-30% of these units would be affordable.

### Hotel/Office Redevelopment Opportunities

#### Parcel Group #1 (Illustration 6.1)-

This assemblage of parcels is located at the corner of Buford Highway and North Druid Hills Road and is bordered by North Fork Peachtree Creek.

This parcel group is one of the most highly visible corners of the Buford Highway Corridor and is a key gateway location for the corridor since it receives substantial traffic from I-85. The parcel group is currently in three ownerships and many of the properties are currently vacant. Active businesses include a gas station, a small retail establishment, an auto title business, and a car repair facility.

After adjustment of property needed for the North Fork Creek/Trail, there will remain 4.17 developable acres. The anticipated initial development at this location is a highly-prominent hotel with conference facilities and (ideally) one floor of offices targeted to the community of international trade missions and embassies in the Atlanta area. This use, though modest in size, would benefit from the hotel and conference facilities and would help establish the international theme for Buford Highway.

This first phase of development would include an 8 story facility with 200 rooms generally positioned as an "Upper Upscale" facility (Hilton, Wyndham, Sheraton, etc.). General characteristics would include:

- 18,000 sq. ft. footprint
- First floor service and restaurant
- Second floor dedicated to conference space
- Third floor dedicated to international themed offices
- 5 floors hotel use

This first phase could be surface-parked with about 320 spaces. A second stage of development could include an office building or a second hotel. At that point, structured parking would be necessary.

### Commercial and Mixed Use Redevelopment Opportunities

#### Parcel #2A and 2B (Illustration 6.1)-

This parcel is located at the corner of Buford Highway and North Druid Hills Road.

The property—though technically three parcels—is single ownership and includes a total of 2.57 developable acres. The owner has recently invested substantially in a car wash and auto maintenance facility; it would be difficult to reuse this portion of the property in the short-term. However, the immediate corner parcel (.52 acres) is used for comparatively less active commercial uses and could be repositioned as a more active and prominent retail use.

#### Parcel Group #5 (Illustration 6.7)-

This assemblage of parcels is located on Buford Highway directly across from the intersection with Drew Valley Road. The site includes a closed McDonald's. The total area is 1.39 developable acres; at .3 floor-to-area ratio, the site could support 18,000 sq. ft. of retail space with appropriate surface parking.

#### Parcel Group #6 (Illustration 6.8)-

This assemblage of parcels is located at the intersection of Buford Highway and Clairmont Road. Current uses are a car repair facility, a rental car facility, a laundromat, and a recently opened frozen dessert restaurant. The parcels are separated from the Skyland Shopping Center by the now closed Skyland Drive.

We envision this redevelopment as an integration of these four parcels with linkages to the existing shopping center. The redevelopment parcel creates an aggregate complex of 5.93 developable acres. Steep slopes at the rear of this assemblage made this portion unsuitable for development. A key market opportunity would be a potential national chain drugstore as anchor (14,000 sq. ft.). Other new retailing stores would also be added.

### Northeast Plaza (Illustration 6.5)-

Northeast Plaza is located at the intersection of Buford Highway and Briarwood Road. This older 442,000 sq. ft. shopping center has been substantially re-tenanted in recent years, but retail activity is at a lower intensity due to (1) a fair amount of vacancy and comparatively low-productivity, larger retail tenants; (2) conversion of some space to office uses; (3) a number of marginally-occupied spaces; and (4) a shopper profile emphasizing nearby, walking customers.

Activity at this facility could be dramatically increased if portions were converted to mixed use development. Under this approach, mixed use buildings with first floor retailing would be substituted for vacant parking areas and under-performing commercial space. Also important civic open space would be added to create a livelier environment. Introducing mixed use buildings, similar to the Goodwynn at Town Center Brookhaven, developed at 30 dwelling units per acre, could add 700 apartments to the complex. Again, to achieve the community's affordable housing replacement objectives, 25-30% of these units would be affordable.

### Public Open Space

Due to the population density and relatively little amount of park and/or public open space within the study corridor, opportunities for expanding the greenspace network in this area have been explored. Linking most parcels identified as open space opportunities is the North Fork Greenway (described in the previous section).

The North Fork Greenway would be situated within or near the seventy-five foot stream buffer required on both sides of the creek. A stream buffer variance would be required for construction of trail segments within the stream buffer. The trail surface could vary from pervious to non-pervious depending on the character and function of each segment. Some sections of the greenway would link to the proposed improved pedestrian network along Buford Highway to provide a continuous commuter route. Development of the trail system should also preserve existing native vegetation while eradicating invasive species.

Individual locations for open space were selected based on several criteria; however, not all of the parcels identified meet all of the criteria:

- Location along the potential future greenway
- Proximity to Buford Highway and existing circulation network
- Lack of development or underdevelopment
- Scenic quality

Parcels with open space potential are located along Buford Highway and in many cases tie in with redevelopment recommendations described above. Illustrations 7.1-7.2 identify the locations of these potential parcels with acreage of each noted. Most of these parcels would likely be developed as small passive use spaces. Passive uses could include small trail wayside areas with environmental interpretation, benches, and/or open field areas.

Another use for public open space could be community garden areas. There are currently no known community gardens in the study area. According to the American Community Gardening Association, "community gardening can incorporate the triple-bottom line goal of sustainability – to provide benefits that combine the environment, economic development, and social equity." Community gardens have been shown to be especially successful in areas with large new immigrant populations and areas with a large number of school-aged children.

The following is a summary of the parcels and their potential future uses within an open space network:

#### OS1 – 1.54 Acres:

These two parcels near the Latin American Association (LAA) include low-lying sandy shoals along the proposed North Fork Peachtree Creek. Passive uses could include picnic and environmental interpretation areas. Parking would have to be elsewhere (perhaps through an agreement with the LAA), but these two parcels are adjacent to the proposed North Fork Greenway Trail.

#### OS2 – 2.57 Acres:

This parcel is located at the corner of West Druid Hills Drive and Buford Highway. Conversion of this parcel from a strip shopping center to a trailhead and/or passive use park facility would allow public access to the proposed North Fork Greenway Trail at a location that

includes a sandy shoals area and ruins of a historic bridge abutment. The size of this site and disturbance by previous development would mean that facilities such as restrooms and/or a pavilion could be added at this location. This area could serve as a trailhead for the Greenway Trail with support parking.

### OS3 – 1.28 Acres:

This underdeveloped creekside parcel located on North Druid Hills Road could serve as a trailhead for the proposed North Fork Greenway Trail. Limited parking may be provided at this location provided it is developed outside the seventy five foot stream buffer.

### OS4 – 2.39 Acres:

This area is identified as an underutilized parking area associated with the larger Salvation Army property. This area is adjacent to Corporate Boulevard, connects to the proposed North Fork Greenway Trail, and might support a child-sized soccer field.

### OS5 – 1.83 Acres:

This interior parcel has no direct road access, but could be accessed via the proposed North Fork Greenway Trail. This parcel is located within the floodplain and stream buffer, meaning that development must be limited. An open field area with picnic facilities might be possible within this zone.

### OS6 – .62:

This undeveloped parcel is located on Buford Highway. Due to its small size, it is not anticipated that this site could support park facilities, but it could support a bus plaza zone and/or a community garden area.

### OS7 – 6.03 Acres:

This undeveloped parcel (associated with redevelopment parcel group 8) contains steep slopes and floodplain area. It is anticipated that this area could be an open, natural zone accessed via the proposed North Fork Greenway Trail and the parking area associated with the development proposed for parcel group 8. This area could include environmental interpretation, nature trails, and a picnic area.

### OS8 – 2.15 Acres:

This undeveloped parcel is located on Briarwood Road across from Northeast Plaza. Due to its steep terrain and wooded character, this site might be well suited for a passive use park with a small parking area and nature trail. Development of this site (even for a small parking facility) would require extensive grading.

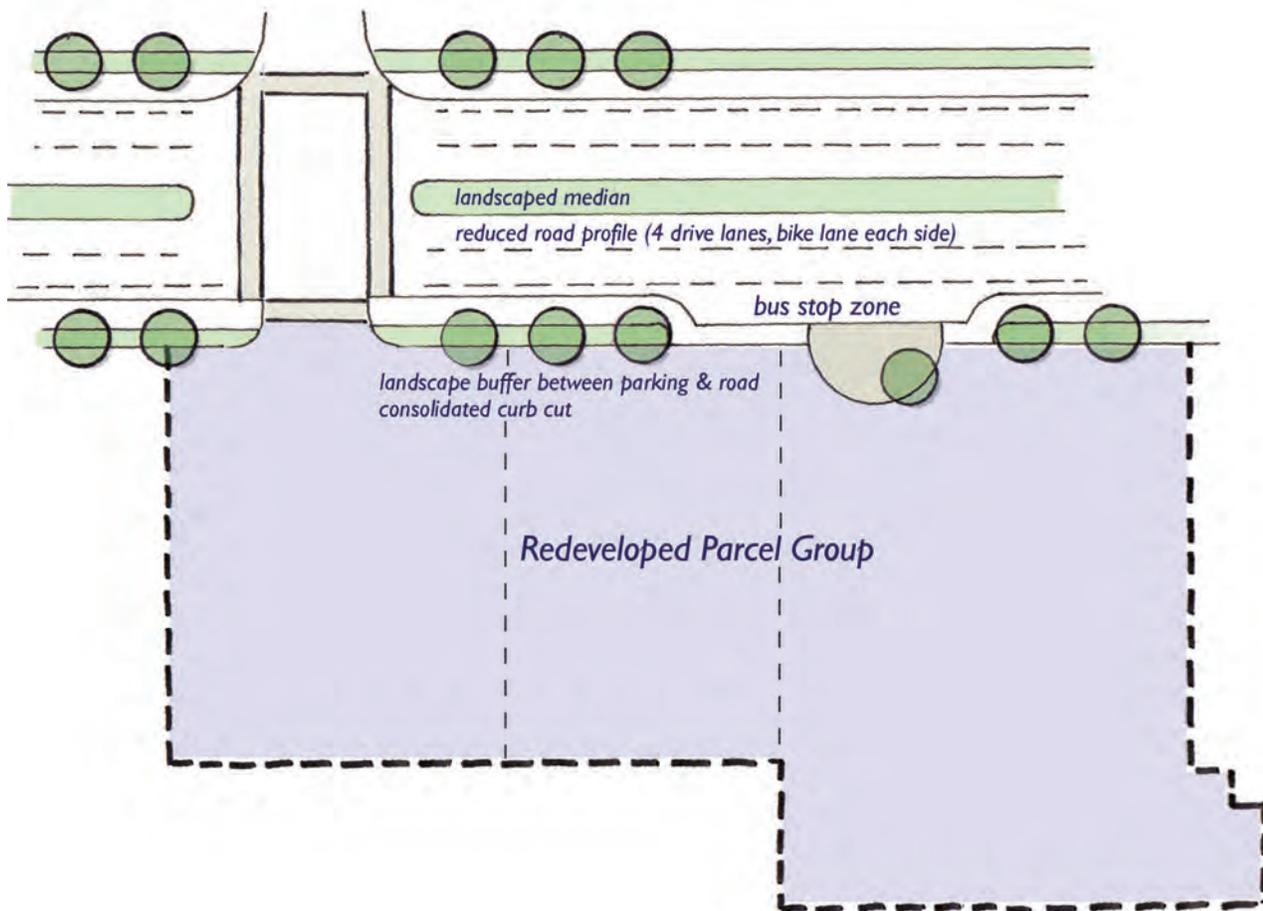
### OS9 – .65 Acres:

This undeveloped parcel is located on Buford Highway at the corner of Drew Valley Road. Due to its small size, it is not anticipated that this site could support park facilities, but it could support a bus plaza zone and/or a community garden area.

## 4.2 Typical Redevelopment Concept

As parcels within the corridor are redeveloped, they should incorporate standards that improve both the physical and environmental quality of the corridor. All parcel redevelopment should include additional amenities for bicyclists, pedestrians, and public transit patrons, improving non-automobile transit connectivity along the corridor. Redevelopment of parcels should include:

- Landscape buffers between parking and the roadway. In some cases, the city would need to require a planted buffer on private property where it adjoins the public right of way. This buffer could be approximately six to ten feet in width to allow for vegetation including trees, grasses, and shrubs. Buffers will visually enhance the corridor and improve the corridor and the individual redevelopment parcels (see Figure 4.1).
- New parking areas should be developed using ecological approaches to stormwater management with the goal of handling all drainage quality improvements on-site. These approaches could include the use of bio-swales in lieu of buried pipe systems. Retention areas should be designed as wetland areas with vegetated slopes which can serve as wildlife habitat areas (see Section 3).
- Landscape buffer areas could be developed as rain gardens – this allows stormwater runoff to infiltrate while providing a vegetated buffer from the road.



**Figure 4.1: Typical redevelopment concept showing parcels with common ingress/egress, public space (bus stop zone) and landscaped buffer.**

- New landscaping within the corridor should use native plant materials to reinforce local identity, attract wildlife and provide sustainability through drought tolerance.

Where possible, consolidation of parcels and parcel redevelopment should encourage the development of public open space adjacent to the right-of-way. These open spaces could be as simple as a small plaza or bus stop area that provides seating and shade (see Figure 4.1).

#### 4.3 Priority Planning and Implementation Strategy

The recommendations included in this document present plans to transform the Buford Highway Corridor

into a vibrant pedestrian and bicycle-friendly route by leveraging its existing natural and international resources and adding new sustainable redevelopment along the route. The implementation strategy is intended to provide an overall approach for achieving the vision outlined in this study. The following section discusses various measures to implement these plans. Both infrastructure improvements and policy changes are needed to make the vision outlined in this report a reality. Many of the physical improvements included in this report would require further study before implementation. These studies have been outlined as action items in the Community Work Program (CWP). Because the plans in this report are conceptual, changes should be anticipated and a wide range of unanticipated variables will ultimately shape implementation.

Please refer to the *Brookhaven Comprehensive Plan 2034* for recommendations pertaining to land use regulations and future design guideline studies. The Comprehensive Plan outlines citywide CWP projects as well as several action items specific to the Buford Highway Corridor.

The Buford Highway Corridor has experienced a number of issues over the years, primarily related to vehicular and pedestrian safety. Historically, Buford Highway served the northeastern quadrant of Metro Atlanta, as an important commercial corridor prior to the construction of I-85 in the 1950s. As a major commercial corridor, its design was originally oriented toward moving the maximum number of cars and trucks as quickly as possible through a corridor with retail, office, other non-residential land uses, and apartments. Hence, its design as a seven- and five-lane highway with a continuous two-way turn lane through much of Brookhaven.

Over the past several years, more attention is being given in Metro Atlanta to alternative ways for people to travel, including more pedestrian, bicycle, trail, and transit systems. In the early 2000s, the Atlanta Regional Commission (ARC) studied a number of potential improvements to Buford Highway, including its redesign into a premium transit corridor or potential bus rapid transit corridor. At that time, the term “road diet” was not in general use in the Metro Atlanta area.

The proposal to consider lane reductions on Buford Highway, commonly referred to as a “road diet,” would necessitate further study to confirm its feasibility. The economic redevelopment strategy proposes an additional 1,800 residential units to the corridor, which currently has relatively low daily traffic counts. The 2012 average annual daily traffic (AADT) reported by Georgia Department of Transportation and illustrated in chart form in the Inventory and Analysis section of this report was 22,250 vehicles per day (VPD). This represents an increase of 1.7% from the previous year, but a review of historical data shows inconsistent growth. Some years show significant increases followed by years with significant decreases. Overall, growth has remained minimal since 2005. Transit ridership in the corridor is relatively high with many transit-dependent households in the corridor and a high level of pedestrian activity.

A transportation study on the capacity of Buford Highway would require that the demographic charac-

teristics of Buford Highway’s population are a consideration. It is certain that some growth would be accommodated in pedestrian or public transit modes of transportation in lieu of a total reliance on private vehicles. It is also worth noting that a segment of Ponce de Leon Avenue in Atlanta (US78/US 278/SR 8) will undergo a lane reduction project with current traffic exceeding 30,000 VPD.

In order to qualify for federal transit funding for improvements in the corridor, the future feasibility study would consider all reasonable transit options, including light rail, streetcar, bus rapid transit, and enhanced local bus service. There is potential that a road diet could work on Buford Highway and allow room to enhance the pedestrian, bikeway, and open space environment. The low VPD counts, the reliance of current and future populations on alternate modes of transportation, and the potential to change the roadway classification resulting in lower speed limits are factors that could positively influence a redesign of the corridor with fewer travel lanes.

### Community Work Program (CWP)

The items identified in the CWP (Tables 4.1 and 4.2) are projects that could be conducted during the next five years (2015-2019). These are priority items for improving the physical conditions along the Buford Highway corridor and implementing future redevelopment recommendations.

**TABLE 4.1  
CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019  
BUFORD HIGHWAY - ECONOMIC STRATEGY**

ID	Description of Activity	Timeframe (x)				
		2015	2016	2017	2018	2019
<b>1.1</b>	<b>Engage Redevelopment Property Owners</b>					
1.1.1	For Redevelopment Parcels #1, #3, #4, #5, and #6 with multiple owners of smaller parcels, this engagement should focus on achieving agreement to allow the Development Authority to jointly market these parcels to attract the desired redeveloper and use.	x	x			
1.1.2	For Corporate Square, encourage the ownership to undertake an update of their schematic master plan in light of the potential coming North Fork creek multi-purpose trail/park and to consider mixed use approaches.	x	x			
1.1.3	For Northeast Plaza, encourage ownership to develop a specific plan for mixed use development to be undertaken by them or a co-developer they identify.	x	x			
1.1.4	For other single-owner parcels (Red Roof Inn, Parcels #2 and #8), determine interest/capacity of owners to undertake redevelopment; encourage identification of partners with capacity if necessary and/or use Development Authority to market sites to developers.	x	x			
<b>1.2</b>	<b>Create Policy Framework for Affordable Housing</b>					
1.2.1	Establish policy for Northeast Plaza. Apply policy and phasing approach to zoning overlay.	x	x			
<b>1.3</b>	<b>Adopt Redevelopment Consistent Zoning</b>					
1.3.1	Prepare and adopt necessary zoning modifications for all redevelopment parcels.	x	x			
<b>1.4</b>	<b>Establish Tax Allocation District</b>					
1.4.1	Complete TAD-required Redevelopment Plan (if referendum approved); determine boundaries for district (identified redevelopment parcels and other compatible or impacted adjacent properties); coordinate with North Fork trail/park planning.	x				
<b>1.5</b>	<b>Market Redevelopment Parcels</b>					
1.5.1	In collaboration with property owners and at varying times depending on the dynamics of each location, recruit developers for specific sites	x	x	x	x	x
1.5.2	Consider site acquisition where feasible.	x	x	x	x	

**TABLE 4.1 cont'd**  
**CITY OF BROOKHAVEN - COMPREHENSIVE PLAN 2034 - CWP 2015-2019**  
**BUFORD HIGHWAY - ECONOMIC STRATEGY**

ID	Description of Activity	Timeframe (x)				
		2015	2016	2017	2018	2019
<b>1.6 Upgrade Existing Commercial Properties</b>						
1.6.1	Create Façade Enhancement Matching Grant Program		x	x	x	x
<b>1.7 Small Merchant Support Services</b>						
1.7.1	Relocation Technical Assistance for Displaced Redevelopment Parcel businesses		x	x	x	x
1.7.2	International Restaurant/Retail Recruitment	x	x	x	x	x
1.7.3	International Theme Events/Programming	x	x	x	x	x

**TABLE 4.2  
CITY OF BROOKHAVEN - DRAFT COMPREHENSIVE PLAN 2034 - CWP 2015-2019  
BUFORD HIGHWAY - IMPROVEMENT PLAN**

ID	Description of Activity	Timeframe (x)				
		2015	2016	2017	2018	2019
<b>1.1 North Fork Peachtree Creek Greenway</b>						
1.1.1	Master Plan Report - Develop a framework for constructing an integrated system of multi-use and nature trails along North Fork Peachtree Creek. The future network will provide residents with close-to-home and close-to-work access to bicycle and pedestrian trails. The trails and greenways will serve transportation and recreation needs and help encourage quality, sustainable economic growth. Develop cost estimates for construction and strategy for property acquisition, as required.	x	x			
1.1.2	Complete real estate appraisals for candidate parcels for acquisition. Prioritize sites for acquisition based on importance to greenway concepts as identified in master plan (see 1.1.1)		x	x		
1.1.3	Initiate discussion with property owners of candidate parcels to determine parcels that could be part of a future greenway. Purchase parcels as available and funding allows.		x	x		
1.1.4	Construction Documents/Design - Develop construction documents and specifications for construction of the North Fork Greenway to include 75' setback and any parcels acquired by City.		x	x	x	
1.1.5	Construction/Implementation - Construct Greenway along North Fork Peachtree Creek including trailhead and connections to existing pedestrian network.				x	x
<b>1.2 Gateway Improvements</b>						
1.2.1	Gateway Master Plan - Identify sites at three locations for gateway features: south city limits on Buford Highway; north city limits on Buford Highway; city limits near intersection of North Druid Hills and Buford Highway. Estimate costs for obtaining right-of-way and coordinate with GDOT. Prepare application for GDOTs Gateway Program.	x	x			
1.2.2	Gateway Design - Design gateway features construction documents at city limits at three locations (see 1.2.1): Develop cost estimates for construction.		x			
1.2.3	Gateway Construction - Construct gateway feature improvements at three locations (see 1.2.1)			x		

**TABLE 4.2 cont'd**  
**CITY OF BROOKHAVEN - DRAFT COMPREHENSIVE PLAN 2034 - CWP 2015-2019**  
**BUFORD HIGHWAY - IMPROVEMENT PLAN**

ID	Description of Activity	Timeframe (x)				
		2015	2016	2017	2018	2019
1.4.2	Streetscape Master Plan - Buford Highway - based on 1.4.1 recommend improvements for Buford Highways including pedestrian amenities, street trees, crosswalks, mass transit stop improvements, and medians.	x	x			
<i>Projects Identified in Comprehensive Plan CWP Involving Buford Highway</i>						
1.3.1.	Develop and adopt an overlay district for the Buford Highway corridor to regulate the form and character of redevelopment in the corridor.	x				
1.7.2	Consider recommendations of the Master Active Living Plans for the Ashford Dunwoody Study Area and the Buford Highway Corridor Study Area.	x	x	x	x	x

\*Funding is subject to annual budget allocation by Mayor & Council, potential bond issuance, and the availability of funding from federal and state grants.

### Long Range Projects

Long range projects fall outside the CWP's initial five year implementation phase. The nature of these projects will be the result of the findings in the studies recommended in the CWP. Therefore, it is anticipated that this list could change as additional projects come to light during the process of these studies.

#### *Redevelopment and Economic Opportunities*

Over the next five to ten years, the City of Brookhaven—largely through its Development Authority—should work collaboratively with key Buford Highway Corridor property owners and with developers attracted by the potential for revitalization to facilitate redevelopment of the multiple parcels identified in this report. These redevelopment ventures will capture the residential, hotel, and retail/commercial opportunities identified in the market analysis.

These redevelopment opportunities will establish a positive entryway to Brookhaven from I-85 at the North Druid Hills/Buford Highway intersection. They will benefit from and closely relate to the proposed North Fork Greenway Trail. They will encourage rejuvenation of major commercial developments such as Corporate Square and Northeast Plaza in part through establishing mixed-use approaches to those properties.

These redevelopment efforts will facilitate the redevelopment of older, significantly-deteriorated apartment complexes and collectively add as many as 2,500 new market rate housing units into the Corridor. This growth in market rate housing will be implemented in close collaboration with a detailed housing diversity approach that seeks to provide quality replacement housing to maintain housing affordability for Brookhaven's current workforce.

Additional housing development will grow demand for goods and services and provide the basis for incremental growth in available retailing. In parallel, these redevelopment efforts will capture growth in the area's hotel market—adding 200 to 300 rooms and increasing employment opportunities. Office complexes, reinvigorated through the North Fork Greenway Trail improvements, and mixed-use approaches, will be positioned to attract new office users when opportunities appear.

One approach that will be continually emphasized in redevelopment and other revitalization efforts is the growth of the area as an internationally-themed location with restaurants and gift shops attracting customers and support facilities (hotels, offices, conference facilities) aimed at the many foreign trade missions in the Atlanta region.

These redevelopment efforts will be implemented in concert with finer-grain support programs aimed at encouraging façade and other appearance improvements to smaller shopping centers and freestanding business properties along the Corridor, at recruiting more active retailers to currently vacant and underutilized store spaces in the Corridor and at assisting the successful re-establishment and growth of viable businesses displaced from redevelopment parcels.

#### *Transportation Projects*

##### **Road Diet /Streetscape**

- **Description:** per recommendations from transportation studies conducted for the corridor, eliminate one drive lane each direction along this segment of Buford Highway. Construct pedestrian and bicycle improvements within the public right-of-way gained in this lane reduction.
- **Intent:** serves to calm automobile traffic and provide a connected bicycle and pedestrian facility north-south through the corridor
- **Potential Funding:** Atlanta Regional Commission (ARC), Transportation Enhancement Funds (TE), Georgia Forestry Commission (for tree planting), Community Block Development Grants (CDBG)

##### **Public Transportation Improvements**

- **Description:** per recommendations from transportation studies conducted for the corridor, improve access to public transportation, and improve transportation choices along corridor (may include bus rapid transit, light rail, or streetcar)
- **Intent:** serves to provide additional access to public transit along the corridor
- **Potential Funding:** Atlanta Regional Commission (ARC)

### **North Fork Greenway Connector Trail Construction**

- Description: per recommendations from greenway studies recommended for the study area, construct a network of multi-use and nature trails from Buford Highway to the North Fork Greenway to the improved pedestrian/bicycle facilities along Buford Highway
- Intent: provides alternate off-road route for commuting; provides open space/recreation opportunity to residents of the city and the surrounding area
- Potential Funding: Atlanta Regional Commission (ARC), Transportation Enhancement Funds (TE)

### Open Space Projects

#### **Park Development**

- Description: develop parcels identified in study as parks and open space
- Intent: provide citizens within the study area opportunities for recreation
- Potential Funding: General Fund, federal grants

#### **Community Garden Development**

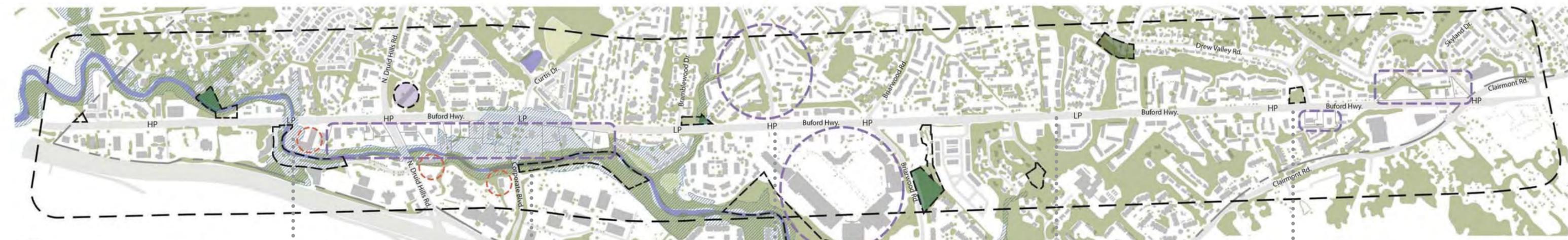
- Description: develop parcels identified in study as community garden areas
- Intent: provide citizens within the study area opportunities for urban gardening
- Potential Funding: General Fund, federal grants



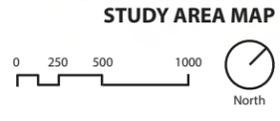
# ILLUSTRATIONS







- LEGEND**
- Study Area
  - City Limits
  - Vacant Parcel, Open Space Opportunity (Privately Owned)
  - Vacant Parcel, Open Space Opportunity (Publicly Owned)
  - Occupied Parcel, Open Space Opportunity
  - Redevelopment Opportunity Area
  - Prime Redevelopment Property
  - North Fork Peachtree Creek
  - 100 Year Floodplain
  - Tree Canopy
  - Open Field
  - High Point
  - Low Point



North Fork Peachtree Creek is visible when traveling along Buford Highway in many locations throughout the study area



While little vegetation lines the areas directly adjacent to Buford Highway, a large amount of tree cover and plant variety can be found along North Fork Peachtree Creek



With numerous high points and low points, dynamic views of Downtown Atlanta are revealed in many locations while traveling south

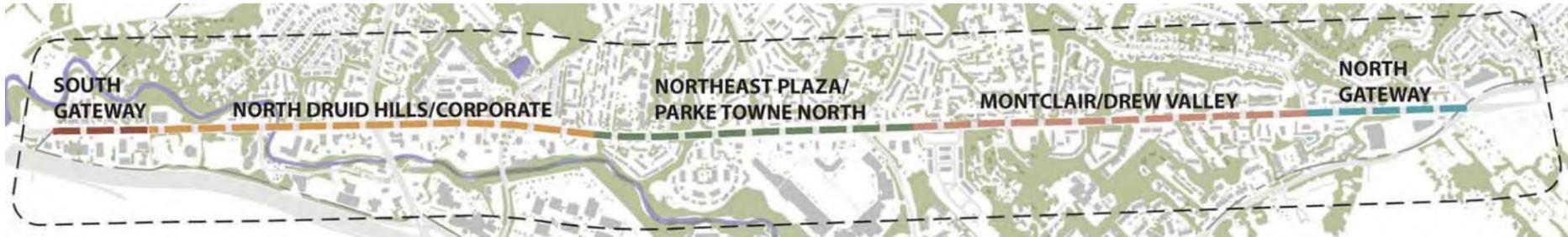


Safety and comfort of pedestrians could be heavily increased by the installation of plant material and carefully selected amenities along the edge of Buford Highway; if space is available, this could create a much needed layer of separation from vehicular traffic

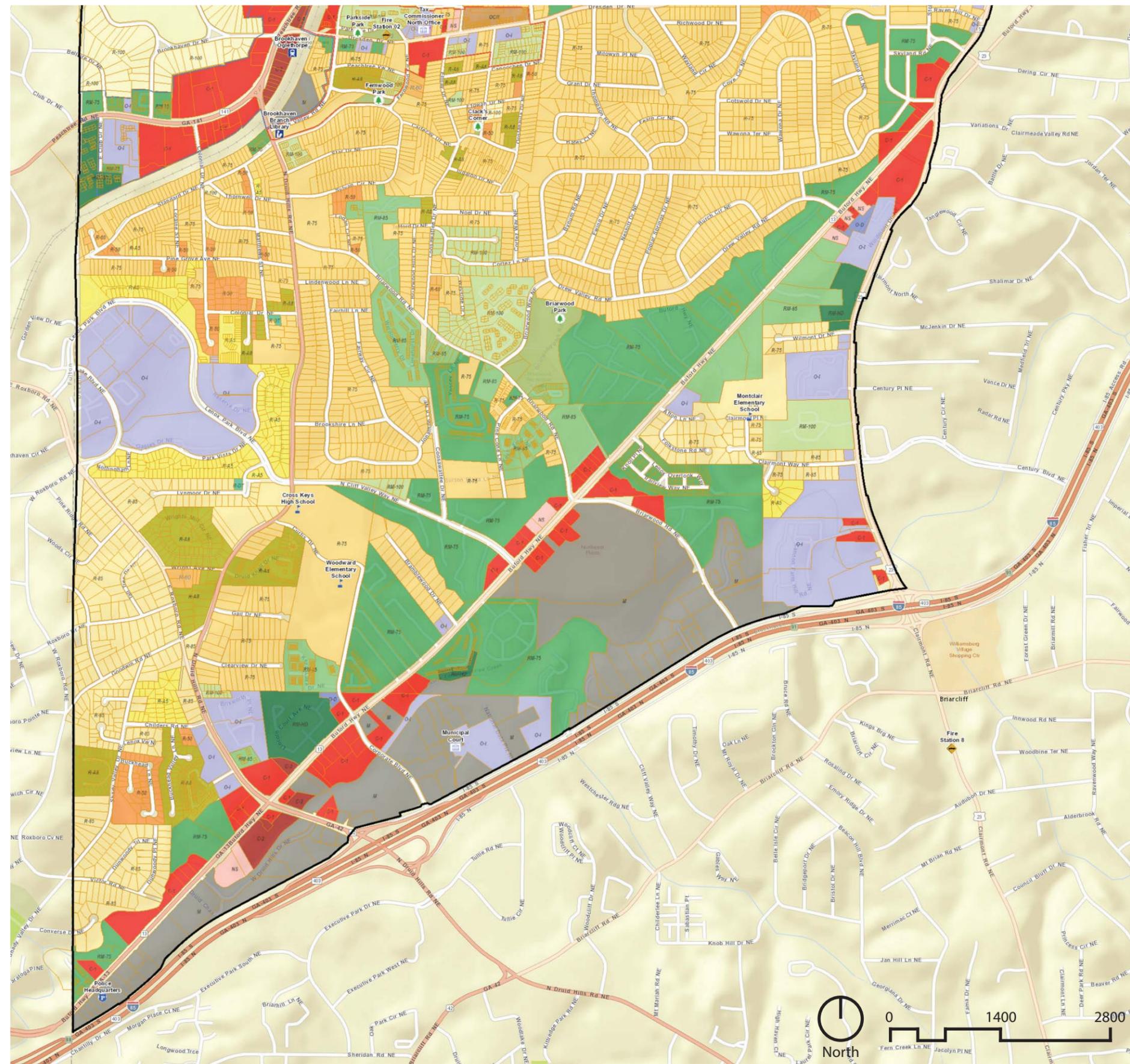


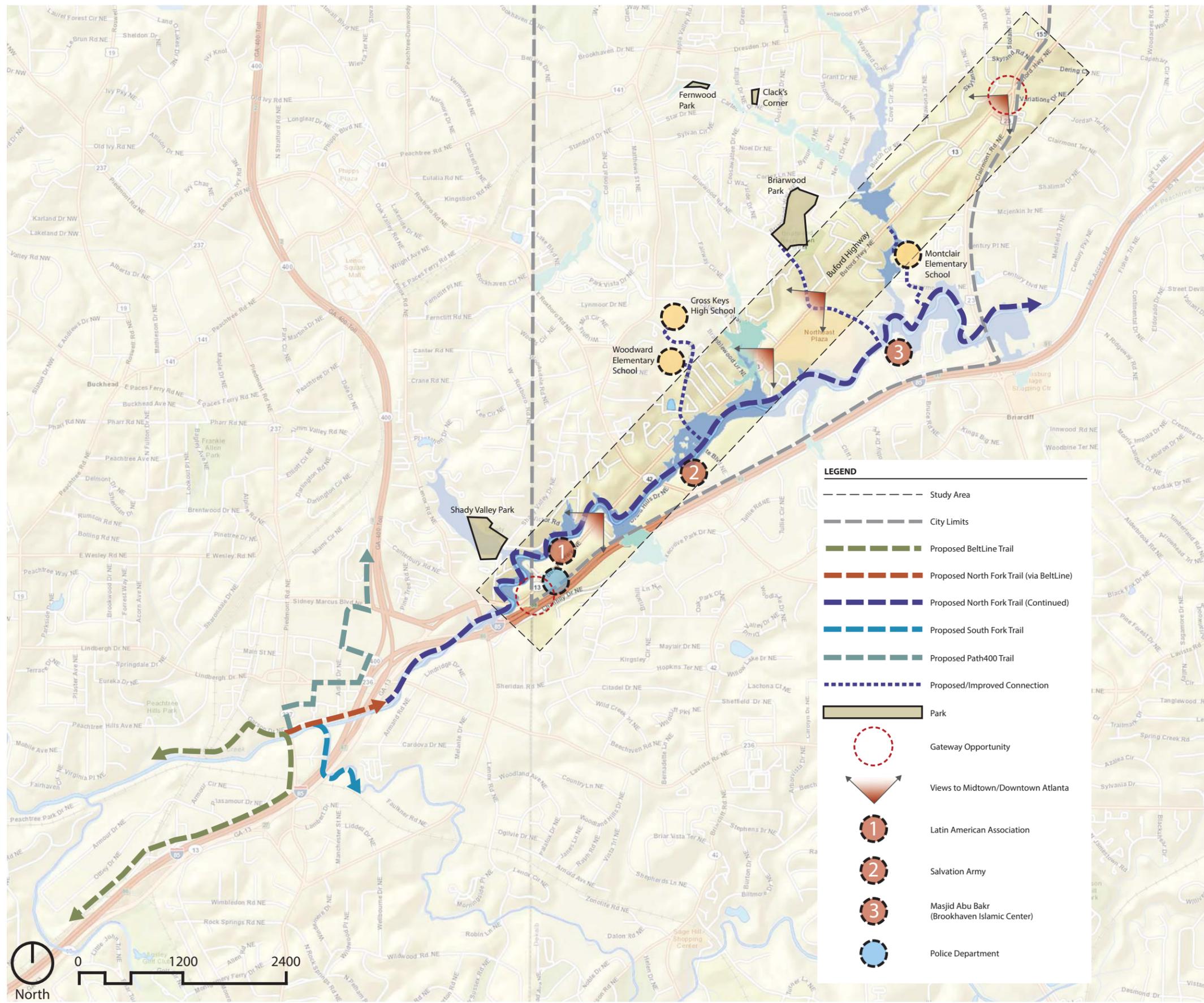
Existing plant material is standard, heavily maintained vegetation seen in many commercial and residential installations, there is great opportunity to introduce a plant palette that is specifically programmed for Brookhaven and Buford Highway

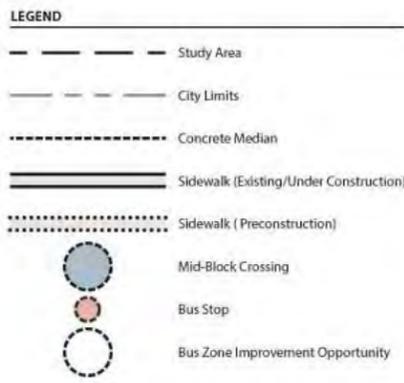
**STUDY AREA ZONES**



**ILL. 1, EXISTING CONDITIONS:  
EXISTING RESOURCES AND  
DEVELOPMENT OPPORTUNITIES**  
BUFORD HIGHWAY IMPROVEMENT PLAN AND ECONOMIC DEVELOPMENT STRATEGY







Regardless of environmental conditions, many residents walk or use mass transit as a primary means of transportation



Because of the high number of citizens who use mass transit, safe and comfortable bus shelters should be provided where possible



Existing bus shelters, along with other amenities, can be updated in order to reflect the modern, diverse character of Buford Highway



While concrete medians and mid-block crossings are provided, protection for pedestrians is minimal

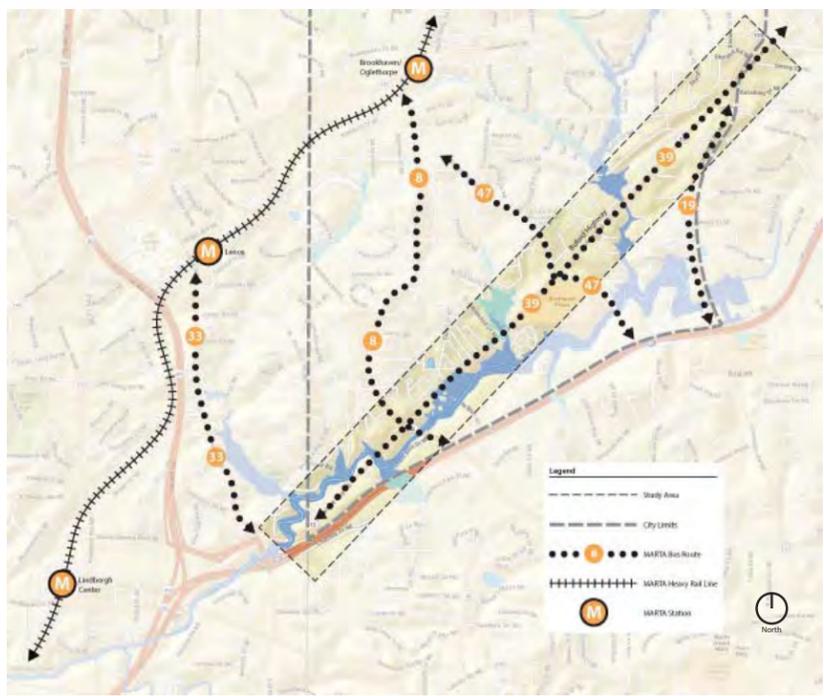


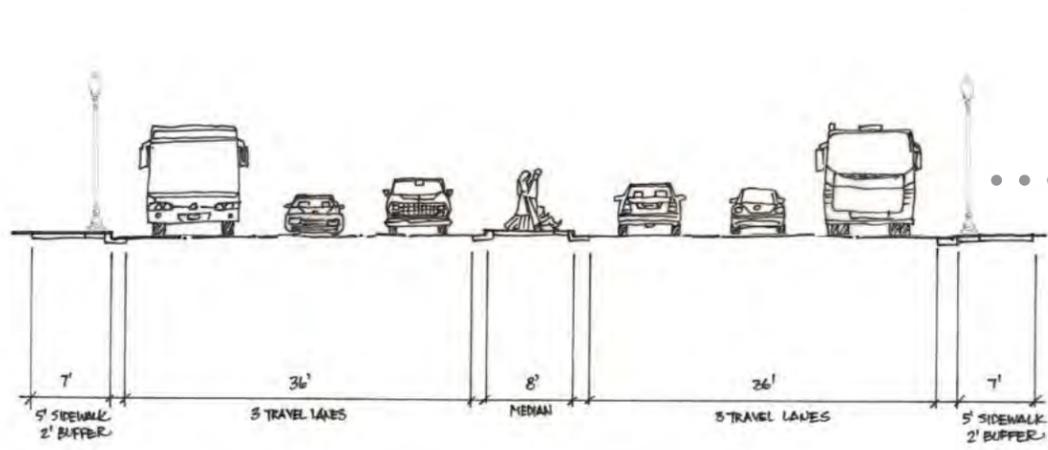
Many bus stops have erosion problems due to heavy foot traffic and are in need of expanded gathering space



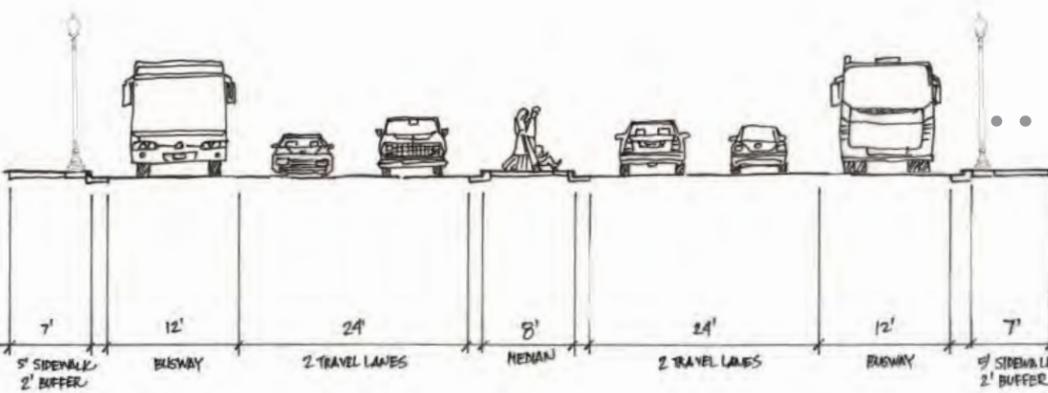
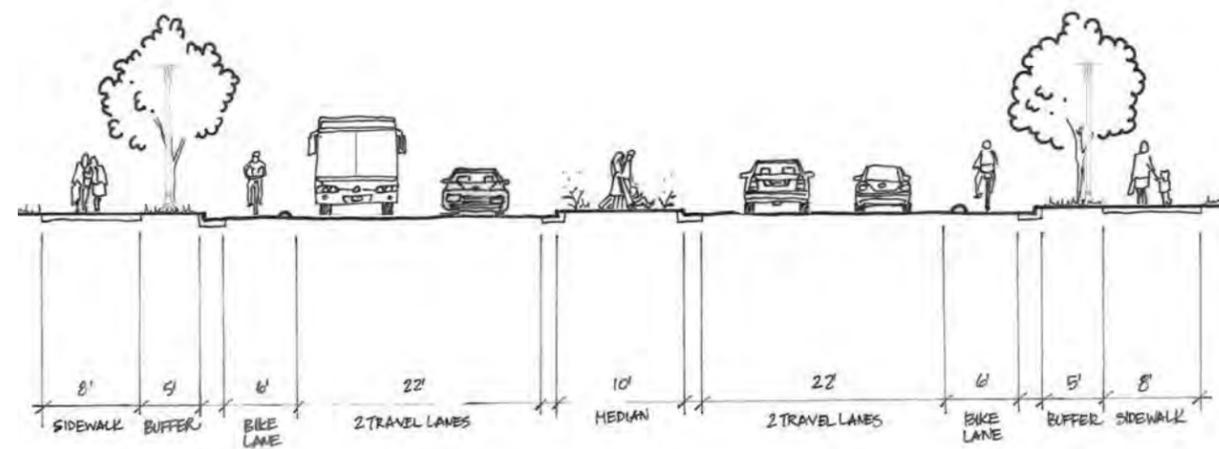
Inadequate space and little separation from vehicular traffic is a major issue throughout the study area

CONTEXT MAP





Current conditions:  
6 lanes of traffic with turn lanes  
Current GDOT project includes sidewalks, medians and mid-block crossing points



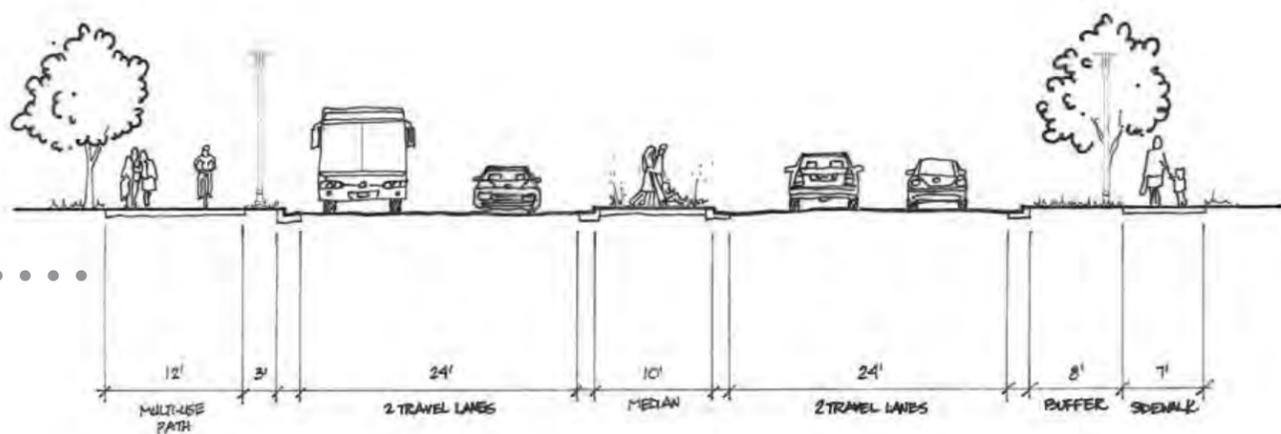
ARC Buford Highway Corridor Study (2007) proposed "Busway" for outer lanes  
This recommendation is currently unfunded  
Addition of bus lanes does not include improvements of pedestrian amenities

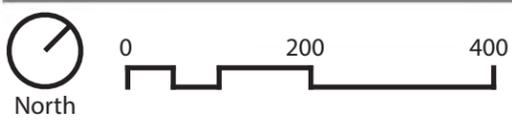
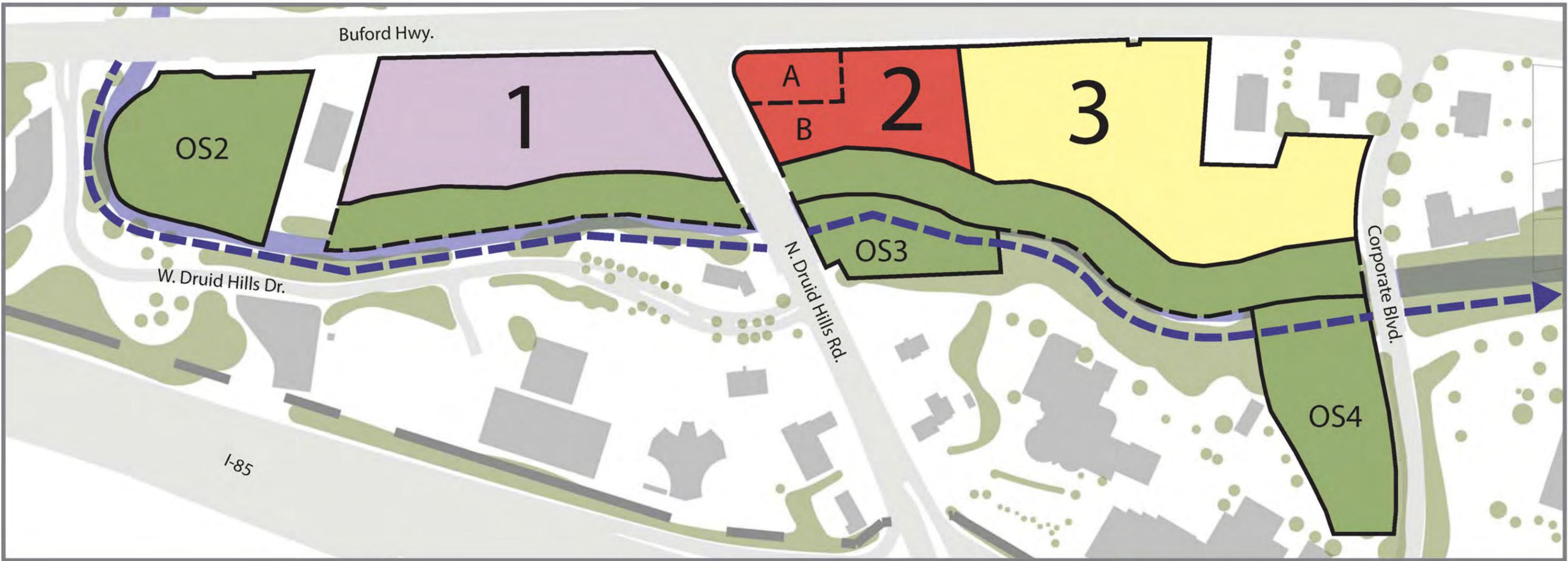


Improved road profile could include narrowing of road profile to 2 driving lanes each way; allowing for additional bike and pedestrian amenities.  
[www.cityofchicago.org](http://www.cityofchicago.org); [www.labikes.com](http://www.labikes.com)



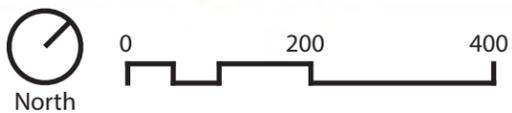
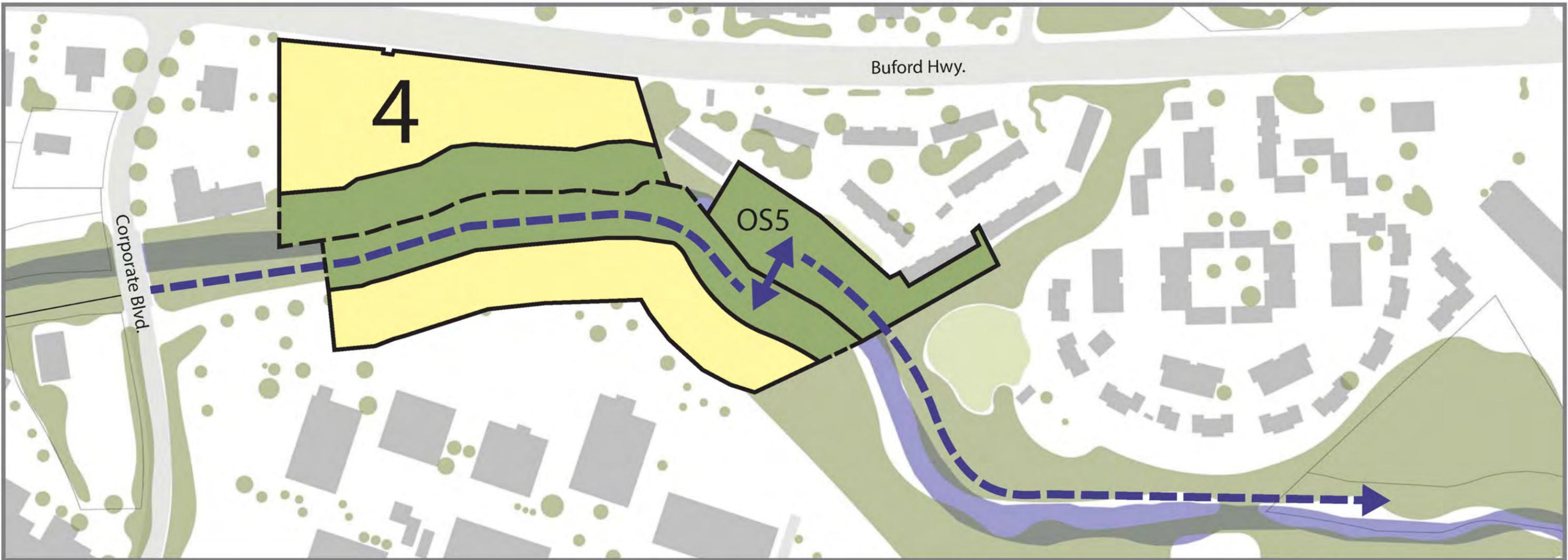
Improved road profile could include a multi-use trail on one side of the road to accommodate both bike and pedestrian traffic.  
[www.marilynch.com](http://www.marilynch.com)





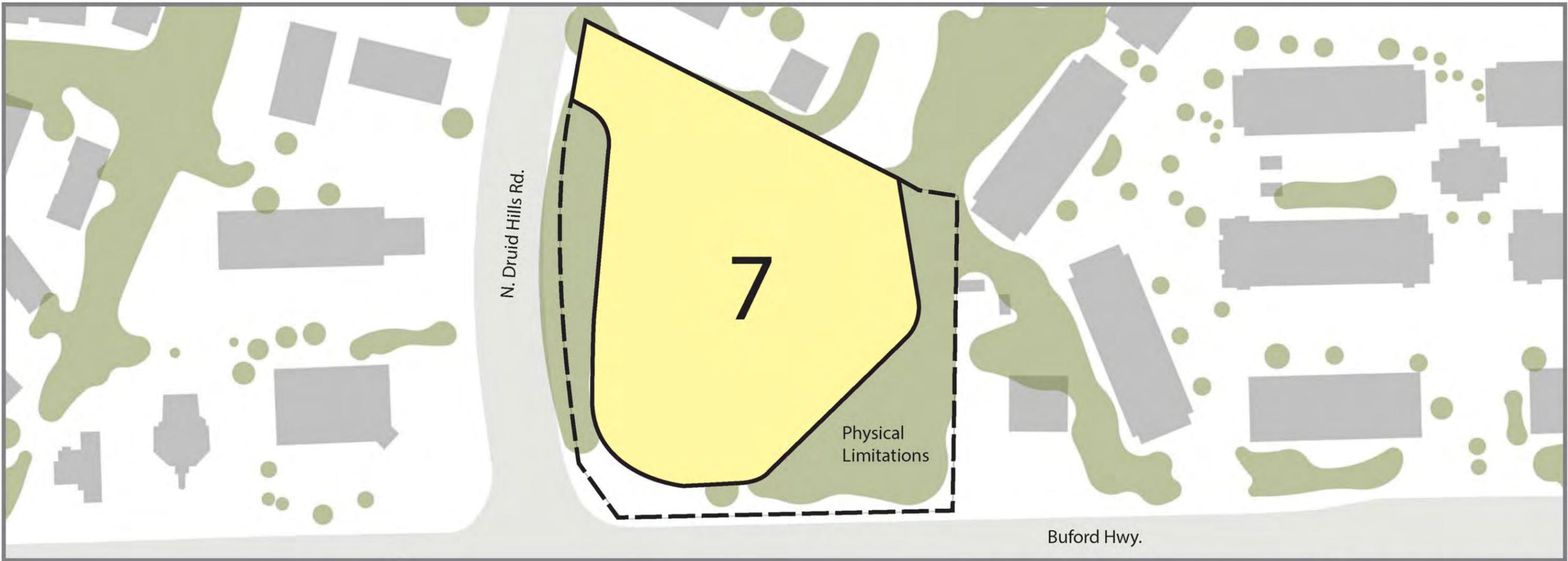
- Hotel
- Residential
- Open Space Network/Stream Buffer
- Commercial
- Mixed-Use Residential
- North Fork Peachtree Creek Trail

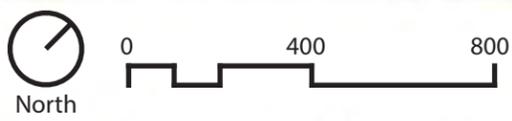
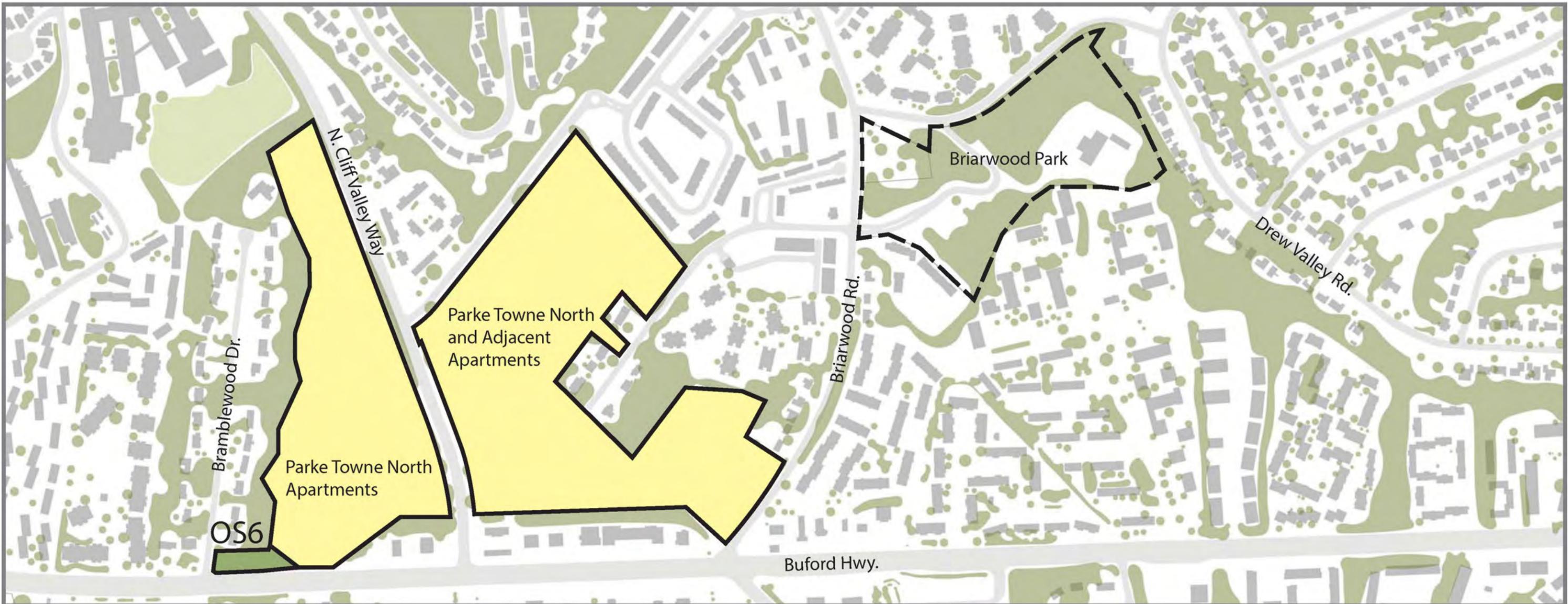


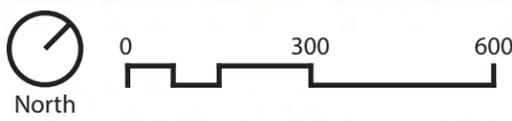
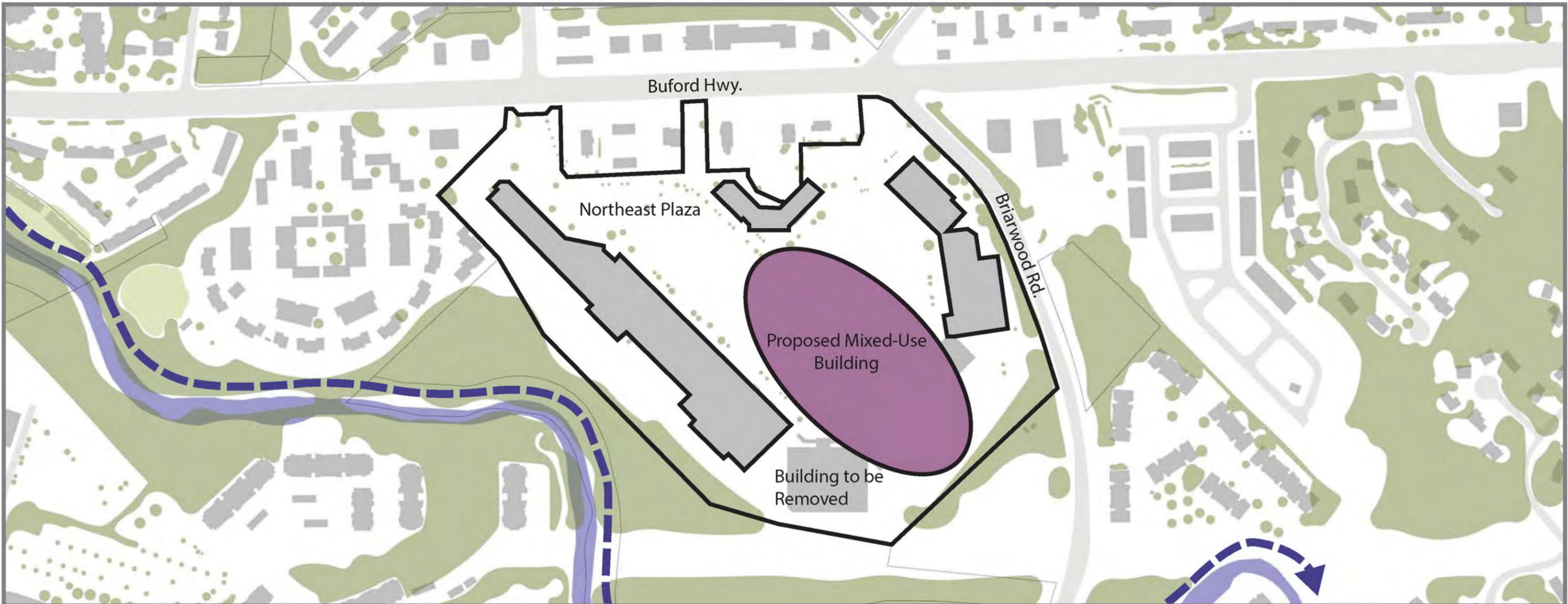


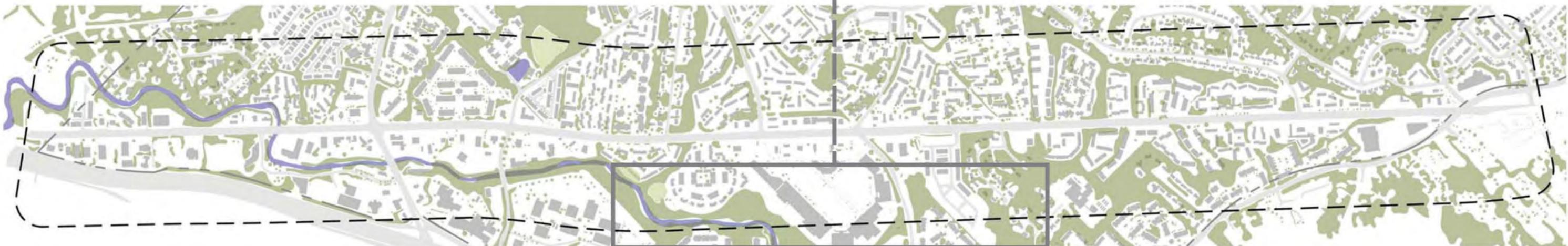
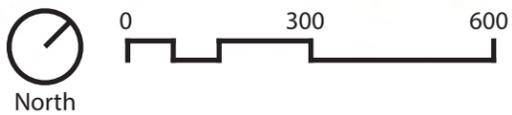
- |            |                       |                                  |
|------------|-----------------------|----------------------------------|
| Hotel      | Residential           | Open Space Network/Stream Buffer |
| Commercial | Mixed-Use Residential | North Fork Peachtree Creek Trail |

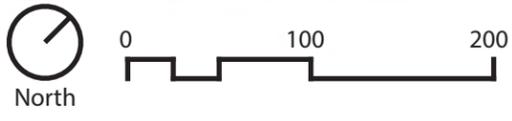
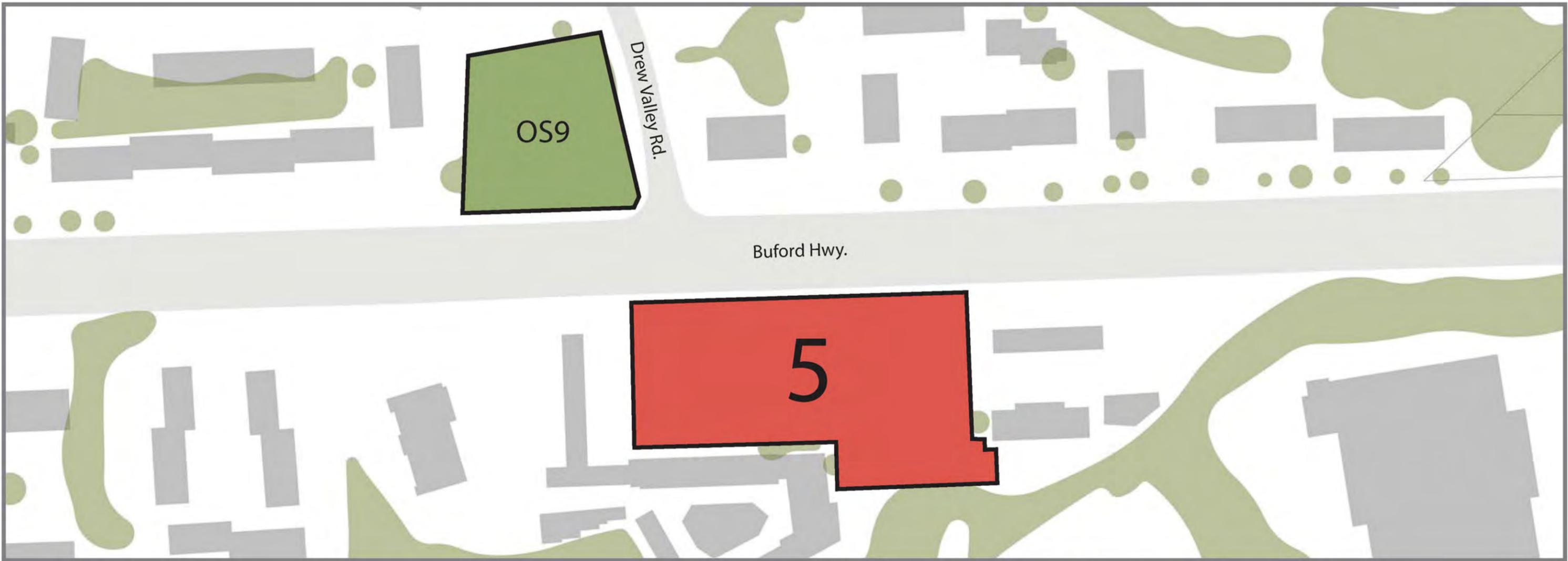


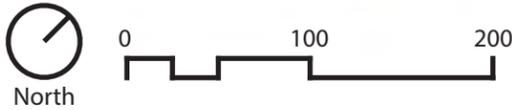
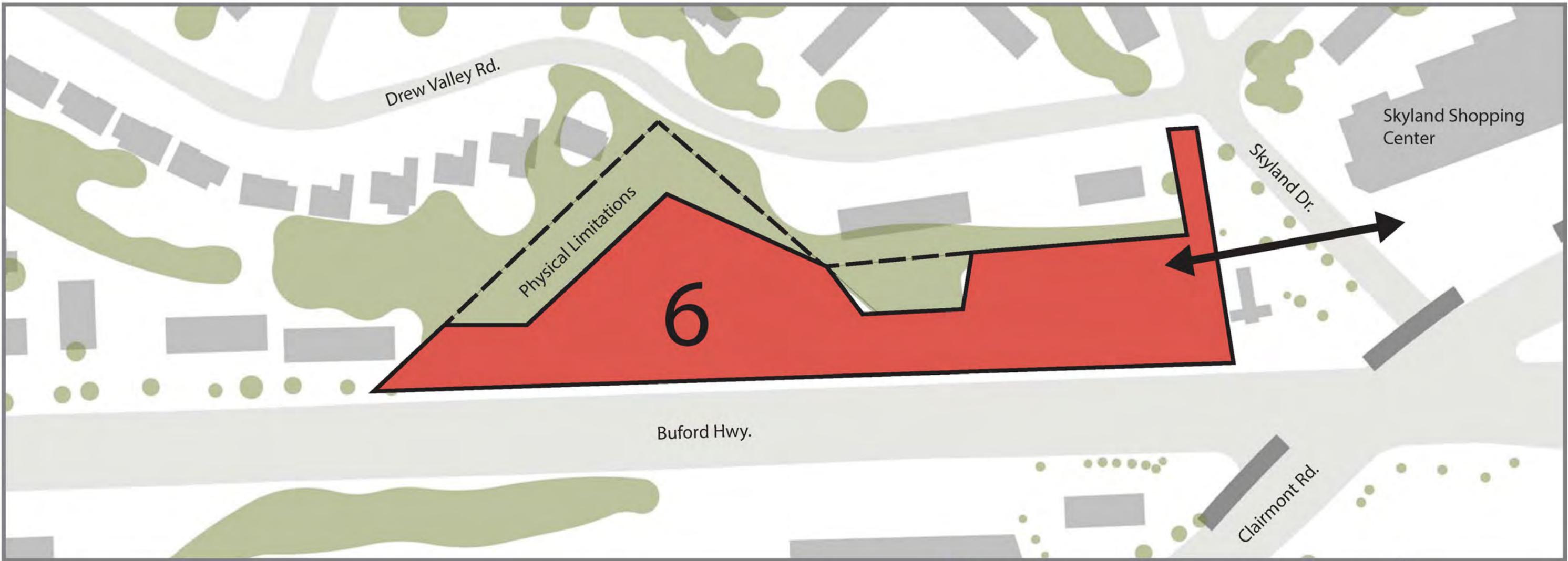






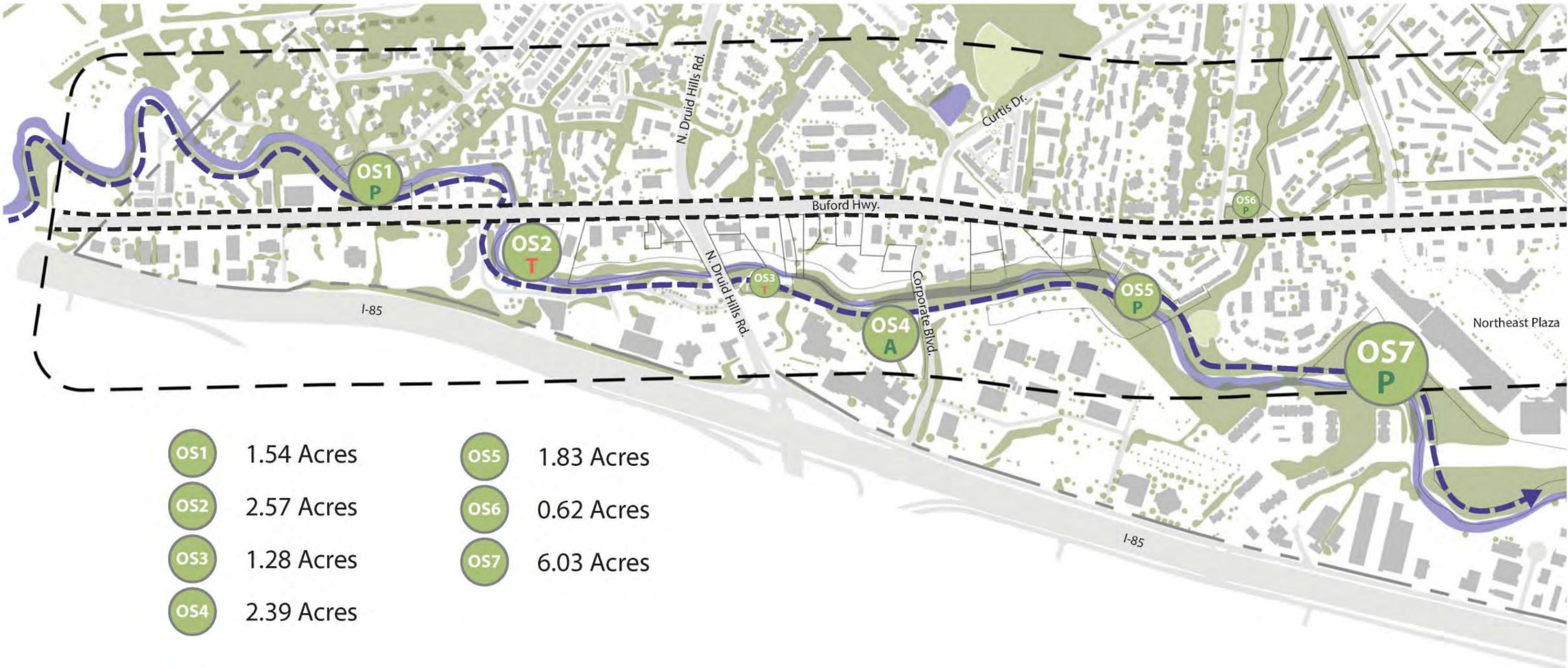






- Hotel
- Residential
- Open Space Network/Stream Buffer
- Commercial
- Mixed-Use Residential
- North Fork Peachtree Creek Trail

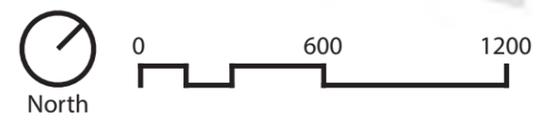


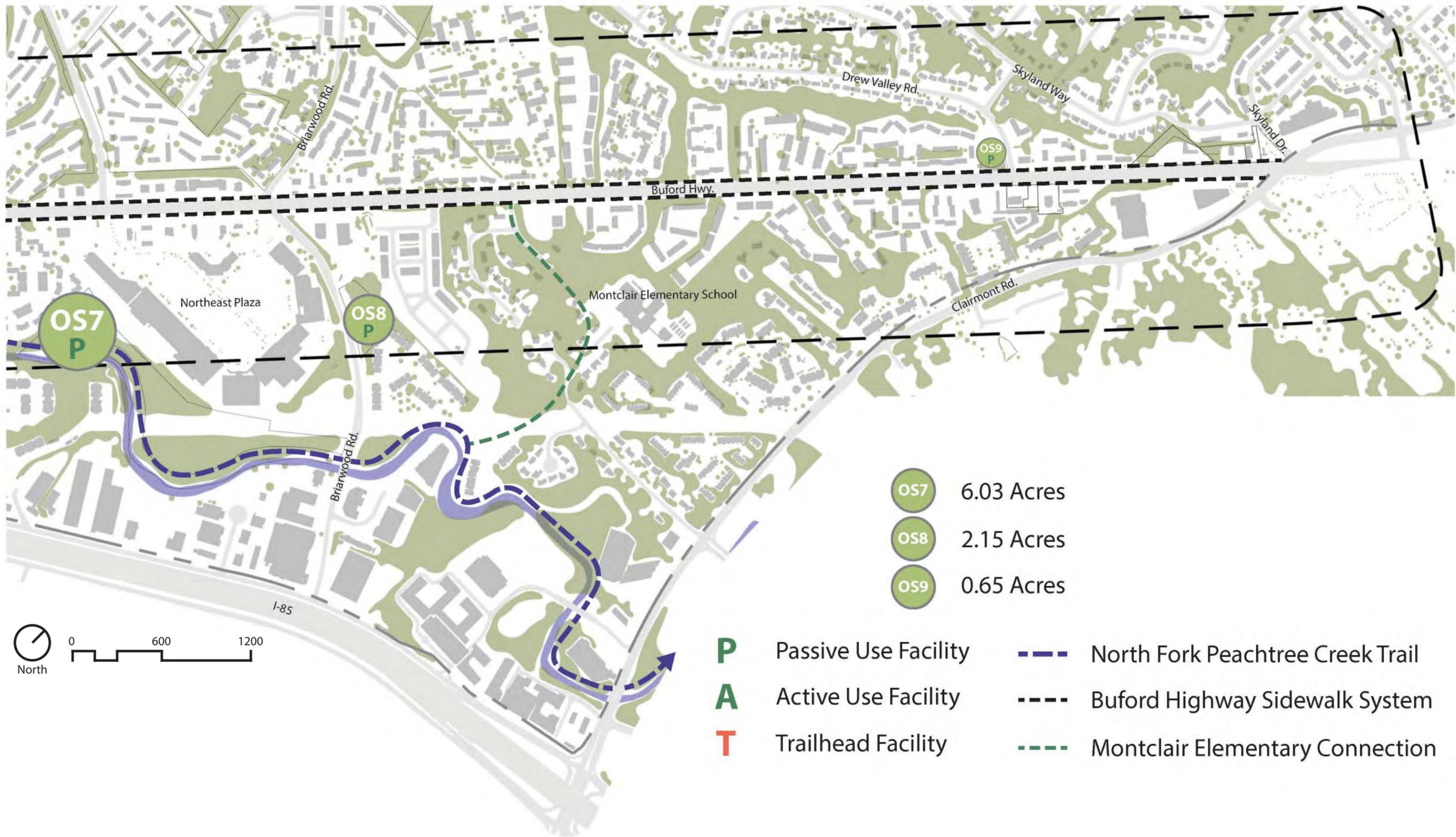


<b>OS1</b> 1.54 Acres	<b>OS5</b> 1.83 Acres
<b>OS2</b> 2.57 Acres	<b>OS6</b> 0.62 Acres
<b>OS3</b> 1.28 Acres	<b>OS7</b> 6.03 Acres
<b>OS4</b> 2.39 Acres	

- P** Passive Use Facility
- A** Active Use Facility
- T** Trailhead Facility

- North Fork Peachtree Creek Trail
- Buford Highway Sidewalk System





- OS7 6.03 Acres
- OS8 2.15 Acres
- OS9 0.65 Acres

- P** Passive Use Facility
- A** Active Use Facility
- T** Trailhead Facility
- North Fork Peachtree Creek Trail
- Buford Highway Sidewalk System
- Montclair Elementary Connection



# APPENDIX A

# MARKET ANALYSIS REPORT





# Buford Highway Improvement Plan & Economic Development Strategy

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Market Analysis Report

*Prepared for:*  
**City of Brookhaven**

*Prepared by:*  
**The Jaeger Company & Urban Partners**

*August 12, 2014*

## Introduction

The Buford Highway Improvement Plan and Economic Development Strategy is a strategic planning process commissioned by the City of Brookhaven for the purpose of studying sustainable redevelopment opportunities, safe and decent housing initiatives, and diverse workforce initiatives all in support of the health, safety, and general welfare of the community and economy. The end goal of the project is “to provide an attractive, safe, and trafficable environment, with an emphasis on pedestrian accessibility and an action plan to stimulate the area to its full potential and long range sustainability.”

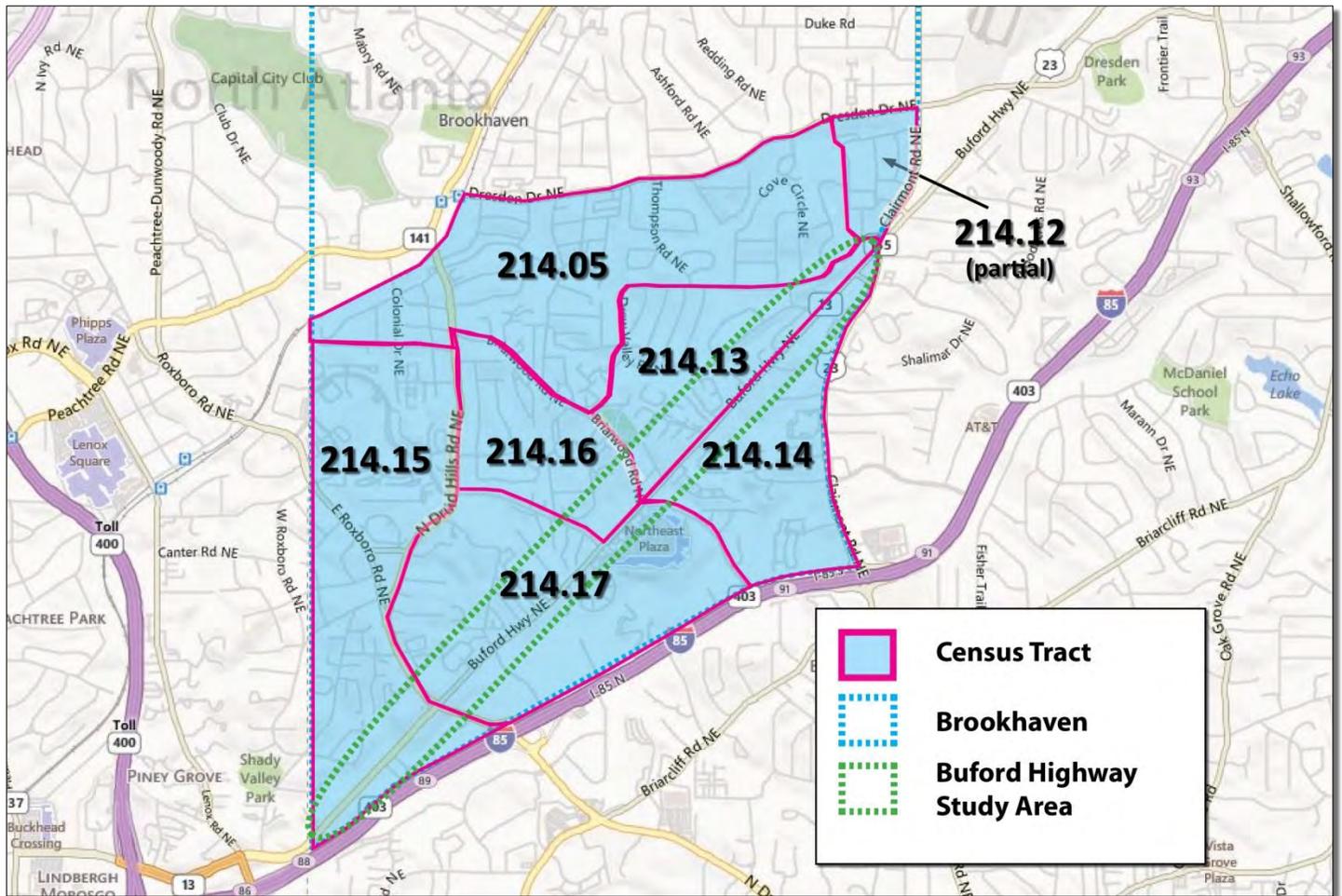
For the purpose of facilitating the planning process, the City of Brookhaven retained the consultant team of The Jaeger Company, Urban Partners, and Cranston Engineering. The overall project involves the following three phases: (1) a comprehensive assessment of current

physical and market conditions in the Buford Highway area; (2) identification of key market opportunities to achieve Brookhaven’s economic and community development objectives and determination of appropriate sites on which to achieve those market opportunities; and (3) translation of these opportunities into a coherent, implementable development strategy for the Corridor.

This Market Analysis Report focuses on the comprehensive analysis of supply and demand conditions for a range of retail, office, commercial, and residential uses available in or logically appropriate for development within the Buford Highway Corridor.

As shown in **Figure 1** below, the market study area for this Market Analysis Report is comprised of census tracts 214.05, 214.13, 214.14, 214.15, 214.16, 214.17, and a portion of census tract 214.12.

**Figure 1: Market Study Area**



## Demographics

According to the 2010 U.S. Census Report, the total population of the market study area is 26,968, which is 5% larger than what was indicated in the 2000 Census. The market study area's population growth outpaced DeKalb County as a whole (4% growth), but it was significantly less than the growth rate for the Atlanta region as a whole, which grew by 20% between 2000 and 2010 (see **Table 1**).

**Table 1: Population Trends, 2000-2010**

	Population 2000	Population 2010	Change in Population (%)
<b>Study Area</b>	25,626	26,968	5%
<b>DeKalb County</b>	665,865	691,893	4%
<b>Atlanta Region<sup>1</sup></b>	3,429,379	4,107,750	20%

Source: U.S. Census Bureau

There was an increase in the total number of households in the market study area between 2000 and 2010, but at a slower rate than the rate of population increase. The number of households grew by 4% during this period, increasing the persons-per-household ratio from 2.64 to 2.69 (see **Table 2**).

**Table 2: Household Trends, 2000-2010**

	Households 2000	Households 2010	Change in Households (%)
<b>Study Area</b>	9,679	10,042	4%
<b>DeKalb County</b>	249,339	271,809	9%
<b>Atlanta Region</b>	1,261,894	1,528,403	21%

Source: U.S. Census Bureau

The Atlanta Regional Commission forecasts continued growth for DeKalb County and the region as a whole. ARC estimates that DeKalb County will add approximately 140,530 people from 2010 to 2020, which represents an annual growth of 2%. The ensuing two decades will likely see slower growth rate of 0.6% per year. By 2040, the projected population for DeKalb County is 930,718.

For the region as a whole, ARC estimates that between 2010 and 2020 the region will grow at an annual rate of 4%, and then add 1% per year between 2020 and 2040. By 2040, the projected population for the region as a whole is 6,967,003 (see **Table 3**).

**Table 3: Forecasted Population, 2010-2040**

	DeKalb County	Annual Rate of Growth	Atlanta Region	Annual Rate of Growth
<b>2010 Census</b>	691,893	-	4,107,750	-
<b>2020 Forecast</b>	832,422	2.0%	5,757,459	4.0%
<b>2030 Forecast</b>	880,070	0.6%	6,372,600	1.1%
<b>2040 Forecast</b>	930,718	0.6%	6,967,003	0.9%

Source: Atlanta Regional Commission

The number of households and housing units in the market study area grew by 9% between 2000 and 2010. Most of the housing units were occupied in 2010 (91%) but the number of vacant units more than doubled since 2000. The rate of homeownership increased from 28% in 2000 to 34% in 2010 (see **Table 4**).

**Table 4: Housing Occupancy and Tenure, 2000-2010**

	Housing Units 2000	(%)	Housing Units 2010	(%)	% Change
<b>Total housing units</b>	10,120	-	11,046	-	9%
<b>- Occupied units</b>	9,679	96%	10,042	91%	4%
<b>- Vacant units</b>	454	4%	1,004	9%	121%
<b>Owner occupied</b>	2,692	28%	3,405	34% <sup>2</sup>	26%
<b>Renter occupied</b>	6,987	72%	6,637	66%	-5%

Source: U.S. Census Bureau

The most reliable data for the age of market study area's housing stock comes from the U.S. Census Bureau's 2008-2012 American Community Survey (ACS), which reports that 50% of the market study area's homes were built prior to 1980. Twenty percent of the market study area's housing stock was built in 2000 or later (see **Table 5**).

**Table 5: Age of Housing Stock**

	Study Area (%)	DeKalb County (%)	Atlanta Region (%)
<b>Built 2000 or later</b>	20%	18%	25%
<b>Built 1990 to 1999</b>	18%	14%	21%
<b>Built 1980 to 1989</b>	12%	18%	20%
<b>Built 1970 to 1979</b>	18%	18%	14%
<b>Built 1960 to 1969</b>	15%	15%	9%
<b>Built 1950 to 1959</b>	14%	10%	6%
<b>Built 1940 to 1949</b>	3%	3%	2%
<b>Built 1939 or earlier</b>	1%	4%	3%

Source: U.S. Census Bureau

<sup>1</sup> Comprised of the ten county planning area of Atlanta Regional Commission: Cherokee County, Clayton County, Cobb County, DeKalb County, Douglas County, Fayette County, Fulton County, Gwinnett County, Henry County, and Rockdale County.

<sup>2</sup> Homeownership Rate for DeKalb County: 57%; homeownership rate for the Atlanta region: 64%.

Similarly, the most reliable data for the market study area’s household and per capital incomes also come from the American Community Survey. According to the 2012 ACS, the median household incomes for the market study area range from \$30,382 to \$90,625. Per capita incomes range from \$16,808 to \$54,607 (see **Table 6**). We should note that this income pattern, especially in Census Tract 214.14, suggests the juxtaposition of a small number of households with incomes well above the median with a large number of households of more modest income.

**Table 6: Household & Personal Income, 2012**

	Median Household Income 2012	Per Capita Income 2012
Census Tract 214.05	\$81,852	\$54,607
Census Tract 214.12 <sup>3</sup>	\$90,625	\$44,302
Census Tract 214.13	\$30,382	\$16,808
Census Tract 214.14	\$31,652	\$25,774
Census Tract 214.15	\$70,175	\$54,172
Census Tract 214.16	\$54,948	\$26,339
Census Tract 214.17	\$48,659	\$19,988
<b>DeKalb County</b>	<b>\$51,252</b>	<b>\$28,760</b>

Source: U.S. Census Bureau

Between 2000 and 2010, there was a significant increase in Hispanic or Latino population in the market study area. In 2000, there were 9,781 Hispanic or Latino individuals in the market study area, representing 38% of the overall population. Ten years later, the Hispanic or Latino population grew to 13,610, or 50% of the total population for the market study area. In comparison, the Hispanic or Latino population for DeKalb County as a whole is 10%, and for the Atlanta region as a whole, 12% (see **Table 7**).

**Table 7: Hispanic/Latino Population, 2000-2010**

	Hispanic/Latino Population 2000	% of total	Hispanic/Latino Population 2010	% of total
<b>Study Area</b>	9,781	38%	13,610	50%
<b>DeKalb County</b>	52,542	8%	67,824	10%
<b>Atlanta Region</b>	249,218	8%	480,529	12%

Source: U.S. Census Bureau

<sup>3</sup> Household and personal income data is not available at the Census Block level. Therefore the data shown on this table reflects Census Tract 214.12 as a whole, not the portion within the market study area.

In terms of geographic distribution of the Hispanic or Latino population within the market study area, Census Tract 214.13 has the highest concentration with 73% of the total population, followed by Census Tract 214.17 with 64%, Census Tracts 214.14/214.16 with 62% (see **Table 8**).

**Table 8: Distribution of Hispanic/Latino Population, 2010**

	Total Population 2010	Hispanic/Latino Population 2010	% of total
Census Tract 214.05	4,232	420	10%
Census Tract 214.12	657	373	57%
Census Tract 214.13	5,137	3,772	73%
Census Tract 214.14	3,980	2,477	62%
Census Tract 214.15	3,855	817	21%
Census Tract 214.16	3,280	2,042	62%
Census Tract 214.17	5,827	3,709	64%
<b>Total Study Area</b>	<b>26,968</b>	<b>13,610</b>	<b>50%</b>

Source: U.S. Census Bureau

The majority (72%) of the Hispanic or Latino residents in the market study area are of Mexican heritage (see **Table 9**).

**Table 9: Hispanics/Latinos by Specific Origin, 2010<sup>4</sup>**

	Population 2010	% of Hispanic/Latino Population
<b>Hispanic/Latino</b>	13,610	-
<b>Mexican</b>	9,751	72%
<b>Puerto Rican</b>	171	1%
<b>Honduran</b>	298	2%
<b>Cuban</b>	348	3%
<b>Other</b>	3,042	22%

Source: U.S. Census Bureau

<sup>4</sup> Hispanic or Latino Origin by Specific Origin report is not available at the Census Block level. Therefore the data shown on this table reflects Census Tract 214.12 as a whole, not the portion within the market study area.

## Retail Market Analysis

To identify and characterize the available shopping opportunities in the market study area, Urban Partners completed an inventory of all retail business establishments located on, or in close proximity to, Buford Highway. This analysis is intended for use in identifying opportunities for the further development of retailing in the area based on the capture of retail purchases made by the trade area residents.

Retail shopping patterns in the Brookhaven area are quite complex. The adjacency of neighboring communities provides market study area residents with a broad range of competitive retailing opportunities. This retail market analysis is intended to describe the structure of retailing on the Buford Highway Corridor and to highlight strengths and weaknesses of the retail mix currently provided in the market study area.

This study focuses chiefly on retail stores engaged in selling merchandise for personal and/or household consumption and on establishments that render services incidental to the sale of these goods. Selected service establishments are also included, especially those businesses primarily providing personal services to individuals and households, such as hair/nail salons and laundry/dry cleaning establishments.

All retail establishments in the area were classified by type of business according to the principal lines of merchandise sold, the usual trade designation, estimated square footage, and level of sales. Banks and other financial establishments are excluded from this assessment because banking activities – deposits, loans, etc. – cannot be added to sales volume data for other types of retail establishments.

The term “retail store sales” in this analysis includes sales by establishments that are normally found in pedestrian-oriented retail shopping areas. This definition excludes automobile dealerships and repair facilities, service stations, fuel oil dealers, and non-store retailing.

### *Retail Supply*

To identify and characterize the currently available shopping opportunities on, or in close proximity to, Buford Highway, Urban Partners completed an inventory of all retail business establishments operating in the market study area. As shown in **Table 10**, there are 121 retail businesses in the market study area,

including: 72 stores providing community-serving goods & services, 17 full-service restaurants, six apparel stores, five home furnishings & improvements stores, 15 specialty goods stores, and six other retailers, including three auto parts stores.

The 72 community-serving retailers include:

- 16 Limited-Service Restaurants
- 11 Dry Cleaners or Laundromats
- 10 Supermarkets or Grocery Stores
- 9 Hair Salons/Nail Salons/Barber Shops
- 8 Convenience Stores
- 4 Dollar Stores
- 3 Bars & Lounges
- 3 Specialty Food Stores (Meat, Bakery, Other)
- 2 Video Stores; and
- One of each of the following categories: Pharmacy, Optical Store, Hardware Store, Liquor & Beer Distributor, Cosmetics, and Beauty Supplies & Perfumes

Altogether, the 121 operating retail businesses that occupy over 671,000 square feet of store space and generate an estimated \$152.5 million in annual sales. G-Mart International Foods (see **Figure 2**), the Goodwill Store, and other stores operating in the Northeast Plaza comprise nearly half of the total retail square footage in the market study area (284,000, or 42.3% of the total). See **Table 10** for a detailed inventory of retail establishments.

**Figure 2: G-Mart International Foods**



**Table 10: Inventory of Retail Establishments**

Store Name		Store Address	Suite	Category
Aaron Rents	3309	Buford Highway		Furniture
Acapulco Mart	3363	Buford Highway	#960	Supermarket/Grocery
Advance Auto Parts	3426	Clairmont Road		Auto Parts & Accessories
Alexis Clothing	3253	Buford Highway		Women's Clothing
Aroma a Café	3754	Buford Highway	A2	Limited Service Restaurant
Atlanta Fabric Discount	3267	Buford Highway	#720	Sewing, Needlework
Atlanta Package	3268	Buford Highway		Liquor & Beer Distributor
Autozone	3397	Buford Highway		Auto Parts & Accessories
B.B's Wings	2911	Buford Highway		Limited Service Restaurant
Beauty for Less	3277	Buford Highway	#625	Cosmetics, Beauty Supplies, & Perfumes
Best Cleaners	2911	Buford Highway		Laundries/Dry Cleaner
Bilal Halal Meat & Grocery	3408	Clairmont Road		Supermarket/Grocery
Blue Bubles Laundry	3045	Buford Highway	B	Laundries/Dry Cleaner
Boost Mobile	3332	Buford Highway		Radio/TV/Electronics
Brito Supermarket	3020	Buford Highway		Supermarket/Grocery
Brookhaven Laundry	2987	Buford Highway		Laundries/Dry Cleaner
Buford Coin Laundry	3375	Buford Highway	#1160	Laundries/Dry Cleaner
Carmelita's	3056	Buford Highway		Hair Salon
Carmelita's Hair Salon	3344	Buford Highway		Hair Salon
Carniceria Hispana	3258	Buford Highway		Supermarket/Grocery
Chevron	2911	Buford Highway		Convenience Store
China Feng	3062	Buford Highway		Full Service Restaurant
Citgo	3107	Buford Highway		Convenience Store
Citgo	3390	Buford Highway		Convenience Store
Confetti's	3045	Buford Highway		Bars and Lounges
Cooper Piano	1610	Northeast Expressway NE		Music Stores
Corner Shop Coin Laundry	3390	Buford Highway		Laundries/Dry Cleaner
CVS	2910	Buford Highway		Pharmacy
DD's Discounts	3293	Buford Highway	#500	Family Clothing
Discolandia	3352	Buford Highway		Video Stores
Dollar Tree	3345	Buford Highway	#320	Dollar Stores & Other General Merchandise Stores
Domino's	3300	Buford Highway	A	Limited Service Restaurant
Don Pollo	1851	Corporate Blvd		Full Service Restaurant
Donnie's Country Cookin'	3300	Clairmont Road		Limited Service Restaurant
Dream Interiors Clearance Center	3333	Buford Highway	#1105	Furniture
Easy Shop	3444	Buford Highway		Supermarket/Grocery
El Chaparral Tienda Y Carniceria	3326	Buford Highway		Supermarket/Grocery
El Potro	3396	Buford Highway		Full Service Restaurant
El Progreso Carniceria	3061	Buford Highway		Meat Store
El Tropicana	3115	Buford Highway		Full Service Restaurant
Entice Hair Salon	3267	Buford Highway		Hair Salon
European Sink Atlanta	2655	Buford Highway		Home Center
Family Dollar	3349	Buford Highway		Dollar Stores & Other General Merchandise Stores
Family Dollar	3412	Clairmont Road		Dollar Stores & Other General Merchandise Stores
Fiesta Hair Salon	3375	Buford Highway	#1110	Hair Salon
Fiesta Hair Salon	3375	Buford Highway	#1110	Hair Salon
First Wok	3348	Buford Highway		Full Service Restaurant
Floor and Décor	1690	Northeast Expressway NE		Home Furnishings
Fusion Audio	3334	Buford Highway		Radio/TV/Electronics
G Mart International Foods	3318	Buford Highway		Supermarket/Grocery
Gen X Clothing	3349	Buford Highway		Family Clothing
Goodwill	3337	Buford Highway	#340A	Dollar Stores & Other General Merchandise Stores
H & L Cell Phone Store	3258	Buford Highway		Radio/TV/Electronics
HK Electronics	3369	Buford Highway	#860	Radio/TV/Electronics
Home Theater Satellite	3410	Clairmont Road		Radio/TV/Electronics
Honeybaked Ham	2909	Buford Highway		Other Specialty Foods
International Café	3066	Buford Highway		Limited Service Restaurant
International Cellular	3754	Buford Highway	B3	Radio/TV/Electronics
J. Buffalo's	3377	Buford Highway		Limited Service Restaurant
KFC	3901	Buford Highway		Limited Service Restaurant
Kroger	3855	Buford Highway		Supermarket/Grocery
La Carreta Tacos	3375	Buford Highway	#1120	Limited Service Restaurant
La Churreria	3336	Buford Highway		Bakery

## City of Brookhaven, Georgia

<b>La Pastorcita</b>	3304	Buford Highway		Full Service Restaurant
<b>Libereria La Sagrada Familia</b>	3754	Buford Highway	A4	Book Store
<b>Lips</b>	3011	Buford Highway		Full Service Restaurant
<b>Little Szechuan</b>	2863	Buford Highway		Full Service Restaurant
<b>Lynn's Cleaners</b>	3754	Buford Highway	A1	Laundries/Dry Cleaner
<b>Machu Picchu</b>	3375	Buford Highway	#1130	Full Service Restaurant
<b>McDonald's</b>	3334	Clairmont Road		Limited Service Restaurant
<b>Merkato International Market</b>	3300	Buford Highway	B	Supermarket/Grocery
<b>Metro Pawn Shop</b>	3375	Buford Highway	#1010	Other Used Merchandise
<b>Metro PCS</b>	3307	Buford Highway		Radio/TV/Electronics
<b>Monica's Apparel</b>	3305	Buford Highway		Women's Clothing
<b>Montie's Public House</b>	3255	Buford Highway		Full Service Restaurant
<b>Nail First</b>	3375	Buford Highway	#1040	Nail Salon
<b>New Avenues</b>	3303	Buford Highway		Furniture
<b>Optica Universal</b>	3369	Buford Highway	#820	Optical Store
<b>O'Reilly Auto Parts</b>	3395	Buford Highway		Auto Parts & Accessories
<b>P.C.X</b>	3303	Buford Highway	#100	Family Clothing
<b>Panahar Bangladeshi Cuisine</b>	3375	Buford Highway	#1060	Full Service Restaurant
<b>Pancho's</b>	2641	Buford Highway		Full Service Restaurant
<b>Papa John's</b>	3400	Buford Highway		Limited Service Restaurant
<b>Pink Pony</b>	1837	Corporate Blvd		Bars and Lounges
<b>Pollo Campero</b>	3389	Buford Highway		Limited Service Restaurant
<b>QuickTrip</b>	3292	Buford Highway		Convenience Store
<b>REI</b>	1800	Northeast Expressway NE		Sporting Goods
<b>Remix Lounge</b>	3375	Buford Highway		Full Service Restaurant
<b>Royal Barber Shop</b>	3434	Clairmont Road		Barber
<b>Royal Food Store</b>	3058	Buford Highway		Convenience Store
<b>Ruby Coin Laundry</b>	3799	Buford Highway		Laundries/Dry Cleaner
<b>Rush Lounge</b>	2715	Buford Highway		Bars and Lounges
<b>Rusty Nail</b>	2900	Buford Highway		Full Service Restaurant
<b>Scavenger Hunt</b>	3438	Clairmont Road		Other Used Merchandise
<b>Shelby's</b>	2843	Buford Highway		Hair Salon
<b>Shell</b>	2800	Buford Highway		Convenience Store
<b>Shell</b>	3259	Buford Highway		Convenience Store
<b>Shell</b>	3799	Buford Highway		Convenience Store
<b>Shoe Land</b>	3267	Buford Highway	#740	Shoe Store
<b>Skyland Coin Laundry</b>	3904	Buford Highway		Laundries/Dry Cleaner
<b>Stardust</b>	3006	Buford Highway		Other Miscellaneous Retail Stores
<b>Subway</b>	3416	Buford Highway		Limited Service Restaurant
<b>Sunrise Bistro</b>	3375	Buford Highway	#1170	Full Service Restaurant
<b>Suntan Cleaners</b>	2861	Buford Highway		Laundries/Dry Cleaner
<b>Steinway Piano Galleries</b>	1600	Northeast Expressway NE		Music Stores
<b>SuperTel</b>	3430	Clairmont Road		Radio/TV/Electronics
<b>Taco Bell</b>	3385	Buford Highway		Limited Service Restaurant
<b>Taco Market</b>	3310	Buford Highway		Supermarket/Grocery
<b>Taqueria Michoacan</b>	3328	Buford Highway		Limited Service Restaurant
<b>Tijuana's Taco Mex</b>	3360	Buford Highway		Limited Service Restaurant
<b>T-Mobile</b>	3253	Buford Highway	#780B	Radio/TV/Electronics
<b>T-Mobile</b>	3754	Buford Highway	A3	Radio/TV/Electronics
<b>Tool Depot</b>	3253	Buford Highway		Hardware Store
<b>Trade a Video</b>	3412	Clairmont Road		Video Stores
<b>Tu y Yo Hair Salon</b>	3754	Buford Highway	B1	Hair Salon
<b>Victor's Tailor Shop &amp; Laundry</b>	3394	Buford Highway		Laundries/Dry Cleaner
<b>Waffle House</b>	2812	Buford Highway		Full Service Restaurant
<b>Waffle House</b>	2886	Clairmont Road NE		Full Service Restaurant
<b>Wendy's</b>	3383	Buford Highway		Limited Service Restaurant
<b>Young Cleaners</b>	3404	Clairmont Road		Laundries/Dry Cleaner

Source: Urban Partners

**Retail Trade Area Demand**

In this section, we will describe the current demand for retail goods and services by residents of the market study area, as well as a larger trade area comprising a 3-mile radius from the midpoint of the Buford Highway Corridor. Taking the total population for the market study area from the 2010 Census and applying the inflation-adjusted per capita income estimate from the 2012 ACS, an aggregate income of \$807.86 million results. For the 3-mile trade area, the aggregate income is estimated at \$5.807 billion (see **Table 11**).

**Table 11: Population and Income for the Study Area and 3-Mile Radius Trade Area**

	Study Area	3 Mile Radius
<b>Population (2012)</b>	26,968	124,424
<b>Per Capita Income (2012)</b>	\$32,882	\$44,713
<b>Aggregate Income (2012)</b>	\$773,955,000	\$5,563,370,000
<b>Aggregate Income (2014)</b>	\$807,855,000	\$5,807,045,000

Source: The Nielsen Company, Sites USA, Urban Partners

The total population for the market study area is 26,968 and 50% of the residents are Hispanics or Latinos. In comparison, the 3-mile trade area has 124,424 residents and 24% are Hispanics or Latinos (see **Table 12**).

**Table 12: Hispanic/Latino Population for the Study Area and 3-Mile Radius Trade Area**

	Study Area	3 Mile Radius
<b>Total Population</b>	26,968	124,424
<b>Hispanic/Latino Population</b>	13,610	30,039
<b>% Hispanic/Latino</b>	50%	24%

Source: Sites USA, U.S. Census Bureau, Urban Partners

Using information about the retail spending behavior of market study area residents as compiled by the Nielsen Company, we estimate that the market study area’s population spends approximately **\$268.6 million** on retail goods annually, including:

- \$50.4 million in Food and Beverage Stores,
- \$50.1 million in General Merchandise Stores,
- \$43.5 million in Eating and Drinking Establishments,
- \$37.5 million in Building Material and Garden Stores,
- \$21.3 million in Clothing and Accessories Stores,
- \$19.2 million in Health and Personal Care Stores,
- \$10.6 million in Miscellaneous Store Retailers,
- \$8.7 million in Sporting Goods, Hobby, Book, and Music Stores,
- \$8.2 million in Electronics and Appliance Stores,

- \$8.1 million in Furniture and Home Furnishings Stores,
- \$5.6 million in Auto Parts Stores, and
- \$5.3 million in Personal Services (see **Table 13**).

For the 3-mile trade area, the Nielsen Company estimates that the total household expenditures for retail goods add up to **\$1.23 billion** annually, of which:

- \$225 million in Food and Beverage Stores,
- \$224.1 million in General Merchandise Stores,
- \$196.7 million in Eating and Drinking Establishments,
- \$189.8 million in Building Material and Garden Stores,
- \$99 million in Health and Personal Care Stores,
- \$97.7 million in Clothing and Accessories Stores,
- \$50.3 million in Miscellaneous Store Retailers,
- \$40.7 million in Furniture and Home Furnishings Stores,
- \$39.7 million in Sporting Goods, Hobby, Book, and Music Stores,
- \$38 million in Electronics and Appliance Stores, and
- \$27.9 million in Auto Parts Stores (see **Table 13**).

According to this analysis, the market study area loses \$116.1 million in sales annually to stores outside the market area. This represents 43.2% of the total demand. However, much of this demand is captured by stores in the immediately adjacent 3-mile trade area, where, as noted on **Table 13**, the sales lost outside the 3-mile trade area is only \$40.13 million, or 3.3% of the total consumer demand.

Table 13: Trade Area Retail Supply and Demand Characteristics

	Study Area 2014 Demand Expenditures	Study Area 2014 Supply Sales	Study Area 2014 Gap Gap	3 Mile 2014 Demand Expenditures	3 Mile 2014 Supply Sales	3 Mile 2014 Gap Gap
<b>Total Retail Sales</b>	<b>268,599,904</b>	<b>152,490,668</b>	<b>116,109,236</b>	<b>1,228,887,317</b>	<b>1,188,754,030</b>	<b>40,133,287</b>
<b>Motor Vehicle and Parts Dealers-441</b>	<b>5,557,433</b>	<b>6,076,643</b>	<b>-519,210</b>	<b>27,888,586</b>	<b>18,634,692</b>	<b>9,253,894</b>
Automotive Parts/Accsrs, Tire Stores-4413	5,557,433	6,076,643	-519,210	27,888,586	18,634,692	9,253,894
<b>Furniture and Home Furnishings Stores-442</b>	<b>8,064,186</b>	<b>11,665,659</b>	<b>-3,601,473</b>	<b>40,732,144</b>	<b>33,928,549</b>	<b>6,803,595</b>
Furniture Stores-4421	4,429,714	11,294,500	-6,864,786	22,560,226	21,994,149	566,077
Home Furnishing Stores-4422	3,634,472	371,159	3,263,313	18,171,918	11,934,400	6,237,518
<b>Electronics and Appliance Stores-443</b>	<b>8,179,763</b>	<b>3,814,364</b>	<b>4,365,399</b>	<b>37,993,110</b>	<b>75,484,807</b>	<b>-37,491,697</b>
Appliances, TVs, Electronics Stores-44311	6,010,584	3,483,646	2,526,938	27,704,364	67,838,489	-40,134,125
Household Appliances Stores-443111	1,023,535	259,535	764,000	4,840,504	7,750,977	-2,910,473
Radio, Television, Electronics Stores-443112	4,987,049	3,224,111	1,762,938	22,863,860	60,087,512	-37,223,652
Computer and Software Stores-44312	1,999,199	330,718	1,668,481	9,414,024	3,939,979	5,474,045
Camera and Photographic Equipment Stores-44313	169,980	0	169,980	874,722	3,706,339	-2,831,617
<b>Building Material, Garden Equip Stores -444</b>	<b>37,452,031</b>	<b>0</b>	<b>37,452,031</b>	<b>189,809,260</b>	<b>106,314,872</b>	<b>83,494,388</b>
Building Material and Supply Dealers-4441	32,184,806	0	32,184,806	163,664,815	103,929,893	59,734,922
Home Centers-44411	13,439,069	0	13,439,069	67,654,246	38,852,426	28,801,820
Paint and Wallpaper Stores-44412	495,215	0	495,215	2,664,481	6,345,222	-3,680,741
Hardware Stores-44413	3,545,987	0	3,545,987	16,799,770	177,741	16,622,029
Other Building Materials Dealers-44419	14,704,535	0	14,704,535	76,546,318	58,554,504	17,991,814
Building Materials, Lumberyards-444191	5,783,435	0	5,783,435	29,520,626	21,913,138	7,607,488
Lawn, Garden Equipment, Supplies Stores-4442	5,267,225	0	5,267,225	26,144,445	2,384,979	23,759,466
Outdoor Power Equipment Stores-44421	1,295,913	0	1,295,913	7,059,106	24,245	7,034,861
Nursery and Garden Centers-44422	3,971,312	0	3,971,312	19,085,339	2,360,734	16,724,605
<b>Food and Beverage Stores-445</b>	<b>50,422,029</b>	<b>54,508,823</b>	<b>-4,086,794</b>	<b>224,978,453</b>	<b>258,481,081</b>	<b>-33,502,628</b>
Grocery Stores-4451	33,077,280	52,560,916	-19,483,636	146,216,496	246,290,155	-100,073,659
Supermarkets, Grocery (Ex Conv) Stores-44511	30,931,118	45,667,020	-14,735,902	136,858,138	235,380,157	-98,522,019
Convenience Stores-44512	2,146,162	6,893,896	-4,747,734	9,358,358	10,909,998	-1,551,640
Specialty Food Stores-4452	4,120,066	257,907	3,862,159	17,903,153	1,762,757	16,140,396
Beer, Wine and Liquor Stores-4453	13,224,683	1,690,000	11,534,683	60,858,804	10,428,169	50,430,635
<b>Health and Personal Care Stores-446</b>	<b>19,249,361</b>	<b>8,620,589</b>	<b>10,628,772</b>	<b>99,014,481</b>	<b>83,938,912</b>	<b>15,075,569</b>
Pharmacies and Drug Stores-44611	15,294,964	6,800,000	8,494,964	79,020,918	58,575,377	20,445,541
Cosmetics, Beauty Supplies, Perfume Stores-44612	1,339,589	282,896	1,056,693	7,004,251	11,253,131	-4,248,880
Optical Goods Stores-44613	872,898	1,478,696	-605,798	4,077,945	8,003,353	-3,925,408
Other Health and Personal Care Stores-44619	1,741,910	58,997	1,682,913	8,911,367	6,107,051	2,804,316
<b>Clothing and Clothing Accessories Stores-448</b>	<b>21,330,166</b>	<b>4,686,349</b>	<b>16,643,817</b>	<b>97,691,917</b>	<b>39,767,588</b>	<b>57,924,329</b>
Clothing Stores-4481	11,805,674	3,955,843	7,849,831	50,648,539	22,528,645	28,119,894
Men's Clothing Stores-44811	664,788	194,951	469,837	2,810,787	3,274,509	-463,722
Women's Clothing Stores-44812	2,713,830	845,413	1,868,417	11,924,005	7,787,771	4,136,234
Children's, Infants Clothing Stores-44813	716,922	0	716,922	2,882,099	575,526	2,306,573
Family Clothing Stores-44814	6,238,589	2,772,715	3,465,874	26,553,485	7,388,044	19,165,441
Clothing Accessories Stores-44815	496,593	0	496,593	2,182,206	796,157	1,386,049
Other Clothing Stores-44819	974,952	142,764	832,188	4,295,957	2,706,638	1,589,319
Shoe Stores-4482	1,910,607	336,962	1,573,645	7,679,686	5,772,321	1,907,365
Jewelry, Luggage, Leather Goods Stores-4483	7,613,885	393,544	7,220,341	39,363,692	11,466,622	27,897,070
Jewelry Stores-44831	6,764,463	393,544	6,370,919	35,605,697	11,194,492	24,411,205
Luggage and Leather Goods Stores-44832	849,422	0	849,422	3,757,995	272,130	3,485,865
<b>Sporting Goods, Hobby, Book, Music Stores-451</b>	<b>8,731,835</b>	<b>8,310,949</b>	<b>420,886</b>	<b>39,719,917</b>	<b>26,950,453</b>	<b>12,769,464</b>
Sporting Goods, Hobby, Musical Inst Stores-4511	7,529,993	7,662,622	-132,629	33,698,471	21,875,847	11,822,624
Sporting Goods Stores-45111	4,083,656	6,023,604	-1,939,948	17,858,750	11,825,215	6,033,535
Hobby, Toys and Games Stores-45112	2,107,475	0	2,107,475	9,379,071	3,137,281	6,241,790
Sew/Needlework/Piece Goods Stores-45113	523,408	52,809	470,599	2,716,205	384,101	2,332,104
Musical Instrument and Supplies Stores-45114	815,454	1,586,209	-770,755	3,744,445	6,529,250	-2,784,805
Book, Periodical and Music Stores-4512	1,201,842	648,327	553,515	6,021,446	5,074,606	946,840
Book Stores and News Dealers-45121	1,028,889	55,137	973,752	5,223,123	3,178,559	2,044,578
Book Stores-451211	921,630	55,137	866,493	4,719,127	3,170,034	1,549,189
News Dealers and Newsstands-451212	107,259	0	107,259	503,914	8,525	495,389
Prerecorded Tapes, CDs, Record Stores-45122	172,953	593,190	-420,237	798,309	1,896,047	-1,097,738

	Study Area 2014 Demand Expenditures	Study Area 2014 Supply Sales	Study Area 2014 Gap Gap	3 Mile 2014 Demand Expenditures	3 Mile 2014 Supply Sales	3 Mile 2014 Gap Gap
<b>Total Retail Sales (continued)</b>						
<b>General Merchandise Stores-452</b>	<b>50,131,243</b>	<b>9,220,445</b>	<b>40,910,798</b>	<b>224,052,699</b>	<b>286,804,405</b>	<b>-62,751,706</b>
Department Stores Excl Leased Depts-4521	22,361,391	375,600	21,985,791	98,923,618	84,489,826	14,433,792
Other General Merchandise Stores-4529	27,769,852	8,844,845	18,925,007	125,129,081	202,314,579	-77,185,498
<b>Miscellaneous Store Retailers-453</b>	<b>10,628,869</b>	<b>2,566,559</b>	<b>8,062,310</b>	<b>50,327,615</b>	<b>29,138,461</b>	<b>21,189,154</b>
Florists-4531	375,181	41,141	334,040	1,890,605	1,102,383	788,222
Office Supplies, Stationery, Gift Stores-4532	5,249,054	130,480	5,118,574	25,202,183	12,126,714	13,075,469
Office Supplies and Stationery Stores-45321	2,463,347	0	2,463,347	12,243,565	9,737,186	2,506,379
Gift, Novelty and Souvenir Stores-45322	2,785,707	130,480	2,655,227	12,958,618	2,389,528	10,569,090
Used Merchandise Stores-4533	918,460	2,100,362	-1,181,902	4,197,244	7,823,737	-3,626,493
Other Miscellaneous Store Retailers-4539	4,086,174	294,576	3,791,598	19,037,583	8,085,627	10,951,956
<b>Foodservice and Drinking Places-722</b>	<b>43,513,324</b>	<b>36,113,688</b>	<b>7,399,636</b>	<b>196,679,135</b>	<b>229,310,210</b>	<b>-32,631,075</b>
Full-Service Restaurants-7221	22,183,246	13,351,773	8,831,473	100,500,914	99,584,273	916,641
Limited-Service Eating Places-7222	19,488,142	4,139,138	15,349,004	87,505,134	105,945,785	-18,440,651
Drinking Places -Alcoholic Beverages-7224	1,841,936	18,622,777	-16,780,841	8,673,087	23,780,152	-15,107,065
<b>Personal Services</b>	<b>5,339,664</b>	<b>6,906,600</b>	<b>-1,566,936</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
Hair Salons, Barbers, Nail Salons	2,588,928	1,911,600	677,328	N/A	N/A	N/A
Laundries/Dry Cleaning	2,750,736	4,995,000	-2,244,264	N/A	N/A	N/A

Source: The Nielsen Company, Urban Partners

Furniture Store supply adjusted based on field observation

### Retail Market Potential

Consumer shopping patterns vary depending on the types of goods being purchased. For convenience goods purchased frequently, such as groceries, drugs, and prepared foods, shoppers typically make purchases at stores close to their home or place of work. For larger-ticket, rarely purchased items—such as automobiles, electronics and large appliances—shoppers may travel anywhere within the metropolitan area or beyond to obtain the right item at the right price. For apparel, household furnishings, and other shopping goods, consumers generally establish shopping patterns between these two extremes, trading at a number of shopping areas within a 30 minute commute of their homes.

In analyzing the retail market demand within a portion of a larger metropolitan area, these behavioral observations translate into a series of analytical rules-of-thumb:

- Shopping for community-serving goods and services is generally confined to the primary trade area.
- Expenditures made at full-service restaurants will occur chiefly within the primary trade area, but some restaurant expenditures made by the primary trade area population will be lost to established

restaurants located outside the primary trade area. Similarly, some restaurant sales in the primary trade area will be attracted from residents who live elsewhere in the region.

- Expenditures made by primary trade area residents for shopping good items (department stores, apparel, and most specialty goods) will more likely occur within the area, but a substantial proportion of these sales will occur outside the area. Similarly, significant sales will be attracted from residents outside the primary trade area to any large, well-known stores located within the trade area.
- Specific high-quality stores within the primary trade area may attract significant clientele from well beyond the primary trade area for highly-targeted, single destination trips for specialized purchases.

Based on these analytical rules-of-thumb and the dynamics of the market study area retailing as it relates to the larger 3-mile trade area, we reach the following observations regarding retail development potential:

- Excess market demand from nearby residents (those located within the defined market study area) is sufficient to support some expansion in routine community-serving goods and services, including a second pharmacy (most likely a Walgreens)

Pharmacy since a CVS Pharmacy is already located on Buford Highway), a hardware store of 5,000 SF to 10,000 SF, and another florist;

- There appears to be a substantial shortage of apparel stores—both within the market study area and in the surrounding 3-mile area. However, analysis of retail supply at the 5-mile radius indicates a massive supply of apparel stores with more than \$500 million in sales just beyond the 3-mile radius. Therefore, it is unlikely that significant apparel can be attracted to the Buford Highway other than stores providing affordable product targeted to transit-dependent shoppers;
- Similarly, large concentrations of furniture, electronics, and department stores are also clustered just beyond the 3-mile trade area;
- There are a number of specialty goods categories where there is sufficient demand in the 3-mile trade area to support one or more viable stores and where more distant supply (in the 5-mile trade area) is also limited. These categories include: specialty sporting goods stores; hobby, toy, and game stores; sewing and needlework stores; and garden centers. Excess demand at the 3-mile trade area for these store types includes \$6.0 million in specialty sporting goods (supporting up to a total of 20,000 SF in multiple stores); \$6.2 million in hobby, toy, and game stores (supporting up to 20,000 SF of new stores); \$2.3 million in sewing and needlework stores (supporting another 10,000 SF); and \$16.7 million in nurseries and garden centers (supporting as much as 55,000 SF of such new space); and
- Known as one of the most diverse ethnic neighborhoods in the Atlanta region, the Buford Highway Corridor in Brookhaven can continue to emphasize this strength by focusing on products which would attract customers from well beyond the 3-mile or even the 5-mile radius. Such an international ethnic focus would include significant additions in internationally-themed specialty foods stores, dining and drinking establishments, and imported gifts/crafts shops. It would also capture the substantial excess demand for many of these products within the 3-mile trade area, including \$16.1 million in excess demand for specialty foods and \$10.6 million in gifts.

It is important to note that the success of this approach will depend on attracting a broadly-geographic customer base. While the market study area may be underserved for full-service restaurants (trade gap of \$13.4 million), the large clusters of dining establishments in Buckhead and Lindbergh are helping to capture 99% of the demand in the 3-mile trade area. In order for Buford Highway restaurants to attract a clientele from a trade area greater than the 3-mile radius, they must have a unique theme (i.e. international) and be located within easy access to the regional highway system. As long as the menu is priced moderately to attract an economically diverse population, these internationally themed dining and drinking establishments have potential viability on Buford Highway. This “International Marketplace” theme could also attract after-work customers from the many office concentrations within and near the Buford Highway Corridor, as well as visitors staying in the area’s hotels.

A positive model for a successful urban marketplace of this type is the Adams Morgan neighborhood of Washington D.C. Adams Morgan is a culturally diverse community with restaurants, nightclubs, coffee houses, bars, bookstores, art galleries and unique specialty shops. Neighborhood restaurants feature cuisine from Ethiopia and Vietnam to Latin America and the Caribbean. Adams Morgan is the center of Washington, D.C.'s liveliest nightlife and is popular with young professionals.

In summary, key retail development opportunities on Buford highway are: 1) immediate area serving stores such as a **pharmacy, hardware stores, and florists**; 2) specialty goods stores attracting from a 3-mile trade area such as **hobby/toy/game stores, specialty sporting goods stores, sewing and needlework stores, and garden centers**; and 3) **international-themed stores in special foods, dining, and gifts**.

## Rental Housing Market Analysis

Rental housing represented 66% of the housing market in the market study area in 2010. According to the 2012 ACS, 49% of the rental housing units were built after 1980, compared to 55% for the County as a whole (see **Table 14**).

**Table 14: Year Renter Occupied Structure Built, 2012**

	Study Area %	DeKalb County %
<b>Built 2000 or later</b>	18%	19%
<b>Built 1990 to 1999</b>	17%	16%
<b>Built 1980 to 1989</b>	14%	20%
<b>Built 1970 to 1979</b>	20%	20%
<b>Built 1960 to 1969</b>	19%	12%
<b>Built 1950 to 1959</b>	10%	8%
<b>Built 1940 to 1949</b>	1%	2%
<b>Built 1939 or earlier</b>	1%	2%

Source: U.S. Census Bureau

Furthermore, renter occupied structures in the market study area are larger than the County as a whole. According to the 2012 ACS, a majority of the renter occupied units (52%) are located in structures that have 10 or more units, with 11% of the units being in structures larger than 50 units. As a County as a whole, 43% of the renter occupied units are in structures with 10 or more units (see **Table 15**).

**Table 15: No. of Units in Renter-Occupied Structures**

	Study Area %	DeKalb County %
<b>1, detached</b>	6%	22%
<b>1, attached</b>	4%	5%
<b>2</b>	2%	3%
<b>3 or 4</b>	9%	9%
<b>5 to 9</b>	27%	19%
<b>10 to 19</b>	26%	21%
<b>20 to 49</b>	15%	10%
<b>50 or more</b>	11%	11%
<b>Mobile home, Boat, RV, etc</b>	0%	1%

Source: U.S. Census Bureau

According to the 2012 ACS, a slightly higher percentage of renter households in the market study area pay more than 40% of their household income for housing costs compared to renter households in the County as a whole (42% to 39%, respectively). In particular, 62% of renter households in Census Tract 214.13 pay more than 40% of their household income on housing costs (see **Table 16**).

**Table 16: Housing Costs as % of Household Income**

	Less than 20%	20% to 29%	30% to 39%	40% or more
<b>Tract 214.05</b>	12%	49%	2%	37%
<b>Tract 214.13</b>	10%	19%	9%	62%
<b>Tract 214.14</b>	22%	21%	12%	45%
<b>Tract 214.15</b>	17%	43%	13%	28%
<b>Tract 214.16</b>	8%	52%	6%	33%
<b>Tract 214.17</b>	15%	28%	19%	39%
<b>Study Area</b>	15%	31%	13%	42%
<b>DeKalb County</b>	20%	24%	16%	39%

Source: U.S. Census Bureau

### Rental Housing Inventory

In order to determine the potential for new rental housing development in the market study area and its associated pricing, 33 apartment complexes that are on, or in close proximity to, Buford Highway have been examined.

In **Tables 17-A to 17-C** shown on the following pages, the 33 apartment complexes are grouped into three market segments: i) **Marquis Properties**, older complexes that were recently purchased by Marquis Investments and subsequently rebranded; ii) **Older Complexes**, which were built prior to 1980 (not including the Marquis Properties); and iii) **Newer Complexes**, which were built after 1980. Sample apartment complexes in each of the three market segments are shown in **Figure 2** on the following page.

**Segment 1: Marquis Properties** consist of eight complexes in Brookhaven that were acquired by Marquis Investments in June of 2013<sup>5</sup>. Marquis Investments, which is a division of Crown Holdings Group that owns and manages more than 5,000 rental units in the Atlanta area, purchases distressed real estate opportunities and implements its “3R Strategy” to Recapitalize, Renovate and Reposition its multifamily assets.

In addition to being renamed with the Marquis prefix, the eight apartment complexes now utilize user-friendly

<sup>5</sup> Marquis Investments acquired seven of these properties in a single transaction that included two additional properties located just outside of Brookhaven: the Parkway Apartments at 2572 Lenox Road and the Hallmark Apartments at 2615 Oak Shadow Lane. The Parkway Apartments have been renamed Marquis Square and the Hallmark Apartments have been renamed Marquis Village. The total sale price for the nine property portfolio was \$49.55 million.

# City of Brookhaven, Georgia

websites to showcase the community, list available units in real time, and accept new renter applications. Marquis Properties were built between 1965 and 1972, and typically feature the following amenities: security patrol, on-site laundry, on-site management/maintenance, swimming pool, central air/heating, dishwasher, pantry, and private balconies/patios.

**Segment 2: Older Complexes** consist of 19 complexes (total of 2,199 units) that were built between 1956 and 1977. All of the complexes are garden style apartments with private or semi-private entrances and parking spaces located just outside the front door. The average size of the complexes is 116 units and typical amenities include a swimming pool, playground, washer/dryer hookup in the unit and/or on-site laundry facility, and air conditioning.

The oldest complex is Bryton Hill Apartments at 2527 Skyland Drive, which is an income restricted property that was financed with Low Income Housing Tax Credits. According to the property manager, the 15 year compliance period is due to expire this year and the

complex will subsequently be converted to “market-rate.” The amount of rent increase, if any, associated with the market-rate conversion is unclear at this point.

At 494 total units, Parke Towne North Apartments, located on both sides of N. Cliff Valley Way just northwest of Buford Highway, is by far the largest of the Older Complexes. Asking rents for one- and three-bedroom units in the Parke Towne North Apartments represent the lowest rate in the market study area (currently, one- bedroom units rent for \$500/month, or \$0.53 per SF, and three-bedroom units rent for \$750/month, or \$0.60 per SF). As of this report, there were only two vacant units in the complex.

**Segment 3: Newer Complexes** consist of seven complexes (total of 1,909 units) that were built after 1984. With the exception of Lenox Hills Apartments, all the complexes are situated along Clairmont Road or I-85 Access Road. The amenities in these complexes typically include fitness centers, clubhouses, fireplaces, and washers/dryers furnished in the unit.

**Figure 3: Sample Apartment Complexes in the Three Market Segments**

<p><b><u>Segment 1: Marquis Properties</u></b></p> <ul style="list-style-type: none"> <li>• 8 Complexes</li> <li>• 1,114 Units</li> <li>• Average Year Built: 1969</li> </ul>	<p><b><u>Segment 2: Older Complexes</u></b></p> <ul style="list-style-type: none"> <li>• 18 Complexes</li> <li>• 2,119 Units</li> <li>• Average Year Built: 1966</li> </ul>	<p><b><u>Segment 3: Newer Complexes</u></b></p> <ul style="list-style-type: none"> <li>• 7 Complexes</li> <li>• 1,909 Units</li> <li>• Average Year Built: 1997</li> </ul>
 <p><i>Marquis at Brookhaven (formerly Tempo Continental)</i></p>	 <p><i>Parke Towne North</i></p>	 <p><i>2924 Clairmont</i></p>
 <p><i>Marquis Lenox (formerly Hamptons at Lenox)</i></p>	 <p><i>Regency Woods</i></p>	 <p><i>Stone Creek at Druid Hills</i></p>

2924 Clairmont, which is a 353 unit midrise complex, has the highest rents in the market study area. Rents for one-bedroom units range from \$1,010 to \$1,685 per month (or \$1.34 to \$1.68 per SF), two-bedroom units from \$1,405 to \$1,970 per month (or \$1.21 to \$1.24 per SF), and three-bedroom units range from \$1,743 to \$2,208 per month (or \$1.20 to \$1.52 per SF). The ownership group for 2924 Clairmont is currently constructing the Encore at Clairmont located just north of the current complex. The Encore at Clairmont will feature an additional 322 units with higher end finishes and amenities. The projected rents for the Encore at Clairmont, which is due to be completed in October of 2014, are approximately \$100 more than comparably sized units at 2924 Clairmont.

The rents at the Lenox Hills Apartments represent the highest rates for complexes located on and immediately adjacent to Buford Highway. Built in 1998, the Lenox Hills Apartments feature high-end amenities such as gated access, electric car charging station, fitness center, and fireplaces. Rents for one-bedroom units range from \$875 to \$1,190 per month (or \$1.15 to \$1.43 per SF), two-bedroom units from \$1,095 to \$1,430 per month (or \$1.09 to \$1.22 per SF), and three-bedroom units range from \$1,300 to \$1,620 per month (or \$0.93 to \$1.16 per SF). As of this report, there were 18 units available (3.8% vacancy rate).

### *Rental Housing Market Potential*

Currently, rents for one-bedroom units in the Marquis Properties range from \$660 to \$715 per month (or \$0.67 to \$0.69 per SF), while two-bedroom units are renting for \$770 to \$825 per month (or \$0.51 to \$0.60 per SF), and three-bedroom units from \$905 to \$1,470 per month (or \$0.62 to \$0.69 per SF). Marquis Crossing is the only complex with four-bedroom apartments and they rent for \$975 per month (or \$0.64 per SF). As of this report, the vacancy rate for the Marquis Properties as a whole is less than 2.5%. ***Successful implementation of the “3R Strategy” by Marquis Investments will likely result in steady rent increases in the Marquis Properties.***

The rents for the Older Complexes as a whole are slightly lower than the Marquis Properties. As of this report, rents for one-bedroom units range from \$655 to \$715 per month (or \$0.76 to \$0.83 per SF), two-bedroom units from \$760 to \$780 per month (or \$0.67 to \$0.69 per SF), and three-bedroom units rent for \$895 per month (or \$0.66 per SF). As of this report, the vacancy rate for the Older Complexes is very low, with nine

complexes reporting no vacancies. Due to the advanced age and the physical conditions of most of these apartments, rent levels will most likely stagnate or even decline over time unless significant capital investments are made in the complexes. ***A coordinated set of public policies addressing code enforcement and property redevelopment will be necessary in preserving the quality and long-term affordability of these apartment complexes.***

Lastly, rents for the Newer Complexes as a whole are 55% to 75% higher than the Older Complexes. As of this report, rents for one-bedroom units range from \$845 to \$1,150 per month (or \$1.17 to \$1.28 per SF), two-bedroom units from \$1,080 to \$1,350 per month (or \$0.97 to \$1.06 per SF), and three-bedroom units from \$1,425 to \$1,675 per month (or \$0.99 to \$1.16 per SF). As of this report, the vacancy rate for the Newer Complexes is also very low (approximately 2.7%).

The low vacancy rates in each of the three market segments suggest that there is a strong market for rental homes of varying rent levels in the market study area. Over 3,200 of older units (built prior to 1980) are satisfying the market demand for affordable rental homes with somewhat limited package of amenities, while seven newer complexes are supplying the market with 1,909 higher priced units with numerous luxury amenities. By fall of 2014, this luxury rental segment will be supplemented with an additional 322 units when the Encore at Clairmont will be completed.

Given the strength of the current rental housing market and the relatively high rents observed at the Lenox Hills Apartments, we estimate that ***newly built apartments along Buford Highway with one-, two-, and three-bedroom units can command rents from \$900 to \$1,700 per month. Specifically, we estimate that one-bedroom units (approximately 700 SF to 900 SF) can be rented at \$1.29 to \$1.39 per SF per month, two-bedroom units (approximately 1,000 to 1,150 SF) can be rented at \$1.10 to \$1.26 per SF per month, and three-bedroom units (approximately 1,400 SF) can be rented at \$1.21 per SF per month.*** These rents assume that tenants pay for all utilities and the complex offers luxury amenities such as: central air conditioning, security gate and controlled access, swimming pool, fitness center, and washer/dryer in the units.

# City of Brookhaven, Georgia

**Table 17-A: Summary of Rental Rates and Availability (Marquis Properties)**

Name	Year Built	Total Units	Type	Price	Size (SF)	\$/SF	Utilities	Currently Available?	Amenities
<b>Marquis at Brookhaven</b> <i>(formerly Tempo Continental)</i> 1322 Briarwood Road	1970	158	1 bed 2 bed 3 bed	\$750 \$850 \$975	980 SF 1,200 SF 1,400 SF	\$0.77 \$0.71 \$0.70	Heat, Hot & Cold Water, Sewer	Yes, 2 & 3 bed only (3 units vacant)	Security Patrol, On-Site Laundry, On-Site Management/Maintenance, Pool, Central Air/Heating, Dishwasher, Pantry, Private Balconies/Patios
<b>Marquis at Lenox</b> <i>(formerly Hamptons at Lenox)</i> 1750 Briarwood Road	1971	192	1 bed	\$775 to \$825	1,000 to 1,150 SF	\$0.72 to \$0.78	Tenant Pays All Utilities	Yes (14 units vacant)	On-Site Management/Maintenance, Air Conditioning, Dishwasher, Pool, Sundeck, Package Receiving, Playground
<b>Marquis Crossing</b> <i>(formerly Tempo Cabana &amp; Cross Keys Cabana)</i> 2010 Curtis Drive	1965	153	1 bed 2 bed 3 bed 4 bed	\$650 to \$680 \$745 to \$780 \$840 to \$890 \$975	850 to 900 SF 1,125 to 1,125 SF 1,160 to 1,350 SF 1,520 SF	\$0.76 \$0.66 to \$0.69 \$0.66 to \$0.72 \$0.64	Tenant Pays All Utilities	Yes, 2 bed only (2 units vacant)	Security Patrol, On-Site Laundry, On-Site Management/Maintenance, Pool, Central Air/Heating, Children's Play Area, Private Balconies and Patios, Walk-In Closet, W/D Hookups
<b>Marquis Gardens</b> <i>(formerly Monaco Gardens)</i> 3649 Buford Highway	1972	132	1 bed 2 bed 3 bed	\$577 to \$635 \$775 to \$784 \$886	950 to 1,150 SF 1,450 to 1,500 SF 1,750 SF	\$0.55 to \$0.61 \$0.52 to \$0.53 \$0.51	Water/Sewer	Yes, 1 & 2 bed only (4 units vacant)	On-Site Management/Maintenance, On-Site Laundry, Breakfast Bar, Ceiling Fan, Central Air/Heating, Dishwasher, Pantry, Private Balconies and Patios, Walk-In Closets, Tile Floors, W/D Hookups, Picnic Area with Barbecue, Pool
<b>Marquis Grove</b> <i>(formerly Garden Grove)</i> 3524 Buford Highway	1972	128	1 bed 2 bed	\$600 \$755	950 SF 1,250 SF	\$0.63 \$0.60	Water/Sewer	Yes, 2 bed only (1 unit vacant)	Children's Play Area, Clubhouse, On-Site Laundry, On-Site Management/Maintenance, Part Time Security Patrol, Picnic Area with Barbecue, Pool, Fitness Center, Central Air/Heating, Private Balconies and Patios, Walk-In Closet, W/D Hookups
<b>Marquis Station</b> <i>(formerly Majestic Village)</i> 3632 Buford Highway	1973	62	1 bed 2 bed	\$630 \$780 to \$905	950 SF 1,450 to 1,600 SF	\$0.66 \$0.54 to \$0.57	Hot & Cold Water/Sewer, Air Conditioning	Yes 2 bed only (1 unit vacant)	Security Patrol, On-Site Laundry, On-Site Management/Maintenance, Pool, Picnic Area with Barbecue, Breakfast Bar, Pantry, Central Air/Heating, Dishwasher, Private Balconies and Patios, Tile Floors, W/D Hookups
<b>Marquis Terrace</b> <i>(formerly Parkview Terrace)</i> 3547 Buford Highway	1965	132	1 bed 2 bed 3 bed	\$628 \$731 \$861	850 SF 1,150 SF 1,450 SF	\$0.74 \$0.64 \$0.59	Heat, Hot & Cold Water/ Sewer	Fully Occupied	Airport Transportation, Children's Play Area, On-Site Laundry, On-Site Management/ Maintenance, Part Time Security Patrol, Pool, Central Air/Heating, Dishwasher, Private Patio or Balcony, Walk-In Closet, W/D Hookups
<b>Marquis Villas</b> <i>(formerly Montego Gardens)</i> 3446 Buford Highway	1967	108	1 bed 2 bed 3 bed	\$665 \$771 \$970 to \$985	1,170 SF 1,360 SF 1,580 to 1,850 SF	\$0.57 \$0.57 \$0.53 to \$0.61	Water/Sewer	Yes, 1 bed only (1 unit vacant)	On-Site Management/Maintenance, Central Air/Heating, Den/Study, Dishwasher, Intrusion Alarm, Pantry, Private Balconies and Patios, Walk-In Closet, W/D Hookups, Children's Play Area, On-Site Laundry, Picnic Area with Barbecue, Pool

Source: Apartments.com, Hotpads.com, Forrent.com, Rent.com, Urban Partners

**Table 17-B: Summary of Rental Rates and Availability (Older Complexes)**

Name	Year Built	Total Units	Type	Price	Size (SF)	\$/SF	Utilities	Currently Available?	Amenities
<b>Bryton Hill Apartments</b> 2527 Skyland Drive	1956	204	1 bed 2 bed	\$675 to \$701 \$775 to \$847	940 SF 940 SF	\$0.72 to \$0.75 \$0.82 to \$0.90	Water/ Sewer	Fully Occupied	Air Conditioning, Dishwasher, On-Site Laundry, Pool, Sundeck(s), Clubhouse, Business Center, Playground, Fitness Center, On-Site Management/Maintenance
<b>Buckhead Creek/Buford Valley Apartments</b> 2822 Buford Highway	1963	80	1 Bed 2 Bed 3 Bed	\$600 \$750 \$850	1,000 SF 1,200 SF 1,500 SF	\$0.60 \$0.63 \$0.57	Water/ Sewer	Fully Occupied	Pool, Playground, On-Site Laundry, Semi-Private Entry, View of the Creek
<b>Buford Apartments I &amp; II</b> 2700-16 Buford Highway	1964	27	1 Bed	\$695 to \$710	550 to 800 SF	\$0.89 to \$1.26	Tenant pays all utilities	Fully Occupied	Pool, On-Site laundry, Private Porches, as On-Site Management
<b>Buford Heights</b> 3610 Buford Highway	1967	59	1 Bed 2 Bed 3 Bed	\$610 to \$690 \$818 \$923	680 to 680 SF 1,200 SF 1,488 SF	\$0.9 to \$1.01 \$0.68 \$0.62	Water/ Sewer	Fully Occupied	On-Site Laundry, Ramp Entry, W/D Hookups, Large Balconies or Patios, Walk-In Closets.
<b>Buford Towne</b> 3814 Buford Highway	1967	34	1 Bed 2 Bed	\$675 \$775	900 SF 1,100 SF	\$0.75 \$0.70	Water/ Sewer	Fully Occupied	Pool, Community center, Central HVAC, W/D Hookup, On-Site laundry
<b>Carmel Creek Apartments</b> 3658 Buford Highway	1977	65	1 Bed 2 Bed	\$695 \$795	950 SF 1,220 SF	\$0.63 \$0.59	Water/ Sewer	Fully Occupied	Playground, Pool, W/D Hookups, On-Site Maintenance/Management
<b>Drew Valley Apartments</b> 2765 Drew Valley Road	1960	28	2 Bed	\$645	700 SF	\$0.92	Tenant pays all utilities	Yes (1 unit vacant)	Recently Renovated (New Carpet, Bathroom Tile Floor, Kitchen Appliances), Central A/C, On-Site Laundry
<b>Epic Garden</b> 3460 Buford Highway	1965	112	1 Bed 2 Bed 3 Bed	\$670 \$790 \$965	700 SF 1,150 SF 1,400 SF	\$0.96 \$0.69 \$0.69	Tenant pays all utilities	Fully Occupied	Pool, W/D In Unit, On Site Maintenance/ Management
<b>Esquire Apartments</b> 3102 Buford Highway	1965	52	1 Bed 2 Bed 3 Bed	\$790 \$890 \$950	820 SF 950 SF 1,400 SF	\$0.96 \$0.94 \$0.68	Tenant pays all utilities	Yes, all types (5 units vacant)	Central AC, Private Balcony/Ground Floor Patio, W/D Hookup, On-Site Laundry, Pool
<b>Gardens at Briarwood</b> 3540 Buford Highway	1967	130	1 Bed 2 Bed 3 Bed	\$659 \$875 \$950	900 SF 1,150 SF 1,400 SF	\$0.73 \$0.76 \$0.68	Water/ Sewer	Yes, 1 bed only	Air Conditioning, Dishwasher, Pool, Sundeck(s), On-Site Maintenance, Controlled Access, Pet Care Service
<b>Lenox Townhomes</b> 2115 Coosawattee Drive	1967	66	1 Bed 2 Bed 3 Bed	\$625 \$750 \$795	830 SF 1,200 SF 1,230 SF	\$0.75 \$0.63 \$0.65	Water/ Sewer	Fully Occupied	Pool, Spa, Playground, On-Site Laundry, Fitness Center, Business Center, BBQ/Picnic Area, Controlled Access, Private Balcony/ Patio In Select Units, Semi-Private Entry
<b>Park Villa Apartments</b> 2095 Burton Plaza Lane	1963	92	1 Bed 2 Bed 3 Bed	\$550 \$635 to \$654 \$759	1,025 SF 1,100 to 1,125 SF 1,200 SF	\$0.54 \$0.58 \$0.63	Water/ Sewer	Yes, 3 bed only (1 unit vacant)	W/D Connections (In Select Units), 2 On-Site Laundry Facilities, Playground, Outdoor Grills, Air Conditioning, Dishwasher
<b>Parke Towne North Apartments</b> 1432 N. Cliff Valley Way	1964	494	1 Bed 2 Bed 3 Bed	\$500 \$650 to \$700 \$750	950 SF 1,050 to 1,100 SF 1,250 SF	\$0.53 \$0.62 to \$0.64 \$0.60	Water/ Sewer	Yes, 2 bed only (2 units vacant)	Pool, Central Air, On-Site Laundry
<b>Regency Woods</b> 3160 Buford Highway	1977	114	2 Bed 3 Bed	\$875 \$975	1,325 SF 1,425 SF	\$0.66 \$0.68	Water/ Sewer	Yes, 2 bed only (1 vacant)	Pool, Sports Courts, Laundry Facility, Central Air, W/D Hookups, Garbage Disposal, Dishwasher.

## City of Brookhaven, Georgia

<b>Royale Apartments</b> 3579 Buford Highway	1972	80	1 Bed 2 Bed 3 Bed	\$758 \$899 \$1,050	910 SF 1,250 SF 1,375 SF	\$0.83 \$0.72 \$0.76	Hot & Cold Water	Fully Occupied	Pool, Playground, Patio/Balcony
<b>Terraces at Brookhaven</b> 3510 Buford Highway	1967	244	1 Bed 2 Bed 3 Bed	\$560 \$709 to \$729 \$799	850 SF 1,150 to 1,150 SF 1,300 SF	\$0.66 \$0.62 to \$0.63 \$0.61	Tenant pays all utilities	Yes, 2 bed only	Air Conditioning, Ceiling Fan, Dishwasher, Patio or Balcony, Walk In Closets, W/D Hookup in Select Units, Pool, On-Site Laundry Facility, Playground
<b>Twin Keys Apartments</b> 1457 Briarwood Road	1967	66	1 Bed 2 Bed	\$738 \$848	900 SF 1,200 SF	\$0.82 \$0.71	Water/ Sewer	Yes, 1 bed only (1 unit vacant)	On-Site Laundry, Sports Courts, Semi-Private Entry, Vaulted Ceilings
<b>Villas at Druid Hill</b> 3183 Buford Highway	1966	172	1 Bed 2 Bed 3 Bed 4 Bed	\$745 to \$765 \$855 to \$875 \$1,000 \$1,388	850 to 1,050 SF 1,250 to 1,360 SF 1,240 SF 1,240 SF	\$0.88 to \$0.73 \$0.68 to \$0.64 \$0.81 \$1.12	Water/ Sewer	Yes, 4 bed only (1 unit vacant)	Pool, Playground, On-Site Laundry, Private Entry, Monitored Security Available, Fireplaces In Select Units

Source: Apartments.com, Hotpads.com, Forrent.com, Rent.com, Urban Partners

**Table 17-C: Summary of Rental Rates and Availability (Newer Complexes)**

Name	Year Built	Total Units	Type	Price	Size (SF)	\$/SF	Utilities	Currently Available?	Amenities
<b>2924 Clairmont</b> 2924 Clairmont Road	353	2009	1 Bed 2 Bed 3 Bed	\$1,010 to \$1,685 \$1,405 to \$1,970 \$1,743 to \$2,208	756 to 1,004 SF 1,157 to 1,583 SF 1,455 to 1,455 SF	\$1.34 to \$1.68 \$1.21 to \$1.24 \$1.20 to \$1.52	Tenant pays all utilities	Yes, all types (4 units vacant)	Barbecue areas with Cabanas, Business Center, Dogs/Cats Allowed, Fitness Center, Garage, Playground, Pool, Recreation Room, Storage Space, Trash Chutes, Granite Countertops, Built-in Bookshelves and Desk, Ceiling Fans, Ceramic Tile Entry, Stainless Steel Appliances, Double Kitchen Sink, Dual Pane Windows, W/D in Unit, Over-Range Microwave
<b>Clairmont Apartments</b> 3078 Clairmont Road	288	1988	1 Bed 2 Bed	\$699 to \$809 \$859 to \$1,049	547 to 781 SF 906 to 1,150 SF	\$1.04 to \$1.28 \$0.91 to \$0.95	Tenant pays all utilities	Yes, both types (16 units vacant)	Two pools, 24-Hour Fitness Center, Business Center, Poolside Picnic Area, W/D Hookup Walk-In Closets, Monitored Alarm Systems, Private Patios/Balconies, Controlled Access with Gated Entry, On-Site Laundry, Planned Social Events, Dishwasher, Central Air
<b>Legacy Century Center</b> <i>(formerly Windmont)</i> 100 Windmont Drive	178	1989	1 Bed 2 Bed	\$720 to \$870 \$910 to \$1,035	680 to 870 SF 1,080 to 1,080 SF	\$1.00 to \$1.06 \$0.84 to \$0.96	Tenant pays all utilities	Yes, 1 bed only (1 unit vacant)	Central Air, Dishwasher, W/D Hookups, Garbage Disposal, Ceiling Fans, Balcony, Deck, Patio, or Porch, Pool, Fitness Center
<b>Lenox Hills Apartments</b> 50 Lincoln Court	480	1998	1 Bed 2 Bed 3 Bed	\$875 to \$1,190 \$1,095 to \$1,430 \$1,300 to \$1,620	762 to 832 SF 1,007 to 1,175 SF 1,397 to 1,397 SF	\$1.15 to \$1.43 \$1.09 to \$1.22 \$0.93 to \$1.16	Tenant pays all utilities	Yes, all types (18 units vacant)	Central Air, Dishwasher, Fireplace, Pool, Clubhouse, Residents Lounge, Business Center, Controlled Access, W/D Hookups, Electric Car Charging Station
<b>The Park on Clairmont</b> 3180 Clairmont Road	111	1984	1 Bed 2 Bed 3 Bed	\$732 to \$832 \$869 to \$1,029 \$1,219 to \$1,319	850 to 850 SF 1,174 to 1,230 SF 1,320 to 1,320 SF	\$0.86 to \$0.98 \$0.74 to \$0.84 \$0.92 to \$1.00	Tenant pays all utilities	Yes, 2 bed only (1 unit vacant)	Air Conditioning, Dishwasher, Fireplace, Storage Space(s), Pool, Package Receiving, Tennis Courts, Fitness Center, On-Site Management/Maintenance
<b>Stone Creek at Druid Hills</b> 1590 NE Expressway	272	2003	1 Bed 2 Bed 3 Bed	\$914 to \$1,250 \$969 to \$1,275 \$1,449 to \$1,559	758 to 959 SF 1,075 to 1,349 SF 1,586 to 1,586 SF	\$1.21 to \$1.30 \$0.90 to \$0.95 \$0.91 to \$0.98	Tenant pays all utilities	Yes, 1 & 2 bed only (5 units vacant)	Central Air, Ceiling Fan, Landscaped Grounds, Decorative Crown Moulding, Dishwasher, Patio/Balconies, Hardwood Floors, Intrusion Alarms, Kitchen Pantries, Nine-Foot Ceiling, Roman Tubs, Walk-In Closets, Washer/Dryer in Unit, Wood Burning Fireplaces
<b>Uptown Lofts</b> <i>(formerly Ibis Trail at Clairmont)</i> 2910 Clairmont Road	227	2006	1 Bed 2 Bed	\$969 to \$1,399 \$1,224 to \$1,679	725 to 992 SF 1,165 to 1,347 SF	\$1.34 to \$1.41 \$1.05 to \$1.25	Tenant pays all utilities	Yes, both types (7 units vacant)	Business Center, Clubhouse, Covered Parking, Elevator, Fitness Center, Garage Gate, Pool, Dogs/Cats Allowed, Additional Storage, Central Air, Alarm/Controlled Access, Balcony, Ceiling Fan, Dishwasher, Disposal, Large Closets, Patio/Private Balcony

Source: Apartments.com, Hotpads.com, Forrent.com, Rent.com, Urban Partners

## Sales Housing Market Analysis

The market study area’s sale housing market was analyzed to identify trends in residential real estate and to determine the potential for new for-sale residential development and its associated pricing. According to Win2Data, which is a comprehensive real estate database service that was utilized for report, there were 636 home sales in the market study area within the last 24 months. Single-family residential homes made up the vast majority of the transactions (572 sales), while condominium and townhome sales totaled 31 and 33 transactions, respectively. In **Appendix 1** and in **Table 18** shown below, these 636 sales are segmented into the following categories: Foreclosures; Investor/Developer Acquisitions; Clear Arm’s Length Sales between Owner Occupants; and Homes Sold by Investors/Developers to Owner Occupants.

**Table 18: Breakdown of Home Sales in the Study Area**

	Total Number of Sales	Average Sale Price	Average Sale Price/SF	Average Living Space
<b>Foreclosures</b>	29*	\$215,803	\$88.69	2,428 SF
<b>Investor/Developer Acquisitions (Non Foreclosure)</b>	56	\$258,255	\$205.40	1,257 SF
<b>Homes Sold by Investors/Developers to Owner Occupants</b>	74	\$455,495	\$142.29	2,588 SF
<b>Clear Arm’s Length Sales between Owner Occupants</b>	477	\$355,168	\$165.18	2,150 SF

Source: Win2Data, Urban Partners

\* 5 purchased by investors

There were 29 foreclosures, five of which were homes being purchased by investors/developers, with an average sale price of \$215,803 (or \$88.69/SF). Investors or developers acquiring non-foreclosure homes accounted for 56 transactions, with an average sale price of \$258,255 (\$205.40/SF); and homes sold by investors or developers to owner occupants totaled 74 transactions, with an average price of \$455,495 (or \$142.29/SF). Finally, homes transferred between owner occupants totaled 477 transactions, with an average sale price of \$355,168 (or \$165.18/SF).

### New Construction

As of this report, Ryland Homes is nearing the completion of the Lenox Overlook, which is a 113-unit gated townhome community located along Buford Highway just northeast of Briarwood Road (**Figure 4**).

In an interview with Urban Partners, a representative of Ryland Homes reported that all but two units are either sold or under agreement. Most of the households purchasing homes in the Lenox Overlook are first-time buyers and only three out of the 111 households current have children.

All of the units feature 2,000 SF of living space with three bedrooms and 2.5 bathrooms, hardwood flooring on the first floor, high-end kitchen appliances and finishes, a security system, and a two-car garage. Twenty-three of the homes have basements, which add another 600 SF of living space. The most recent sale prices for the smaller units are in the \$270,000’s, while the larger units have sold for \$350,000’s (or \$135/SF for both unit types). The pace of sales has averaged three sales per month since breaking ground in March of 2011.

**Figure 4: Lenox Overlook by Ryland Homes**



Front Facades



Typical Interior Finish Quality

Aside from Lenox Overlook, there are no active or planned new home projects in the market study area, but there are numerous large new homes being constructed on parcels previously occupied by smaller, older houses. An investor/developer that's been aggressively building and selling these homes is Georgian Fine Properties, which is based in Marietta, GA. In the past 24 months, Georgian Fine Properties has sold seven of these large new homes for an average sale price of \$510,114, or an estimated \$170.04/SF<sup>6</sup> (see **Figure 5**). On average, the original acquisition price for these properties, which were all built between 1950 and 1959, was \$174,871. Property records show that Georgian Fine Properties currently owns ten additional single-family residential properties in the market study area.

**Figure 5: Home Built by Georgian Fine Properties  
(2348 Poplar Springs Drive, Sold for \$459,000)**



As far as new developments just outside of the market study area, there are two notable projects: the Canterbury Heights by Rockhaven Homes and the Buckhead Park at Lenox by Pulte Homes.

*Canterbury Heights* (near Canterbury Road and Pine Tree Road)

- Type: Single Family Detached
- Total units: 11
- Units sold: 8 sold, 3 available (as of April 2014)
- 3 bedroom, 2.5 bath
- Price range: \$578,900 to \$590,500
- SF price range: \$276 to \$282

*Buckhead Park at Lenox* (near Lenox Road and Canterbury Road)

- Type: Townhomes
- Total Units: 35
- Units sold: 23 sold, 8 available (as of April 2014)
- 3 bedroom, 3.5 bath
- Price range: \$391,900 to \$393,300
- SF price range: \$175

### *Sales Housing Market Potential*

In an interview with Urban Partners, a representative of Ryland Homes reported that a huge selling feature for the Lenox Overlook was its proximity to the Center for Disease Control, Emory University, AT&T, and other major employers. The incorporation of the City of Brookhaven also helped sales activity, especially with the presence of the newly formed Brookhaven Police which has been positively received by the residents.

Based on the analysis of Lenox Overlook and other recent home sales activity in the market study area, we estimate that newly built homes in a gated townhome community on Buford Highway can command prices of \$275,000 to \$375,000. Specifically, we estimate that three-bedroom, 2.5 bath townhomes with 1,900 to 2,100 SF of living space can command prices of \$275,000 to \$305,000 (or \$145 per SF). Units with an additional 600 SF of finished basement space can command prices of \$350,000 to \$375,000 (or \$140 per SF).

Considering that the 111 homes in the Lenox Overlook were sold in a span of 38 months, we estimate that new townhomes in this area could be absorbed at the rate of three units per month.

Currently, there doesn't seem to be sufficient market demand for mid- or high-rise condominiums or single-family detached homes on Buford Highway.

<sup>6</sup> The sales transaction record does not specify the interior square footage of the newly built homes. Therefore, an estimated square footage of 3,000 SF is used to calculate the sale price per SF.

## Office Market Analysis

To identify the potential for new office development on Buford Highway, as well as rents that could be commanded, we have evaluated current property listings and assessed the market conditions for multi-tenant office space in the market study area.

The largest office complex in the market study area is Corporate Square, which is located between Buford Highway and I-85 just northeast of Corporate Blvd. Owned by Commonwealth REIT—a large Boston-based real estate investment trust—Corporate Square consists of over 600,000 SF of Class-B office space. Major tenants in this complex include the Center for Disease Control and the Brookhaven Municipal Court. According to Taylor & Mathis, which manages the complex, approximately 106,000 SF of space is currently available for lease.

Other large multi-tenant office complexes in the market study area include: the Park Central at 2970 Clairmont Road; the Druid Pointe at 2751 Buford Highway; the Druid Chase at 2801 Buford Highway and 1190 W. Druid Hills Drive; and 2665-95 Buford Highway. Approximately 127,000 SF of office space is available

for lease in these four complexes, which represents a vacancy rate of 22.2%.

Additionally, there are large amounts of multi-tenant office space located just outside of the market study area. The largest complex is the Century Center Office Park, situated just east of the Brookhaven municipal boundary on Clairmont Road. Owned and operated by Highwoods Properties which has over 32 million SF of office/retail space in its portfolio, Century Center Office Park offers over 1.6 million SF of Class-A office space.

Executive Park, located just south of I-85 on N. Druid Hills Drive, has 528,000 SF of Class-A/B office space. This complex has been slated for redevelopment to include 1.4 million SF of office space (850,000 SF of newly built space), in addition to various other commercial and residential developments. The planned redevelopment of the Executive Park is referred to as the Park at Druid Hills, which is currently in the early planning stages.

**Table 19** summarizes the multi-tenant office space available in, and nearby, the market study area.

**Table 19: Selected Multi-Tenant Office Supply in/nearby the Market Study Area**

Address	Total SF	Available SF	Price/SF/Year	Building Class	Lease Type	Amenities
<b>Corporate Square</b> (Corporate Square Blvd + NE Expressway)	603,447	106,283	\$16.00 - \$16.50	B	Full Service	Elevator, on-site café, property management and security, 3.5 parking spaces per 1,000 RSF. Owned by Commonwealth REIT.
<b>Park Central</b> (2970 Clairmont Road)	213,191	35,806	\$20.00	A	Full Service	On-site café and fitness center, 24-hour security, covered parking.
<b>Druid Pointe</b> (2751 Buford Highway)	100,855	63,131	\$18.50	A	Full Service	Renovated in 2010, 4 parking spaces per 1,000 RSF
<b>Druid Chase</b> (2801 Buford Highway, 1190 W. Druid Hills)	194,069	28,192	\$17.75 - \$19.25	A	Full Service	Newly renovated, 3.8 spaces per 1,000 SF, two passenger elevators, loading dock, vending area, on-site security, after hours HVAC
<b>2665-2695 Buford Highway</b>	62,783	Full Occupied	Not available	B	-	1st Floor, Drive-up access, parking ratio of 4-5 spaces per 1,000 RSF.
<b>Century Center</b> (Clairmont Road + Century Boulevard)	1,666,338	143,843	\$18.50 - \$20.50	A	Full Service	Four on-site cafes, Marriott hotel with a barbershop, and a car detailing shop
<b>Executive Park</b> (N. Druid Hills Road + Executive Park Drive)	528,000	46,261	\$17.75 - \$18.00	A & B	Full Service	On-site hotel, café, banking, property management, and security. Two passenger elevators. 3.5 parking space per 1,000 RSF. Owned by Commonwealth REIT.
<b>Century Center North</b> (3101-11 Clairmont Road)	105,300	17,550	\$17.50	B	Tenant pays gas/electric	Six, single-story buildings. Convenient parking in front of building entrance.

Source: loopnet.com, showcase.com, Taylor & Mathis, Highwoods Properties, Atlanta Property Group, Transwestern.com, Urban Partners

**Figure 6: Major Multi-Tenant Office Complexes in the Market Study Area**



As shown in **Table 19**, asking rents for Class-A space within the market study area range from \$17.75 to \$20.00 per SF. The highest rent of \$20.00 per SF (full service) is at Park Central, which is a 10-story office building located just west of Clairmont Road. Building amenities at Park Central include on-site café and fitness center, 24-hour security, and covered parking.

Druid Pointe and Druid Chase are two other Class-A office complexes in the market study area. The two complexes are located close to each other on the 2700 and 2800 blocks of Buford Highway. Asking rents range from \$17.75 to \$19.25 per SF, full service. As of this report, 91,323 SF of office space is available at Druid Pointe and Druid Chase, representing a vacancy rate of 31%.

Within the Corporate Square campus alone, there's more than 106,000 SF of available Class-B office space (vacancy rate of 17.6%). Asking rents for office space in Corporate Square range from \$16.00 to \$16.50 per SF, full service. Amenities included in the complex are elevators, on-site café, on-site property management and security, and 3.5 parking space per 1,000 RSF.

### *Office Market Potential*

Based on significant vacancies in the multi-tenant office complexes located in the market study area, as well as the relatively low annual rents of \$16 to \$20 per SF, additional development of office space on Buford Highway appears unlikely at this time.

One exception, however, is the possibility of a single office user that may choose to build a new complex on Buford Highway. The likelihood of recruiting such a company is difficult to predict through standard supply and demand analyses, and it's equally problematic to conclude whether or not the Buford Highway Corridor is an ideal location for such a user.

## Hotel Market Analysis

The market analysis area for potential hotel development on Buford Highway focuses on an area that includes the entire Buford Highway study area and immediately adjacent locations. This analysis also focuses only on the eight better quality hotels within this area with a total of 1,126 hotel rooms. These eight hotels include four located within the market study area—the **Hampton Inn, Doubletree, and Microtel Inn & Suites** by Wyndham properties located along or near North Druid Hills Road and Corporate Center Boulevard and the **Holiday Inn Express** located on Clairmont Road. Two others are immediately adjacent to the market study area—the **Marriott Atlanta Century Center** on Clairmont and the **Courtyard by Marriott Executive Park** off North Druid Hills Road east of I-85. The remaining two hotels are located about one mile west of the market study area adjacent to 400—the **Country Inn & Suites Atlanta @ Buckhead** and the **TownePlace Suites Atlanta Buckhead**.

**Figure 7: Major Hotels in the Market Study Area**



*Doubletree, 2061 N. Druid Hills Road*



*Hampton Inn, 1975 N. Druid Hills Road*

We should note that a Holiday Inn Express Buckhead has recently opened with 123 rooms near the Country Inn and Suites and the TownePlace. This property was not open in 2013 and, therefore, is not included in the data analyzed here. However, its recent opening will be included in the analysis of opportunities. Several other lesser quality properties are also available in this Study Area, but were excluded from this analysis which focuses on better quality facilities.

The eight studied properties are mostly classified as “Upper Midscale” (Holiday Inn Express, Hampton Inn, Country Inn, TownePlace), as is the newly-opened Holiday Inn Express Buckhead. Two properties are considered “Upscale” (Courtyard, Doubletree) and the Marriott is “Upper Upscale.” The Microtel is considered “Economy.”

The most recent hotel to enter the market (before this year’s opening of the Holiday Inn Express Buckhead) was the 75-room TownePlace in 2000. This ended a period of active development that included three hotels with 299 rooms opening in December of 1998. Two-thirds of the existing supply (750 rooms) is in four hotels that date from 1970 to 1990 openings. Some of these properties have undergone substantial rehabilitation in the last decade, but for others the most recent reinvestment was 15 to 25 years ago.

Using Smith Travel Research as the source, we obtained data on these eight hotel properties. In total, hotel room demand in this Brookhaven Buford Highway grew from 249,337 room-nights in 2008 to 278,122 in 2013, a total growth of 11.5% in the last five years (see **Table 20**).

**Table 20: Buford Highway Area Hotel Performance**

Year	Supply (Room Nights)	Demand (Room Nights)	Occupancy Rate	Average Room Rate
2008	414,972	249,337	60.1%	\$99.48
2009	410,990	237,915	57.9%	\$87.04
2010	410,990	261,119	63.5%	\$85.79
2011	410,990	261,093	63.5%	\$87.20
2012	410,990	270,174	65.7%	\$90.83
2013	410,929	278,122	67.7%	\$91.72

*Source: STR Global, Urban Partners*

Room supply remained stagnant at 410,990 rooms until the recent addition of the Holiday Inn Express Buckhead. This analysis period includes a period of severe economic contraction (2007 to 2010), when overall occupancy dropped from to as low as 57.9% in

2009, as well as a period of modest recovery when occupancy grew to 67.7% (2013). During this period, room rates declined to as low as \$85.79 in 2010, but have recovered somewhat to \$91.92 in 2013. Data for January and February of 2014 show strong growth over the same two months of 2013—9% increase in room-night demand and 6% increase in rates.

Room demand is generally even during the Monday through Saturday period, with Sundays significantly weaker. Demand is only marginally seasonal: occupancy for July 2013, reached 80%; December 2013, was 50%; all other months ranged from 64% to 76%.

### *Hotel Market Potential*

Since 2011, the annual growth in demand has been 8,500 room-nights per year. If we assume that this 8,500 annual average room-night increment in demand continues for several years and that 66% is a healthy average occupancy rate, then we can conclude that:

- The additional supply from the introduction of the Holiday Inn Express Buckhead this year (123 units) will absorb this growth through 2016; and
- ***The Brookhaven Buford Highway market will be positioned to absorb another hotel of 80 to 120 rooms every two to three years, beginning in 2017.***

Similarly, as new product comes into the market place, older hotels will become less competitive unless they invest in substantial modernization. Within the market study area, the Hampton Inn and Microtel Inn and Suites have not been upgraded in many years. Reinvestment will be needed in these properties to maintain their competitiveness.

Finally, some lesser quality products, such as the Red Roof Inn, may become more valuable as redevelopment sites.

**Appendix 1: Home Sales in the Market Study Area (March 2012 to March 2014)**

**1. Foreclosure Transactions**

#	Street Address	Living Space (SF)	Sale Price	Sale Price/SF	Sale Date	Name of Subdivision
1128	Ashton Bluff Dr Ne	3042	\$320,000	\$105	5/31/2012	Ashton Bluff
1468	Briarwood Rd Ne 1307	1392	\$101,100	\$73	4/26/2012	Carlyle Woods
2606	Brookhaven Chase Ln Ne	2843	\$307,600	\$108	5/21/2012	Brookhaven Chase
2504	Brookhaven Heights Ct Ne	2905	\$160,100	\$55	6/20/2012	Brookhaven Heights Twnhms
2535	Brookline Cir Ne	4462	\$430,000	\$96	7/26/2013	Brookhaven Renaissance
1726	Buckhead Ln Ne	5072	\$45,000	\$9	8/13/2012	Buckhead Preserve
3137	Buford Hwy Ne 1	710	\$38,000	\$54	10/21/2013	Jackson Square Condo
3147	Buford Hwy Ne 7	1134	\$65,000	\$57	11/8/2013	Jackson Square Condo
2370	Burch Cir Ne	1222	\$241,500	\$198	1/27/2014	Drew Valley
1646	Clairmont Way Ne	1684	\$139,000	\$83	5/24/2012	Montclair
1879	Dresden Dr Ne	1176	\$103,200	\$88	3/25/2013	Skyland
1090	Fairway Ests Ne	3401	\$400,700	\$118	7/2/2012	Fairway Estates Of Lenox Park
2453	Field Way Ne 8	1860	\$175,000	\$94	4/30/2012	Briarwood Field
1088	Hedge Rose Ct Ne	3380	\$400,000	\$118	9/14/2012	Hedge Rose
1452	Keys Crossing Dr Ne	1128	\$62,500	\$55	2/28/2013	Keys Crossing
1467	Keys Crossing Dr Ne	1064	\$65,000	\$61	10/15/2012	Keys Crossing
1288	Keys Lake Dr Ne	810	\$37,500	\$46	2/21/2013	Keys Lake
1364	Keys Lake Dr Ne	1064	\$43,000	\$40	5/24/2013	Keys Lake
1366	Keys Lake Dr Ne	1064	\$113,790	\$107	9/4/2013	Keys Lake
1242	N Cliff Valley Way Ne	792	\$12,000	\$15	2/6/2014	
1462	N Druid Hills Rd Ne	1080	\$157,700	\$146	8/9/2013	Fairway Pines
1660	N Druid Hills Rd Ne	3302	\$419,900	\$127	1/30/2014	Oak Woods
1013	Pine Grove Ave Ne	4829	\$651,000	\$135	12/19/2013	Brookhaven Heights
2667	Rivers Edge Dr Ne	2302	\$212,000	\$92	8/24/2012	Rivers Edge At Peachtree Creek
2677	Rivers Edge Dr Ne	2302	\$245,000	\$106	4/18/2013	Rivers Edge At Peachtree Creek
1041	Standard Dr Ne	2531	\$326,000	\$129	3/21/2012	
1936	Sterling Oaks Cir Ne 50	1894	\$210,000	\$111	9/26/2013	Sterling Oaks At Lenox Hill
1955	Woodsdale Rd Ne	8506	\$720,000	\$85	9/28/2012	North Side Estates
1102	Wrights Mill Ct Ne	3474	\$44,520	\$13	11/22/2013	Deveraux Commons

Source: Win2Data, Urban Partners

**2. Investor/Developer Acquisitions (Non Foreclosure)**

#	Street Address	Name of Investor/Developer Acquiring Property	Living Space (SF)	Sale Price	Sale Price/SF	Sale Date	Name of Subdivision
2524	Appalachee Dr Ne	Georgian Fine Properties Llc	1540	\$165,000	\$107	2/8/2013	Brookhaven Fields
1419	Bates Ct Ne	East Properties Llc	1028	\$255,000	\$248	12/20/2013	Hillwood
2303	Briarwood Hills Dr Ne	2303 Briarwood Hills Venture	1450	\$260,000	\$179	1/17/2014	Briarwood Hills
1261	Briarwood Rd Ne	4625 Ptd Llc	1434	\$155,000	\$108	3/8/2013	
2357	Bynum Rd Ne	Bhc 2357 Bynum Llc	1073	\$212,500	\$198	8/19/2013	Drew Valley
1166	Clearview Dr Ne	Saan Ventures Llc	1200	\$220,000	\$183	7/9/2013	My W Lide Estate
1200	Clearview Dr Ne	Saan Ventures Llc	1284	\$167,500	\$130	12/27/2012	Carmichael Prop
2219	Colonial Dr Ne	Georgian Fine Properties Llc	1025	\$190,000	\$185	6/4/2012	
1502	Cortez Ln Ne	Georgian Fine Properties Llc	1073	\$200,000	\$186	2/21/2013	Drew Valley
1513	Cortez Ln Ne	Georgian Fine Properties Llc	1049	\$225,000	\$214	1/8/2014	Drew Valley
1518	Cortez Ln Ne	Whb Contractors Llc	1049	\$198,000	\$189	4/25/2013	Drew Vly Sub Un 6
2624	Cove Cir Ne	Ck Property Group Llc	1595	\$259,500	\$163	11/4/2013	Wawona Forest
1307	Dresden Dr Ne	Brookhaven At Dresden Llc	1092	\$600,000	\$549	11/30/2012	Fernwood Estate Sub
1317	Dresden Dr Ne	Brookhaven At Dresden Llc	1250	\$400,000	\$320	11/30/2012	Fernwood Estates
1323	Dresden Dr Ne	Brookhaven At Dresdenllc	896	\$505,500	\$564	11/30/2012	Fernwood Estates
1531	Dresden Dr Ne	Thrive Homes Llc	1164	\$200,000	\$172	1/6/2014	Grant Ests Sub
1794	Dresden Dr Ne	Encore Insurance Inc	979	\$160,000	\$163	4/13/2012	North Skyland
2354	Drew Valley Rd Ne	Georgian Fine Properties Llc	1579	\$196,000	\$124	3/8/2013	Drew Valley
2360	Drew Valley Rd Ne	Georgian Fine Properties Llc	1148	\$160,000	\$139	3/8/2013	Drew Valley
2482	Drew Valley Rd Ne	Georgian Fine Properties Llc	1171	\$220,000	\$188	10/2/2013	Drew Valley

## Buford Highway Improvement Plan & Economic Development Strategy

2623	Drew Valley Rd Ne	Georgia Fine Properties Llc	1402	\$200,000	\$143	8/27/2013	Drew Valley
2653	Drew Valley Rd Ne	2653 Drew Valley Venture Llc	1484	\$250,000	\$168	12/30/2013	Drew Valley
2110	E Roxboro Rd Ne	Bcr Inestments Llc	2554	\$210,700	\$82	3/10/2014	Delos H White
2508	Ellijay Dr Ne	J O C Properties Inc	688	\$260,000	\$378	8/1/2013	Brookhaven Fields
2512	Ellijay Dr Ne	Conbar Llc	786	\$231,300	\$294	3/6/2013	Brookhaven Fields
2516	Ellijay Dr Ne	Joc Properties Inc	1714	\$231,300	\$135	3/6/2013	Brookhaven Fields
2520	Ellijay Dr Ne	Conbar Llc	736	\$200,000	\$272	3/6/2013	Brookhaven Fields
2377	Ewing Dr Ne	2377 Ewing Dr Llc	1061	\$225,000	\$212	2/21/2014	Drew Valley
1592	Fearn Cir Ne	Artisan Home Crafters Llc	996	\$250,000	\$251	9/6/2013	Hillwood
1448	Grant Dr Ne	Harrison Dev & Const Llc	1440	\$285,000	\$198	11/6/2013	Grant Estates
1454	Grant Dr Ne	Tim Allen Homes Llc	912	\$268,000	\$294	10/18/2013	Grant Estates
1473	Grant Dr Ne	Haven Real Estate Invs Inc	3500	\$590,500	\$169	12/12/2013	Grant Estates
1543	Grant Dr Ne	Hillgrove Homes Llc	1025	\$190,000	\$185	3/19/2013	Grant Estates
1559	Grant Dr Ne	Bhc 1559 Grnat Llc	1025	\$250,000	\$244	8/23/2013	Grant Estates
2379	Nesbitt Dr Ne	Artisan Home Crafters Llc	1417	\$221,600	\$156	6/20/2013	Drew Vly 08
1404	Noel Dr Ne	Brookhaven Home Designs Llc	1871	\$245,000	\$131	4/30/2013	Doetsch R F
1284	Peachtree Vw Ne	Brookhaven At Dresden Llc	976	\$125,000	\$128	11/30/2012	Fernwood Estates
1288	Peachtree Vw Ne	Brookhaven At Dresden Llc	1656	\$50,000	\$30	11/30/2012	Fernwood Estates
1296	Peachtree Vw Ne	Brookhaven At Dresden Llc	810	\$400,000	\$494	11/30/2012	Fernwood Estates
1300	Peachtree Vw Ne	Brookhaven At Dresden Llc	1020	\$360,000	\$353	11/30/2012	Fernwood Estates
1304	Peachtree Vw Ne	Brookhaven At Dresden Llc	672	\$330,000	\$491	11/30/2012	Fernwood Estates
1308	Peachtree Vw Ne	Brookhaven At Dresden Llc	588	\$36,500	\$62	11/30/2012	Fernwood Estates
1312	Peachtree Vw Ne	Brookhaven At Dresden Llc	588	\$350,000	\$595	11/30/2012	Fernwood Estates
1320	Peachtree Vw Ne	Brookhaven At Haven Llc	672	\$425,000	\$632	11/30/2012	Fernwood Estates
2087	Pine Cone Ln Ne	Serenity Atl Home Llc	1189	\$65,000	\$55	8/21/2012	E D H D Vaughn Sub
2372	Poplar Springs Dr Ne	Titanium Investments Llc	1025	\$190,000	\$185	6/24/2013	Drew Valley
1618	Richwood Dr Ne	Georgian Fine Properties Llc	1138	\$191,000	\$168	11/19/2012	Grant Estates
1954	Saxon Valley Cir Ne	Adinkra Holdings Llc	2932	\$584,900	\$199	6/17/2013	Buckhead Place Twnhms
1303	Star Dr Ne	Oak Grove Homes Llc	1127	\$235,000	\$209	4/24/2013	Fernwood Estates
1307	Star Dr Ne	K & H Homes Inc	1288	\$240,000	\$186	12/23/2013	
1297	Sylvan Cir Ne	Hillgrove Homes Llc	1072	\$210,000	\$196	6/17/2013	Fernwood Estates
1380	Sylvan Cir Ne	Conbar Llc	792	\$205,000	\$259	4/16/2013	Fernwood Estates
1200	Village Cv Ne	Appreciation Property Inc	2038	\$530,000	\$260	9/26/2013	Village At Lenox Park
1650	Wayland Cir Ne	Satori Homes Inc	1176	\$222,500	\$189	6/25/2013	Grant Estates
1716	Wayland Cir Ne	Georgian Fine Properties Llc	1010	\$230,000	\$228	1/2/2014	Grant Estates
1107	Wright Ave Ne	Wright Ave Dev Partners Llc	1950	\$425,000	\$218	11/1/2013	M E Mackey

Source: Win2Data, Urban Partners

### 3. Homes Sold by Investors/Developers to Owner Occupants

#	Street Address	Name of Investor/Developer Selling Property	Living Space (SF)	Sale Price	Sale Price/SF	Sale Date	Name of Subdivision
2528	Appalachee Dr Ne	3060 Regent Centre Llc	1120	\$215,000	\$192	3/14/2013	Brookhaven Fields
2594	Boland Dr Ne	Metro Cs2 Inc	1482	\$135,000	\$91	7/31/2012	Skyland Estates
2610	Boland Dr Ne	Georgia Residential Partners L	1082	\$200,000	\$185	8/26/2013	Skyland Estates
2034	Bramblewood Dr Ne	Strategic Property Invs Inc	1542	\$229,000	\$149	5/10/2013	Bramblewood/Tuggle
1406	Briarhaven Trl Ne	Res-ga Haven Llc	2756	\$312,000	\$113	8/31/2012	Haven On Briarwood
1422	Briarhaven Trl Ne	Res-ga Haven Llc	2185	\$249,000	\$114	5/18/2012	Haven On Briarwood
1410	Briarhaven Trl Ne 19	Res-ga Haven Llc	2185	\$249,900	\$114	3/16/2012	Haven On Briarwood
1414	Briarhaven Trl Ne 21	Res-ga Haven Llc	2756	\$298,000	\$108	5/31/2012	Haven On Briarwood
1424	Briarhaven Trl Ne 25	Res-ga Haven Llc	2756	\$288,000	\$104	5/25/2012	Haven On Briarwood
2341	Briarwood Hills Dr Ne	Haven Real Estate Invs Inc	1332	\$427,000	\$321	12/20/2012	Telford Manor
2347	Briarwood Hills Dr Ne	Haven Real Estate Invs Inc	2777	\$555,000	\$200	8/5/2013	Briarwood Hills
2476	Brookhaven Heights Ct Ne	Calchas Llc	2517	\$224,000	\$89	4/19/2013	Brookhaven Heights
1687	Buckhead Ct Ne	Preserve Land Holdings Llc	2461	\$740,000	\$301	1/24/2013	Buckhead Reserve
1691	Buckhead Ct Ne	Bostwick Bpr Llc	2461	\$726,300	\$295	1/23/2013	Buckhead Preserve
1695	Buckhead Ct Ne	Preserve Land Holdings Llc	2461	\$723,900	\$294	11/5/2012	Buckhead Preserve
1696	Buckhead Ct Ne	Woodbury Place Investments Llc	2461	\$122,500	\$50	9/28/2012	Buckhead Preserve
1709	Buckhead Ct Ne	Bostwick Bpr Llc	2422	\$700,000	\$289	6/26/2012	Buckhead Preserve
1734	Buckhead Ln Ne	Partner Investments Ka Llc	5072	\$178,700	\$35	5/3/2013	Buckhead Preserve
1750	Buckhead Ln Ne	Preserve Land Holding Llc	5072	\$757,000	\$149	12/21/2012	Buckhead Preserve
1829	Buckhead Ln Ne	Bostwick Bpr Llc	3582	\$720,000	\$201	6/1/2012	Buckhead Preserve

## City of Brookhaven, Georgia

1835	Buckhead Ln Ne	Preserve Land Holdings Llc	3582	\$710,000	\$198	9/20/2013	Buckhead Preserve
3151	Buford Hwy Ne 8	Srp Trs Sub Llc	1054	\$65,000	\$62	7/25/2013	Jackson Square Condo
1466	Canoochee Dr Ne	Jsc Partners Lp	3152	\$635,000	\$201	9/20/2013	Village Park At Brookhaven
1363	Cartecay Dr Ne	Conbar Llc	2400	\$493,000	\$205	3/8/2013	Brookhaven Fields
1396	Cartecay Dr Ne	Renaissance Dev Corp	3222	\$630,000	\$196	7/24/2013	Brookhaven Fields
1375	Cortez Ln Ne	Brookhaven Hartwell Inv Co Llc	2939	\$483,500	\$165	10/23/2013	Brookhaven Village Ph 02
1496	Cortez Ln Ne	Georgian Fine Properties Llc	3000	\$515,000	\$172	10/9/2013	Drew Valley
1672	Cotswold Dr Ne	Woods Re Investments Llc	2046	\$387,000	\$189	5/20/2012	Wawona Forest
2630	Cove Cir Ne	Levitt Home Investments Llc	2288	\$390,000	\$170	3/23/2012	Wawona Forest
1696	Dresden Dr Ne	Southern Heritage Home Builder	3000	\$550,000	\$183	11/22/2013	Ashford Park
1702	Dresden Dr Ne	Hsc Intown Llc	3503	\$595,000	\$170	11/8/2013	Ashford Park
1706	Dresden Dr Ne	Southern Heritage Hm Bldrs Llc	3000	\$570,000	\$190	12/23/2013	Ashford Park
1848	Dresden Dr Ne	Holmes & Holmes Properties Inc	1987	\$385,000	\$194	10/28/2013	Brookhaven Renaissance
1935	Dresden Dr Ne	Cf Real Estate Holdings Llc	1531	\$200,000	\$131	9/13/2013	Skyland
2057	Drew Valley Rd Ne	Itp Real Estate Group Llc	1313	\$349,000	\$266	2/11/2014	Drew Valley
2381	Drew Valley Rd Ne	Ciras Llc	1604	\$50,000	\$31	10/9/2013	Drew Valley
2413	Drew Valley Rd Ne	Decil Llc	1565	\$380,800	\$243	8/30/2013	Drew Valley
2533	Drew Valley Rd Ne	Georgian Fine Properties Llc	3000	\$405,000	\$135	11/5/2012	Drew Valley
1206	Druid Knoll Dr Ne	Victor Warren Properties Inc	1737	\$162,000	\$93	12/5/2013	Druid Knoll
1273	Druid Knoll Dr Ne	Victor Warren Properties Inc	1652	\$128,000	\$77	1/9/2013	Druid Knoll
2103	E Roxboro Rd Ne	Honour Homes Llc	3000	\$675,000	\$225	7/19/2013	Julia L Laird
2450	Ellijay Dr Ne	Nationstar Mtg Llc	2220	\$389,900	\$176	11/21/2012	Brookhaven Fields
2459	Ellijay Dr Ne	Kirincic Contracting Inc	3456	\$730,000	\$211	12/31/2013	Brookhaven Fields
2349	Ewing Dr Ne	Woods Re Investments Llc	3000	\$418,000	\$139	2/22/2013	Drew Valley
2372	Ewing Dr Ne	Georgian Fine Properties Llc	3000	\$548,500	\$183	10/24/2013	Drew Valley
2262	Fairway Cir Ne	Jsd Devs Llc	1513	\$315,000	\$208	4/6/2012	Fairway Pines
1655	Fearn Cir Ne	Georgian Fine Properties Llc	3000	\$511,400	\$170	9/27/2012	Hillwood
2449	Field Way Ne	Conbar Llc	1860	\$650,000	\$142	3/29/2013	Briarwood Field
1151	Goodwin Rd Ne	Wedean Properties Inc	3315	\$600,000	\$181	4/30/2012	Patterson Place
1196	Goodwin Rd Ne	Cash Charles	5226	\$1,172,700	\$224	1/23/2013	Northside Estates
2152	Havenwood Trl Ne	Res-ga Haven Llc	2185	\$249,000	\$114	4/27/2012	Haven On Briarwood
2154	Havenwood Trl Ne 12	Res-ga Haven Llc	2185	\$250,000	\$114	3/5/2012	Haven On Briarwood
1040	Lenox Valley Dr Ne	Ugc Llc	2856	\$435,000	\$152	4/27/2012	Lenox Valley
1563	Milowyn Pl Ne	Brookhaven Home Designs Llc	1450	\$367,000	\$253	7/26/2013	Grant Estates
1696	N Druid Hills Rd Ne	Bayview Ln Sveg Llc	3790	\$599,900	\$158	6/7/2013	Oak Woods
1433	Noel Dr Ne	Haven Real Estate Investments	3000	\$875,000	\$292	2/28/2014	
1195	Oglethorpe Ave Ne	Kennans Oglethorpe Properties	1381	\$310,000	\$224	8/29/2012	Brookhaven Heights
1053	Pine Grove Ave Ne	Hudson Henderson Homes Llc	3000	\$736,200	\$245	6/26/2012	Brookhaven Heights
2348	Poplar Springs Dr Ne	Georgian Fine Properties Llc	3000	\$459,000	\$153	2/12/2014	Drew Valley
1622	Richwood Dr Ne	Georgian Fine Properties Llc	3000	\$569,900	\$190	11/8/2013	Grant Estates
1932	Saxon Valley Cir Ne	Boy Named Sue Llc	2884	\$400,000	\$139	4/5/2012	Buckhead Place Twnhms
2581	Skyland Dr Ne	Westmoore Partners 2013-1	1272	\$301,100	\$237	9/6/2013	Skyland Estates
1257	Star Dr Ne	Palmer Investments Llc	3000	\$700,600	\$234	11/4/2013	Rockhaven Homes
1277	Star Dr Ne	Woodland Capital Group Llc	3000	\$655,000	\$218	12/12/2012	Fernwood Estates
1294	Star Dr Ne	Rhm Holdings Llc	3770	\$647,500	\$172	7/10/2013	Fernwood Estates
1364	Sylvan Cir Ne	Honour Homes Llc	3285	\$560,000	\$170	9/12/2012	Rev Charlie Bagley Surv
2416	Thompson Rd Ne	Bdh Thompson Llc	3000	\$567,200	\$189	1/18/2013	Hillwood
2513	Thompson Rd Ne	Georgian Fine Properties Llc	3000	\$562,000	\$187	1/14/2014	Grant Estates
1392	Tugaloo Dr Ne	Aycock Properties Inc	2934	\$619,600	\$211	9/13/2013	Brookhaven Fields Sub
1396	Tugaloo Dr Ne	Aycock Properties Inc	2485	\$627,000	\$252	11/19/2013	Brookhaven Fields Sub
1370	Village Park Dr Ne	Dog Head Capital Llc	3622	\$427,500	\$118	11/1/2012	Village Park At Brookhaven
2505	Wawona Dr Ne	Brookhaven Home Designs Llc	3054	\$665,000	\$218	12/13/2013	Wawona Forest
1773	Wilmont Dr Ne	Eastmark Properties Llc	1551	\$214,000	\$138	8/2/2013	Wilmont Sub
1111	Wright Ave Ne	Artisan Home Crafters Llc	1128	\$150,000	\$133	11/5/2013	

Source: Win2Data, Urban Partners

**4. Clear Arm's Length Sales between Owner Occupants**

#	Street Address	Living Space (SF)	Sale Price	Sale Price/SF	Sale Date	Name of Subdivision
2459	Appalachee Dr Ne	2910	\$525,000	\$180	7/25/2013	Brookhaven Fields
2462	Appalachee Dr Ne	2044	\$430,000	\$210	4/29/2013	Brookhaven Fields
2485	Appalachee Dr Ne	1783	\$415,000	\$233	5/22/2013	Brookhaven Fields
2488	Appalachee Dr Ne	1460	\$310,000	\$212	6/1/2012	Brookhaven Fields
2504	Appalachee Dr Ne	2474	\$465,000	\$188	6/28/2012	Brookhaven Fields
1013	Arbor Trce Ne	5744	\$722,600	\$126	10/2/2013	Arbors At Lenox Park
1018	Arbor Trce Ne	3961	\$745,000	\$188	2/4/2014	Arbors At Lenox Park
1048	Arbor Trce Ne	3847	\$637,200	\$166	9/13/2013	Arbors At Lenox Park
1053	Arbor Trce Ne	4611	\$500,000	\$108	7/31/2012	Arbors At Lenox Park
2318	Attaway Walk Ne	2110	\$305,000	\$145	7/31/2012	Attaway Creek Walk
1432	Bates Ct Ne	1440	\$350,000	\$243	1/22/2014	Hillwood
1441	Bates Ct Ne	1408	\$365,000	\$259	10/10/2013	Hillwood
1454	Bates Ct Ne	910	\$180,000	\$198	7/12/2012	Hillwood
1476	Bates Ct Ne	3011	\$470,000	\$156	5/31/2012	Hillwood
2463	Becky Ln Ne	1656	\$320,000	\$193	12/7/2012	Georgia Rivers
2467	Becky Ln Ne	1620	\$387,300	\$239	12/13/2013	Georgia Rivers
2472	Becky Ln Ne	1620	\$415,000	\$256	1/17/2014	Georgia Rivers
2622	Boland Dr Ne	1117	\$260,000	\$233	11/27/2013	Skyland Estates
2631	Boland Dr Ne	1220	\$251,000	\$206	7/29/2013	Skyland Estates
1956	Bramblewood Dr Ne	1376	\$193,800	\$141	12/3/2013	Bramblewood/Tuggle
1980	Bramblewood Dr Ne	1504	\$175,000	\$116	3/29/2013	Bramblewood/Tuggle
2040	Bramblewood Dr Ne	2193	\$250,000	\$114	12/9/2013	Bramblewood/Tuggle
1418	Briarhaven Trl Ne Ne22	2756	\$315,000	\$114	6/29/2012	Haven On Briarwood
2144	Briarwood Blf Ne	2369	\$252,000	\$106	2/15/2013	Briarwood Twnhms
2168	Briarwood Blf Ne 8	2500	\$312,000	\$125	1/31/2014	Briarwood Trace
2312	Briarwood Hills Dr Ne	1360	\$355,000	\$261	1/15/2014	Briarwood Hills
2322	Briarwood Hills Dr Ne	1428	\$238,000	\$167	6/18/2013	Briarwood Hills
2336	Briarwood Hills Dr Ne	876	\$209,900	\$240	12/20/2012	Briarwood Hills
1321	Briarwood Rd Ne	1229	\$65,000	\$53	10/11/2013	
1468	Briarwood Rd Ne 1704	1290	\$160,000	\$124	5/31/2013	Carlyle Woods
1468	Briarwood Rd Ne 2005	1290	\$156,500	\$121	11/19/2012	Carlyle Woods
1468	Briarwood Rd Ne 206	1290	\$163,000	\$126	5/31/2012	Carlyle Woods
1468	Briarwood Rd Ne 405	1015	\$97,000	\$96	6/1/2012	Carlyle Woods
1468	Briarwood Rd Ne 602	1015	\$114,000	\$112	11/14/2013	Carlyle Woods
1468	Briarwood Rd Ne 801	1392	\$145,000	\$104	6/21/2013	Carlyle Woods
1468	Briarwood Rd Ne 908	1290	\$155,000	\$120	4/20/2012	Carlyle Woods
2570	Brookhaven Chase Ln Ne	2674	\$400,000	\$150	10/31/2013	Brockhaven Chase
2574	Brookhaven Chase Ln Ne	2674	\$385,000	\$144	11/1/2013	Brockhaven Chase
2579	Brookhaven Chase Ln Ne	2692	\$305,000	\$113	5/2/2012	Brockhaven Chase
2594	Brookhaven Chase Ln Ne 16	2759	\$445,000	\$161	8/27/2013	Brockhaven Chase
2573	Brookhaven Chase Ln Ne 7	2692	\$282,300	\$105	4/2/2012	Brockhaven Chase
1336	Brookhaven Garden Ln Ne	2956	\$525,000	\$178	11/28/2012	Brookhaven Village Ph 2
1350	Brookhaven Village Cir Ne	1859	\$399,900	\$215	5/24/2013	Brookhaven Village Ph 1
1358	Brookhaven Village Cir Ne	2197	\$310,400	\$141	12/20/2013	Brookhaven Village Ph 1
1365	Brookhaven Village Cir Ne	2355	\$429,000	\$182	5/14/2013	Brookhaven Village Ph 1
1376	Brookhaven Village Cir Ne	2134	\$350,000	\$164	11/30/2012	Brookhaven Village Ph 1
1148	Brookhaven Woods Ct Ne	1518	\$251,000	\$165	5/17/2013	Brookhaven Woods
1178	Brookhaven Woods Ct Ne	1618	\$230,000	\$142	12/6/2012	Brookhaven Woods
1180	Brookhaven Woods Ct Ne	1618	\$226,800	\$140	7/30/2012	Brookhaven Woods
1182	Brookhaven Woods Ct Ne	1618	\$246,000	\$152	8/5/2013	Brookhaven Woods
1204	Brookhaven Woods Ct Ne	1525	\$235,000	\$154	6/6/2012	Brookhaven Woods
2492	Brookline Cir Ne	2786	\$497,500	\$179	9/6/2013	Brookhaven Renaissance
2495	Brookline Cir Ne	2712	\$455,000	\$168	6/27/2013	Brookhaven Renaissance
2522	Brookline Cir Ne	2712	\$389,000	\$143	9/10/2012	Brookhaven Renaissance
2527	Brookline Cir Ne	2894	\$575,000	\$199	2/15/2013	Brookhaven Renaissance
2531	Brookline Cir Ne	3273	\$550,000	\$168	8/7/2013	Brookhaven Renaissance
2550	Brookline Cir Ne	2578	\$528,000	\$205	2/27/2014	Brookhaven Renaissance
2556	Brookline Cir Ne	3990	\$497,000	\$125	9/10/2012	Brookhaven Renaissance

## City of Brookhaven, Georgia

2564	Brookline Cir Ne	2843	\$475,000	\$167	9/7/2012	Brookhaven Renaissance
2605	Brookline Cir Ne	2954	\$510,000	\$173	9/20/2013	Brookhaven Renaissance
2611	Brookline Cir Ne	3006	\$496,000	\$165	9/30/2013	Brookhaven Renaissance
2623	Brookline Cir Ne	2768	\$390,000	\$141	3/8/2013	Brookhaven Renaissance
2632	Brookline Cir Ne	2342	\$495,000	\$211	9/15/2013	Brookhaven Renaissance
1271	Brookshire Ln Ne	1404	\$279,000	\$199	5/6/2013	Hillsdale Park
1303	Brookshire Ln Ne	1345	\$305,000	\$227	10/28/2013	Hillsdale Park
1692	Buckhead Ct Ne	2461	\$160,000	\$65	11/5/2013	Buckhead Preserve
1699	Buckhead Ct Ne	4039	\$655,000	\$162	2/15/2013	Buckhead Preserve
1160	Buckhead Valley Ct Ne	4237	\$665,000	\$157	10/4/2013	Buckhead Valley
1727	Buckhead Valley Ln Ne	3754	\$629,000	\$168	11/22/2013	Buckhead Valley
1836	Buckhead Valley Ln Ne	3923	\$672,500	\$171	2/28/2014	Buckhead Valley
3135	Buford Hwy Ne 3	1054	\$55,000	\$52	12/13/2013	Jackson Square Condo
2329	Burch Cir Ne	1197	\$207,800	\$174	5/11/2012	Drew Valley
2406	Burch Cir Ne	2082	\$375,000	\$180	6/27/2013	Drew Valley
2362	Bynum Rd Ne	1395	\$459,000	\$329	7/3/2013	Drew Valley
2374	Bynum Rd Ne	1160	\$282,000	\$243	5/14/2013	Drew Valley
1831	Canmont Dr Ne	1417	\$299,400	\$211	9/30/2013	Skyland Estates
1850	Canmont Dr Ne	2819	\$470,000	\$167	3/25/2013	Neu Homes Inc
1873	Canmont Dr Ne	1080	\$176,000	\$163	11/28/2012	Skyland Estates
1384	Canoochee Dr Ne	2244	\$430,500	\$192	11/15/2013	Canoochee Drive Unit 02
1441	Canoochee Dr Ne	2643	\$415,000	\$157	8/31/2012	Brookhaven Fields
1470	Canoochee Dr Ne	3206	\$648,500	\$202	10/29/2013	Village Park At Brookhaven
1362	Cartecay Dr Ne	1525	\$412,500	\$270	3/4/2013	Brookhaven
1427	Cartecay Dr Ne	3662	\$680,000	\$186	5/22/2013	Brookhaven Fields
1439	Cartecay Dr Ne	2580	\$470,000	\$182	10/31/2013	Brookhaven Fields
1448	Cartecay Dr Ne	1590	\$418,000	\$263	11/15/2013	Village
1109	Childers Ct Ne	2208	\$465,900	\$211	6/28/2013	Childers Place
1855	Childers Pl Ne	2719	\$410,000	\$151	1/31/2013	Childers Crossing
1861	Childers Pl Ne	2606	\$322,000	\$124	5/31/2012	Childers Crossing
1700	Clairmont Way Ne	2350	\$228,000	\$97	2/27/2014	Montclair
1735	Clairmont Way Ne	2036	\$172,000	\$84	2/8/2013	Montclair
1760	Clairmont Way Ne	2488	\$225,000	\$90	10/11/2012	Montclair
1146	Clearview Dr Ne	1242	\$184,000	\$148	1/4/2013	Carmichael Prop Sub
1167	Clearview Dr Ne	1242	\$280,000	\$225	2/20/2014	Carmichael Property
1189	Clearview Dr Ne	1242	\$222,000	\$179	2/21/2013	Carmichael Prop Sub
1194	Clearview Dr Ne	1564	\$237,500	\$152	12/2/2013	Carmichael Prop
1933	Cobblestone Cir Ne	2420	\$355,000	\$147	9/10/2013	Cobblestone At Brookhaven
1968	Cobblestone Cir Ne	2283	\$291,000	\$127	2/26/2014	Cobblestone At Brookhaven
1972	Cobblestone Cir Ne	2283	\$249,500	\$109	2/28/2013	Cobblestone At Brookhaven
1974	Cobblestone Cir Ne	2289	\$290,000	\$127	3/7/2014	Cobblestone At Brookhaven
1984	Cobblestone Cir Ne	2283	\$246,000	\$108	9/27/2012	Cobblestone At Brookhaven
1988	Cobblestone Cir Ne	2283	\$275,000	\$120	7/1/2013	Cobblestone At Brookhaven
2016	Cobblestone Cir Ne	2283	\$242,300	\$106	9/20/2012	Cobblestone At Brookhaven
2018	Cobblestone Cir Ne	2289	\$251,500	\$110	6/22/2012	Cobblestone At Brookhaven
2024	Cobblestone Cir Ne	2283	\$280,000	\$123	9/27/2013	Cobblestone At Brookhaven
2025	Cobblestone Cir Ne	2283	\$263,000	\$115	12/13/2013	Cobblestone At Brookhaven
2031	Cobblestone Cir Ne	2283	\$265,000	\$116	6/21/2013	Cobblestone At Brookhaven
2033	Cobblestone Cir Ne	2283	\$245,000	\$107	9/6/2012	Cobblestone At Brookhaven
2035	Cobblestone Cir Ne	2289	\$249,500	\$109	5/14/2013	Cobblestone At Brookhaven
2036	Cobblestone Cir Ne	2283	\$275,000	\$120	10/18/2013	Cobblestone At Brookhaven
2041	Cobblestone Cir Ne	2283	\$270,000	\$118	7/8/2013	Cobblestone At Brookhaven
2048	Cobblestone Cir Ne	2283	\$273,000	\$120	12/6/2013	Cobblestone At Brookhaven
1939	Cobblestone Cir Ne 100	2448	\$339,000	\$138	8/20/2013	Cobblestone At Brookhaven
1994	Cobblestone Cir Ne 107	2289	\$263,000	\$115	8/30/2013	Cobblestone At Brookhaven
1970	Cobblestone Cir Ne 118	2289	\$238,000	\$104	10/4/2012	Cobblestone At Brookhaven
2052	Cobblestone Cir Ne 55	2283	\$217,000	\$95	7/27/2012	Cobblestone At Brookhaven
2038	Cobblestone Cir Ne 62	2283	\$266,000	\$117	10/1/2013	Cobblestone At Brookhaven
2116	Cobblestone Cir Ne 7	2420	\$360,000	\$149	2/28/2014	Cobblestone At Brookhaven
2029	Cobblestone Cir Ne 89	2283	\$285,000	\$125	11/6/2013	Cobblestone At Brookhaven
2261	Colonial Dr Ne	1817	\$425,000	\$234	12/21/2012	
2299	Colonial Dr Ne	3785	\$610,000	\$161	6/20/2012	Brookhaven Heights

## Buford Highway Improvement Plan & Economic Development Strategy

2314	Colonial Dr Ne	1405	\$210,000	\$149	11/14/2013	Weathers Creek Ph 02
2318	Colonial Dr Ne	1405	\$210,000	\$149	9/30/2013	Weathers Creek
2323	Colonial Dr Ne	2190	\$464,000	\$212	3/14/2013	Colonial Corners
2352	Colonial Dr Ne	4270	\$618,000	\$145	8/23/2013	Brookhaven Heights
1205	Converse Dr Ne	2100	\$420,000	\$200	3/30/2012	Converse
1217	Converse Dr Ne	4902	\$817,000	\$167	10/18/2013	Jacob C Bear Surv
2423	Coosawatee Dr Ne	2204	\$448,000	\$203	10/4/2013	Coosawatee Creek
1369	Cortez Ln Ne	2798	\$462,000	\$165	4/20/2012	Brookhaven Village Ph Ii
1383	Cortez Ln Ne	2938	\$495,000	\$168	2/8/2013	Randall G Chumley
1426	Cortez Ln Ne	2497	\$475,000	\$190	6/7/2012	Brookhaven Village Ph 02
1430	Cortez Ln Ne	2742	\$500,000	\$182	5/15/2012	Brookhaven Village Ph 02
1447	Cortez Ln Ne	1159	\$375,000	\$324	3/23/2012	Cortez Woods
2338	Cortez Way Ne	1474	\$311,000	\$211	11/21/2013	Cortez Woods
2446	Cove Cir Ne	1374	\$245,000	\$178	9/18/2012	Wawona Forest
2465	Cove Cir Ne	2019	\$275,000	\$136	12/6/2013	Wawona Forest
2466	Cove Cir Ne	1552	\$370,000	\$238	7/8/2013	C R Roberts Surv
2580	Cove Cir Ne	2378	\$480,000	\$202	2/11/2014	Brookhave Renaissance Sub
2640	Cove Cir Ne	1995	\$350,000	\$175	6/26/2013	Wawona Forest Sub Un 3
2727	Cove Cir Ne	2494	\$360,000	\$144	12/20/2013	Wawona Forest Sub
2730	Cove Cir Ne	1247	\$260,000	\$209	5/11/2012	Wawona Forest
1503	Dresden Dr Ne	1181	\$218,000	\$185	10/23/2012	Grant Estates
1653	Dresden Dr Ne	1280	\$339,000	\$265	6/20/2013	Ashford Park
1686	Dresden Dr Ne	1210	\$257,000	\$212	6/28/2013	Ashford Park
1692	Dresden Dr Ne	1769	\$380,000	\$215	5/31/2013	Ashford Park
1728	Dresden Dr Ne	2829	\$530,500	\$188	9/13/2013	Ashford Park
1819	Dresden Dr Ne	1008	\$175,000	\$174	8/30/2013	Skyland
1851	Dresden Dr Ne	1022	\$170,000	\$166	2/26/2013	Skyland
1876	Dresden Dr Ne	1344	\$243,300	\$181	7/25/2013	Skyland
2646	Dresden Pl Ne	1970	\$200,000	\$102	9/16/2013	
2647	Dresden Pl Ne	2685	\$302,500	\$113	10/12/2012	Dresden Creek
2007	Drew Valley Rd Ne	1253	\$295,000	\$235	2/28/2014	Drew Valley
2016	Drew Valley Rd Ne	1198	\$263,000	\$220	4/22/2013	Drew Valley
2022	Drew Valley Rd Ne	1220	\$215,000	\$176	2/27/2014	Drew Valley
2076	Drew Valley Rd Ne	1172	\$219,000	\$187	7/10/2012	Drew Valley
2088	Drew Valley Rd Ne	1222	\$236,500	\$194	1/16/2013	Drew Valley
2091	Drew Valley Rd Ne	1416	\$245,000	\$173	5/14/2012	Drew Valley
2095	Drew Valley Rd Ne	1148	\$235,000	\$205	4/8/2013	Drew Valley
2104	Drew Valley Rd Ne	1172	\$245,000	\$209	1/9/2014	Drew Valley
2114	Drew Valley Rd Ne	2262	\$262,900	\$116	3/6/2013	Drew Valley
2182	Drew Valley Rd Ne	1915	\$132,300	\$69	2/11/2013	Drew Valley
2183	Drew Valley Rd Ne	1288	\$181,000	\$141	2/14/2013	Drew Valley
2272	Drew Valley Rd Ne	1952	\$335,000	\$172	1/9/2013	Drew Valley
2277	Drew Valley Rd Ne	1148	\$242,000	\$211	7/6/2012	Drew Valley
2283	Drew Valley Rd Ne	3224	\$550,000	\$171	10/24/2012	Drew Valley
2304	Drew Valley Rd Ne	1722	\$321,000	\$186	7/27/2012	Drew Valley
2327	Drew Valley Rd Ne	1248	\$265,000	\$212	1/31/2014	Drew Valley
2342	Drew Valley Rd Ne	1175	\$365,000	\$311	5/14/2012	Drew Valley
2376	Drew Valley Rd Ne	1148	\$223,000	\$194	9/6/2012	Drew Valley
2384	Drew Valley Rd Ne	1646	\$383,000	\$233	5/24/2013	Drew Valley
2432	Drew Valley Rd Ne	1292	\$325,000	\$252	2/14/2014	Drew Valley
2465	Drew Valley Rd Ne	1325	\$160,000	\$121	11/27/2012	Drew Valley
2512	Drew Valley Rd Ne	1190	\$258,000	\$217	8/23/2012	Drew Valley
2570	Drew Valley Rd Ne	1975	\$345,000	\$175	6/26/2013	Drew Valley
2648	Drew Valley Rd Ne	1621	\$289,000	\$178	9/30/2013	Drew Valley
2693	Drew Valley Rd Ne	1408	\$312,500	\$222	8/10/2012	Drew Valley
2705	Drew Valley Rd Ne	1202	\$345,000	\$287	9/10/2012	Skyland Estates
2732	Drew Valley Rd Ne	1300	\$265,000	\$204	7/1/2013	Skyland Estates
1211	Druid Knoll Dr Ne	1969	\$85,000	\$43	10/23/2012	Druid Knoll
1215	Druid Knoll Dr Ne	1799	\$175,000	\$97	12/12/2013	Druid Knoll
1234	Druid Knoll Dr Ne	1400	\$106,000	\$76	11/19/2013	Druid Knoll
1248	Druid Knoll Dr Ne	1400	\$115,000	\$82	5/17/2013	Druid Knoll
1257	Druid Knoll Dr Ne	2049	\$160,000	\$78	9/28/2013	Druid Knoll

## City of Brookhaven, Georgia

1262	Druid Knoll Dr Ne	1628	\$135,000	\$83	9/23/2013	Druid Knoll
1672	Dunwoody Pl Ne	1495	\$300,000	\$201	1/10/2014	Dunwoody Park
1686	Dunwoody Pl Ne	2192	\$323,500	\$148	3/30/2012	Dunwoody Park
1709	Dunwoody Pl Ne	1618	\$126,000	\$78	7/16/2013	Dunwoody Park
1729	Dunwoody Pl Ne	1828	\$555,000	\$304	6/10/2013	Dunwoody Park
1718	Dunwoody Trl Ne	1797	\$325,000	\$181	6/5/2013	Dunwoody Park
2451	Ellijay Dr Ne	1404	\$285,000	\$203	5/31/2012	Brookhaven Fields
2467	Ellijay Dr Ne	1516	\$375,000	\$247	12/17/2013	Brookhaven Fields
2484	Ellijay Dr Ne	4463	\$716,500	\$161	9/5/2013	Brookhaven Fields
2488	Ellijay Dr Ne	3795	\$643,500	\$170	5/17/2013	Brookhaven Fields
2464	Ellijay Dr Ne He	2547	\$425,000	\$167	5/23/2012	Brookhaven Fields
1436	Etowah Dr Ne	1729	\$441,000	\$255	2/25/2014	Brookhaven
2327	Ewing Dr Ne	1470	\$302,500	\$206	3/3/2014	Drew Valley
1294	Fairhill Ln Ne	1478	\$283,200	\$192	4/19/2013	Fairway Pines
1887	Fairway Cir Ne	1209	\$277,500	\$230	8/2/2013	Fairway Pines
1903	Fairway Cir Ne	1480	\$298,000	\$201	11/13/2012	Fairway Pines
1911	Fairway Cir Ne	1997	\$335,000	\$168	11/15/2012	Fairway Pines
1915	Fairway Cir Ne	1132	\$191,000	\$169	8/6/2012	Fairway Pines
2003	Fairway Cir Ne	1527	\$180,000	\$118	5/11/2012	Hillsdale Park
2006	Fairway Cir Ne	1443	\$287,500	\$199	5/31/2012	Hillside Park
2021	Fairway Cir Ne	1430	\$309,000	\$216	5/23/2013	Hillsdale Park
2074	Fairway Cir Ne	2106	\$400,000	\$190	8/5/2013	Hillside Park
2102	Fairway Cir Ne	1744	\$325,000	\$186	12/27/2013	Hillsdale Park
2106	Fairway Cir Ne	1404	\$229,000	\$163	9/10/2013	Hillside Park
2111	Fairway Cir Ne	1886	\$381,000	\$202	2/21/2014	Hillsdale Park
2126	Fairway Cir Ne	1428	\$150,000	\$105	9/4/2013	Hillsdale Park
2179	Fairway Cir Ne	1404	\$284,000	\$202	2/21/2014	Hillsdale Park
2201	Fairway Cir Ne	1214	\$250,000	\$206	8/16/2013	Fairway Pines
2207	Fairway Cir Ne	5938	\$770,000	\$130	5/31/2013	Fairway Pines
2223	Fairway Cir Ne	1812	\$380,000	\$210	2/28/2013	Fairway Pines
2232	Fairway Cir Ne	1070	\$190,000	\$178	11/18/2013	Fairway Pines
2239	Fairway Cir Ne	1263	\$251,000	\$199	6/15/2012	Fairway Pines
2259	Fairway Cir Ne	1617	\$185,000	\$114	8/22/2012	Fairway Pines
2277	Fairway Cir Ne	1413	\$150,000	\$106	4/20/2012	Fairway Pines
1033	Fairway Ests Ne	2599	\$460,000	\$177	5/9/2013	Fairway Estates Of Lenox Park
1086	Fairway Ests Ne	2243	\$560,000	\$250	6/14/2013	Fairway Estates Of Lenox Park
1096	Fairway Ests Ne	2663	\$478,000	\$179	8/15/2012	Fairway Estates Of Lenox Park
1106	Fairway Gdns Ne	2150	\$462,500	\$215	5/29/2013	Fairway Gardens Of Lenox Park
1124	Fairway Gdns Ne	3164	\$569,000	\$180	10/29/2012	Fairway Gardens Of Lenox Park
1130	Fairway Gdns Ne	3083	\$455,000	\$148	5/4/2012	Fairway Gardens Of Lenox Park
1570	Fearn Cir Ne	2218	\$475,000	\$214	3/29/2013	Hillwood
1575	Fearn Cir Ne	4111	\$672,000	\$163	9/18/2013	Hillwood
1610	Fearn Cir Ne	1214	\$270,000	\$222	8/9/2013	Hillwood
1616	Fearn Cir Ne	3724	\$715,000	\$192	6/11/2013	Hillwood
1620	Fearn Cir Ne	3886	\$629,000	\$162	3/12/2012	Hillwood
1645	Fearn Cir Ne	1717	\$365,000	\$213	7/12/2013	Hillwood
1669	Fearn Cir Ne	1598	\$400,100	\$250	4/19/2012	Hillwood
1340	Fernwood Cir Ne	2926	\$570,000	\$195	11/20/2013	Fernwood Park
1350	Fernwood Cir Ne	2039	\$394,000	\$193	12/16/2013	Fernwood Park
1308	Fernwood Cir Ne 30	2191	\$357,000	\$163	6/6/2013	Fernwood Park
2445	Field Way Ne	1860	\$295,000	\$159	8/28/2013	Briarwood Field
2451	Field Way Ne	1860	\$265,000	\$142	10/29/2012	Briarwood Field
2457	Field Way Ne	1696	\$234,000	\$138	10/4/2012	Briarwood Field
1629	Folkstone Rd Ne	2101	\$291,500	\$139	1/7/2014	Ptree Village
1176	Gail Dr Ne	1198	\$190,000	\$159	4/26/2012	Carl & Russell Akin Prop
1188	Gail Dr Ne	1269	\$236,900	\$187	2/27/2014	Carl & Russell Akin Prop
1195	Gail Dr Ne	1269	\$297,000	\$234	5/13/2013	Carl & Russell Akin Prop
1178	Goodwin Rd Ne	4047	\$742,500	\$183	11/18/2013	Northside Estates
1226	Goodwin Rd Ne	5239	#####	\$211	10/30/2012	Northside Estates
1241	Goodwin Rd Ne	2208	\$398,600	\$181	9/21/2012	Northside Estates
1457	Grant Dr Ne	1710	\$415,000	\$243	7/18/2013	Grant Estates
1558	Grant Dr Ne	1842	\$400,000	\$217	10/31/2013	Grant Estates

## Buford Highway Improvement Plan & Economic Development Strategy

1587	Grant Dr Ne	1286	\$274,000	\$213	9/9/2013	Grant Estates
1593	Grant Dr Ne	3938	\$527,000	\$134	3/20/2012	Grant Estates
2538	Haberfield Ct Ne	2979	\$425,000	\$143	5/2/2012	Brookhaven Renaissance
2559	Haberfield Ct Ne	2671	\$514,000	\$192	12/2/2013	Brookhaven Renaissance
1089	Hedge Rose Ct Ne	3183	\$449,000	\$141	10/19/2012	Hedge Rose
2144	Jonathon Ln Ne	1404	\$282,000	\$201	8/23/2013	Hillsdale Park
2158	Jonathon Ln Ne	1107	\$224,500	\$203	1/31/2014	Hillsdale Park
2172	Jonathon Ln Ne	1479	\$278,000	\$188	7/25/2013	Hillsdale Park
1361	Keys Crossing Dr Ne	1128	\$70,000	\$62	6/28/2012	Keys Crossing
1368	Keys Crossing Dr Ne	1128	\$127,400	\$113	9/27/2013	Keys Crossing
1405	Keys Crossing Dr Ne	1128	\$115,000	\$102	5/10/2013	Keys Crossing
1424	Keys Crossing Dr Ne	1064	\$73,800	\$69	9/17/2012	Keys Crossing
1483	Keys Crossing Dr Ne G	1064	\$103,000	\$97	12/12/2013	Keys Crossing
1277	Keys Lake Dr Ne	1064	\$86,500	\$81	2/20/2014	Keys Lake
1289	Keys Lake Dr Ne	810	\$25,000	\$31	5/31/2013	Keys Lake
1295	Keys Lake Dr Ne	1064	\$119,000	\$112	12/18/2013	Keys Lake
1299	Keys Lake Dr Ne	1064	\$40,000	\$38	6/12/2012	Keys Lake
1327	Keys Lake Dr Ne	810	\$55,000	\$68	5/24/2013	Keys Lake
1377	Keys Lake Dr Ne	1064	\$49,000	\$46	11/18/2013	Keys Lake
1273	Keys Lake Dr Ne 1273	1064	\$119,000	\$112	9/12/2013	Keys Lake
2023	Lenox Cove Cir Ne	2618	\$391,000	\$149	6/21/2012	Lenox Cove
1014	Lenox Crst Ne	3150	\$467,500	\$148	11/9/2012	Lenox Crest
1039	Lenox Crst Ne	2586	\$499,900	\$193	8/3/2012	Lenox Crest
1042	Lenox Crst Ne	3336	\$377,000	\$113	4/16/2013	Lenox Crest
1046	Lenox Crst Ne	2940	\$445,000	\$151	4/30/2013	Lenox Crest
2227	Lenox Ridge Ct Ne	3455	\$460,000	\$133	6/29/2012	Lenox Ridge
2232	Lenox Ridge Ct Ne	2682	\$526,400	\$196	12/12/2013	Lenox Ridge
2238	Lenox Ridge Ct Ne	2521	\$537,000	\$213	8/1/2013	Lenox Ridge
2248	Lenox Ridge Ct Ne	2524	\$477,000	\$189	3/29/2013	Lenox Ridge
2255	Lenox Ridge Ct Ne	2660	\$457,500	\$172	9/4/2013	Lenox Ridge
2262	Lenox Ridge Ct Ne	2478	\$489,900	\$198	7/26/2013	Lenox Ridge
1013	Lenox Valley Dr Ne	3407	\$498,500	\$146	5/30/2013	Lenox Valley
1029	Lenox Valley Dr Ne	2925	\$479,900	\$164	7/6/2012	Lenox Valley
2230	Lenox Walk Ne	2386	\$482,000	\$202	11/20/2013	Lenox Walk
2235	Lenox Walk Ne	2438	\$480,000	\$197	6/3/2013	Lenox Walk
2241	Lenox Walk Ne	2245	\$460,000	\$205	11/18/2013	Lenox Walk
2253	Lenox Walk Ne	2874	\$435,000	\$151	5/14/2013	Lenox Walk
2244	Limehurst Dr Ne	1845	\$304,900	\$165	2/21/2014	Views At Lenox Crossing
2248	Limehurst Dr Ne	1845	\$250,000	\$136	5/14/2012	Views At Lenox Crossing
2281	Limehurst Dr Ne	1845	\$295,000	\$160	11/26/2013	Views At Lenox Crossing
2293	Limehurst Dr Ne	1877	\$240,000	\$128	10/26/2012	Views At Lenox Crossing
2295	Limehurst Dr Ne	1845	\$260,000	\$141	4/17/2013	Views At Lenox Crossing
2311	Limehurst Dr Ne	1512	\$266,000	\$176	6/26/2013	Views At Lenox Crossing
2313	Limehurst Dr Ne	1512	\$274,000	\$181	4/18/2013	Views At Lenox Crossing
2347	Limehurst Dr Ne	1512	\$290,600	\$192	2/28/2014	Views At Lenox Crossing
2312	Limehurst Dr Ne 104	1845	\$297,000	\$161	2/14/2014	Views At Lenox Crossing
2277	Limehurst Dr Ne 33	1845	\$311,000	\$169	12/31/2013	Views At Lenox Crossing
2259	Limehurst Dr Ne 41	1857	\$290,000	\$156	12/16/2013	Views At Lenox Crossing
1238	Lindenwood Ln Ne	1740	\$245,000	\$141	8/30/2013	Fairway Pines
1279	Lindenwood Ln Ne	1685	\$295,000	\$175	5/24/2013	Fairway Pines
1289	Lindenwood Ln Ne	1076	\$300,000	\$279	8/30/2013	Fairway Pines
1294	Lindenwood Ln Ne	1110	\$255,000	\$230	6/14/2013	Fairway Pines
2333	Loraine St Ne	4135	\$650,000	\$157	9/27/2013	Brookhaven Heights
2357	Loraine St Ne	990	\$290,000	\$293	12/28/2012	Brookhaven Heights
1091	Lynmoor Dr Ne	1978	\$220,000	\$111	2/10/2014	Idlewild
1104	Lynmoor Dr Ne	1885	\$159,600	\$85	3/30/2012	Idlewild
2273	Matthews St Ne	3183	\$439,000	\$138	8/23/2012	Colonial Commons
2274	Matthews St Ne	2226	\$420,000	\$189	2/8/2013	Colonial Acres
2376	Matthews St Ne	2185	\$465,000	\$213	7/31/2013	Brookhaven Heights
2416	Matthews St Ne	1806	\$431,000	\$239	7/16/2012	Brookhaven Heights
2152	Millennium Way Ne	1668	\$250,000	\$150	12/3/2013	Brookhaven Studios
2156	Millennium Way Ne	1668	\$195,000	\$117	5/16/2013	Brookhaven Studios

## City of Brookhaven, Georgia

2157	Millennium Way Ne	1668	\$230,000	\$138	3/29/2013	Brookhaven Studios
2189	Millennium Way Ne	1668	\$214,700	\$129	6/18/2013	Brookhaven Studios
2193	Millennium Way Ne	1668	\$240,000	\$144	10/15/2013	Brookhaven Studios
1277	N Druid Hills Rd Ne	1312	\$235,000	\$179	5/1/2012	Brookhaven Heights
1399	N Druid Hills Rd Ne	788	\$110,000	\$140	10/31/2012	Brookhaven Heights
1403	N Druid Hills Rd Ne	1638	\$137,500	\$84	1/17/2013	Brookhaven Heights
1421	N Druid Hills Rd Ne	1072	\$205,000	\$191	9/5/2012	Brookhaven Twnhs
1429	N Druid Hills Rd Ne	1100	\$229,800	\$209	10/3/2013	Brookhaven Twnhs
1438	N Druid Hills Rd Ne	1080	\$218,800	\$203	10/26/2012	Fairway Pines
1566	N Druid Hills Rd Ne	2172	\$354,000	\$163	1/17/2014	Hillsdale Park
1690	N Druid Hills Rd Ne	1378	\$315,000	\$229	7/31/2013	Oak Woods
1776	N Druid Hills Rd Ne	1132	\$190,000	\$168	3/4/2014	Defoor Property
1806	N Druid Hills Rd Ne	1293	\$92,500	\$72	11/14/2012	Defoor Property
2303	Nesbitt Dr Ne	1107	\$326,000	\$294	7/30/2012	Drew Valley
2357	Nesbitt Dr Ne	1327	\$243,000	\$183	6/22/2012	Drew Valley
2373	Nesbitt Dr Ne	1107	\$197,000	\$178	4/12/2013	Drew Vly 08
1400	Noel Dr Ne	3596	\$655,000	\$182	9/17/2012	Doetsch R F
994	Nottingham Ln Ne	4036	\$625,000	\$155	10/22/2013	Nottingham Place
1018	Nottingham Ln Ne	4598	\$650,000	\$141	3/28/2013	Nottingham Place
1126	Oglethorpe Ave Ne	2428	\$470,000	\$194	3/15/2013	Brookhaven Heights
1132	Oglethorpe Ave Ne	2540	\$407,000	\$160	10/10/2012	Brookhaven Heights
1160	Oglethorpe Ave Ne	1715	\$378,800	\$221	4/26/2013	Brookhaven Heights
1211	Oglethorpe Ave Ne	1429	\$270,000	\$189	2/7/2014	Brookhaven Heights
1291	Peachtree Vw Ne	2167	\$410,000	\$189	1/31/2013	Fernwood Estates
1323	Peachtree Vw Ne	2191	\$335,000	\$153	7/24/2012	Fernwood Estates
1331	Peachtree Vw Ne	2191	\$357,500	\$163	6/5/2013	Fernwood Estates
1265	Peachtree Vw Ne 1	2869	\$394,000	\$137	12/20/2012	Fernwood Estates
1287	Peachtree Vw Ne 11	2869	\$395,000	\$138	4/27/2012	Fernwood Estates
1018	Pine Grove Ave Ne	2840	\$581,000	\$205	5/31/2013	Brookhaven Heights
1167	Pine Grove Ave Ne	2994	\$775,000	\$259	11/26/2012	Brookhaven Heights
1225	Pine Ridge Rd Ne	4444	\$675,000	\$152	12/27/2012	Roxboro Estates
2292	Poplar Springs Dr Ne	1172	\$268,000	\$229	1/4/2013	Drew Valley
2298	Poplar Springs Dr Ne	2005	\$340,000	\$170	12/17/2012	Drew Valley
2316	Poplar Springs Dr Ne	1175	\$249,000	\$212	6/5/2013	Drew Valley
2332	Poplar Springs Dr Ne	2006	\$373,500	\$186	12/9/2013	Drew Valley
2349	Poplar Springs Dr Ne	1162	\$278,800	\$240	7/19/2013	Drew Valley
2384	Poplar Springs Dr Ne	1333	\$304,300	\$228	7/1/2013	Drew Valley
2671	Rivers Edge Dr Ne	2302	\$260,000	\$113	10/16/2013	Rivers Edge At Peachtree Creek
2679	Rivers Edge Dr Ne	2302	\$254,000	\$110	12/31/2013	Rivers Edge At Peachtree Creek
1269	Roxboro Dr Ne	2308	\$458,000	\$198	4/27/2012	North Side Estates
1311	Roxboro Dr Ne	1464	\$375,000	\$256	6/4/2012	North Side Estates
1904	Saxon Valley Cir Ne	2932	\$385,000	\$131	10/4/2012	Buckhead Place Twnhms
1915	Saxon Valley Cir Ne	3563	\$335,000	\$94	1/18/2013	Buckhead Place Twnhms
1946	Saxon Valley Cir Ne	3563	\$460,000	\$129	6/5/2013	Buckhead Place Twnhms
1949	Saxon Valley Cir Ne	3563	\$522,500	\$147	10/29/2013	Buckhead Place Twnhms
1956	Saxon Valley Cir Ne	2932	\$488,900	\$167	2/27/2014	Buckhead Place Twnhms
1958	Saxon Valley Cir Ne	2932	\$385,000	\$131	8/31/2012	Buckhead Place Twnhms
1922	Saxon Valley Cir Ne D10	3563	\$445,000	\$125	4/26/2013	Buckhead Place Twnhms
3005	Shady Valley Dr Ne	2064	\$329,500	\$160	4/23/2012	Golfworn Jeffrey S Surv
1004	Shady Valley Pl Ne	1982	\$404,000	\$204	11/5/2013	Shady Valley
1016	Shady Valley Pl Ne	1979	\$282,000	\$142	3/29/2012	Shady Valley
1051	Shady Valley Pl Ne	2315	\$352,000	\$152	12/6/2013	Shady Valley
1061	Shady Valley Pl Ne	2825	\$345,100	\$122	9/11/2013	Shady Valley
1065	Shady Valley Pl Ne	1960	\$337,800	\$172	10/4/2012	Shady Valley
2595	Skyland Dr Ne	1664	\$315,000	\$189	11/15/2013	Skyland Estates
2439	Skyland Trl Ne	1110	\$325,000	\$293	8/31/2012	Skyland Estates
2485	Skyland Trl Ne	1363	\$230,000	\$169	5/29/2013	Skyland Estates
2090	Somervale Ct Ne	1974	\$410,000	\$208	12/2/2013	Somervale
1060	Standard Dr Ne	3427	\$525,000	\$153	8/23/2013	Woodley Standard
1064	Standard Dr Ne	2676	\$520,000	\$194	10/31/2013	Woodley Standard
1081	Standard Dr Ne	1666	\$335,000	\$201	3/26/2012	Brookhaven Heights
1086	Standard Dr Ne	2542	\$432,500	\$170	7/12/2013	Brookhaven Heights

## Buford Highway Improvement Plan & Economic Development Strategy

1112	Standard Dr Ne	2194	\$458,500	\$209	12/16/2013	Brookhaven Heights
1121	Standard Dr Ne	2392	\$435,000	\$182	12/27/2013	Brookhaven Heights
1124	Standard Dr Ne	2312	\$450,000	\$195	11/25/2013	Brookhaven Heights
1127	Standard Dr Ne	2374	\$475,000	\$200	8/9/2013	Brookhaven Heights
1170	Standard Dr Ne	2386	\$417,000	\$175	4/27/2012	Brookhaven Heights
1171	Standard Dr Ne	3993	\$557,400	\$140	3/30/2012	Brookhaven Heights
1175	Standard Dr Ne	1280	\$315,000	\$246	8/9/2013	Brookhaven Heights
1186	Standard Dr Ne	3308	\$610,000	\$184	11/30/2012	Brookhaven Heights
1196	Standard Dr Ne	1304	\$352,000	\$270	9/12/2013	Brookhaven Heights
1201	Standard Dr Ne	4062	\$735,000	\$181	2/6/2014	Brookhaven Heights
1246	Star Dr Ne	862	\$250,000	\$290	8/9/2013	Fernwood Estates
1251	Star Dr Ne	1468	\$342,000	\$233	8/29/2013	Fernwood Estates
1287	Star Dr Ne	866	\$240,000	\$277	7/11/2013	Fernwood Estates
1298	Star Dr Ne	1234	\$215,000	\$174	2/1/2013	
1897	Sterling Oaks Cir Ne	1822	\$175,000	\$96	8/29/2013	Sterling Oaks At Lenox Hill
1899	Sterling Oaks Cir Ne	1822	\$195,000	\$107	2/7/2014	Sterling Oaks At Lenox Hill
1954	Sterling Oaks Cir Ne	2314	\$167,000	\$72	3/13/2013	Sterling Oaks At Lenox Hill
1969	Sterling Oaks Cir Ne	1822	\$203,000	\$111	1/31/2014	Sterling Oaks At Lenox Hill
1946	Sterling Oaks Cir Ne 55	1822	\$131,000	\$72	4/25/2012	Sterling Oaks At Lenox Hill
1315	Sylvan Cir Ne	1464	\$410,000	\$280	8/31/2012	Fernwood Estates
1347	Sylvan Cir Ne	1242	\$270,000	\$217	5/8/2012	Fernwood Estates
1357	Sylvan Cir Ne	2141	\$150,000	\$70	3/2/2012	Fernwood Estates
1363	Sylvan Cir Ne	5712	\$750,000	\$131	2/28/2014	Fernwood Estates
1408	Sylvan Cir Ne	2204	\$421,000	\$191	4/17/2012	Fernwood Estates
1452	Sylvan Cir Ne	2217	\$358,500	\$162	7/27/2012	Sylvan Brook
1465	Sylvan Cir Ne	2710	\$497,000	\$183	1/10/2013	Fernwood Estates
1979	Tall Tree Dr Ne	1722	\$195,000	\$113	1/31/2014	Northside Ests Sub
1982	Tall Tree Dr Ne	2036	\$297,700	\$146	5/5/2013	Northmor Homesite
1990	Tall Tree Dr Ne	2390	\$355,000	\$149	3/25/2013	Northside Estates
1332	Telford Dr Ne	1363	\$200,000	\$147	6/26/2013	Briarwood Hills
2430	Thompson Rd Ne	932	\$260,000	\$279	3/1/2013	Hillwood
2469	Thompson Rd Ne	1180	\$275,000	\$233	9/21/2012	Hillwood
2474	Thompson Rd Ne	1485	\$335,000	\$226	9/6/2013	
2514	Thompson Rd Ne	2150	\$485,000	\$226	8/30/2013	Grant Estates
1176	Thornwell Dr Ne	2638	\$565,000	\$214	6/22/2012	Brookhaven Heights
1178	Thornwell Dr Ne	2528	\$425,000	\$168	5/30/2013	Brookhaven Heights
1179	Thornwell Dr Ne	1985	\$410,000	\$207	6/26/2012	Brookhaven Heights
1396	Towne Estates Dr Ne	3058	\$410,000	\$134	1/28/2014	Brookhaven Town Esates
1404	Towne Estates Dr Ne	3078	\$280,000	\$91	4/10/2012	Brookhaven Town Estates
1388	Tugaloo Dr Ne	1584	\$355,000	\$224	7/15/2013	Brookhaven Fields
1391	Tugaloo Dr Ne	2638	\$475,000	\$180	11/19/2013	Coosawatee/tugaloo Sub Un 1
1425	Tugaloo Dr Ne	2714	\$400,000	\$147	11/29/2012	Brookhaven Fields Sub
2276	Valley Brook Way Ne	2912	\$495,000	\$170	7/31/2013	Valley Brook
2321	Valley Brook Way Ne	3002	\$469,900	\$157	8/16/2013	Valley Brook
2328	Valley Brook Way Ne	2516	\$431,000	\$171	3/28/2012	Valley Brook
1315	Victor Rd Ne	1638	\$412,000	\$252	6/28/2013	John J Cohen Jr Prop
1340	Victor Rd Ne	2342	\$395,000	\$169	7/26/2012	Harsron Creek
1185	Village Cv Ne	2816	\$465,000	\$165	4/1/2013	Village At Lenox Park
1459	Village Park Ct Ne 32	1530	\$287,500	\$188	5/31/2013	Village Park At Brookhaven
1339	Village Park Dr Ne	3624	\$465,000	\$128	6/26/2013	Village Park At Brookhaven
1343	Village Park Dr Ne	3624	\$465,000	\$128	9/16/2013	Village Park At Brookhaven
1353	Village Park Dr Ne	3464	\$535,000	\$154	9/25/2013	Village Park At Brookhaven
1366	Village Park Dr Ne	3624	\$489,000	\$135	3/22/2013	Village Park At Brookhaven
1368	Village Park Dr Ne	3628	\$452,000	\$125	9/28/2012	Village Park At Brookhaven
1372	Village Park Dr Ne	3624	\$445,000	\$123	8/3/2012	Village Park At Brookhaven
1374	Village Park Dr Ne	3628	\$565,000	\$156	8/28/2013	Village Park At Brookhaven
1379	Village Park Dr Ne	3492	\$507,900	\$145	6/7/2013	Village Park At Brookhaven
1383	Village Park Dr Ne	3464	\$390,000	\$113	8/17/2012	Village Park At Brookhaven
1387	Village Park Dr Ne	3464	\$445,000	\$128	8/15/2012	Village Park At Brookhaven
1389	Village Park Dr Ne	3464	\$460,000	\$133	3/15/2013	Village Park At Brookhaven
1341	Village Park Dr Ne 4	3628	\$435,000	\$120	9/24/2012	Village Park At Brookhaven
2119	Village Pt Ne	2886	\$430,000	\$149	4/30/2012	Village At Lenox Park

## City of Brookhaven, Georgia

2125	Village Pt Ne	1924	\$419,400	\$218	8/30/2013	Village At Lenox Park
2145	Village Pt Ne	3049	\$483,000	\$158	7/25/2012	Village At Lenox Park
2152	Village Pt Ne	1789	\$420,000	\$235	12/6/2013	Lenox Point
1199	Village Run Ne	2111	\$480,000	\$227	11/30/2012	Village At Lenox Park
1233	Village Run Ne	3180	\$467,500	\$147	1/25/2013	Village At Lenox Park
1237	Village Run Ne	2803	\$446,500	\$159	12/18/2012	Village At Lenox Park
1243	Village Run Ne	1911	\$450,000	\$235	7/10/2013	Village At Lenox Park
1244	Village Run Ne	2266	\$442,700	\$195	5/7/2013	Village At Lenox Park
1263	Village Run Ne	2004	\$480,000	\$240	7/24/2013	Village At Lenox Park
1266	Village Run Ne	2008	\$432,000	\$215	11/1/2012	Village At Lenox Park
1273	Village Run Ne	2288	\$509,900	\$223	6/18/2013	Village At Lenox Park
2473	Wawona Dr Ne	1247	\$245,700	\$197	4/3/2013	Wawona Forest
2484	Wawona Dr Ne	1621	\$485,000	\$299	1/23/2013	Wawona Forest
2491	Wawona Dr Ne	3129	\$565,000	\$181	6/28/2013	Wawona Forest
2509	Wawona Dr Ne	1437	\$270,000	\$188	9/28/2012	Wawona Forest
2536	Wawona Dr Ne	1247	\$300,000	\$241	11/25/2013	Wawona Forest
2544	Wawona Dr Ne	1247	\$345,900	\$277	2/28/2013	Wawona Forest
1691	Wawona Ter Ne	1288	\$247,000	\$192	7/27/2012	Wawona Forest
1644	Wayland Cir Ne	982	\$265,000	\$270	8/16/2013	Grant Estates
1649	Wayland Cir Ne	3544	\$570,000	\$161	5/4/2012	Grant Estates
1653	Wayland Cir Ne	1275	\$250,000	\$196	8/30/2013	Grant Estates
1710	Wayland Cir Ne	1270	\$205,000	\$161	9/27/2012	Grant Estates
1743	Wayland Cir Ne	1275	\$170,000	\$133	2/14/2014	Grant Estates
1769	Wayland Cir Ne	1275	\$370,000	\$290	2/7/2014	Grant Estates
1780	Wayland Cir Ne	1382	\$400,000	\$289	6/28/2013	Fernwood
2231	Wayside Dr Ne	1575	\$346,000	\$220	1/15/2014	Brookhaven Village
2240	Wayside Dr Ne	2210	\$387,000	\$175	7/6/2012	Brookhaven Village
2250	Wayside Dr Ne	2217	\$355,000	\$160	12/18/2012	Brookhaven Village
2289	Wayside Dr Ne	3869	\$699,000	\$181	7/26/2013	Brookhaven Village
2303	Wayside Dr Ne	2156	\$468,300	\$217	10/8/2013	Brookhaven Village
2153	Weldonberry Dr Ne	1845	\$255,000	\$138	7/23/2012	Views At Lenox Crossing
2166	Weldonberry Dr Ne	1814	\$243,000	\$134	10/26/2012	Views At Lenox Crossing
2172	Weldonberry Dr Ne	1845	\$255,000	\$138	10/1/2012	Views At Lenox Crossing
2174	Weldonberry Dr Ne	1877	\$307,000	\$164	2/27/2014	Views At Lenox Crossing
2177	Weldonberry Dr Ne	1512	\$258,000	\$171	8/24/2012	Views At Lenox Crossing
2194	Weldonberry Dr Ne 86	1524	\$270,000	\$177	4/26/2013	Views At Lenox Crossing
1223	Woods Cir Ne	4224	\$485,000	\$115	2/19/2013	Roxboro Forest
1974	Woodsdale Rd Ne	3248	\$567,800	\$175	3/2/2012	North Side Estates
1983	Woodsdale Rd Ne	3953	\$719,100	\$182	1/21/2014	Roxboro Forest
2042	Wrights Mill Cir Ne	3629	\$465,000	\$128	8/27/2012	Deveraux Commons
2083	Wrights Mill Cir Ne	2904	\$552,400	\$190	10/31/2013	Deveraux Commons
2127	Wrights Mill Cir Ne	2676	\$420,000	\$157	3/1/2013	Deveraux Commons
2175	Wrights Mill Ln Ne	3502	\$517,000	\$148	6/26/2013	Deveraux Commons
2183	Wrights Mill Ln Ne	3502	\$558,000	\$159	11/14/2013	Deveraux Commons
2143	Yancey Ln Ne	2316	\$279,500	\$121	7/27/2012	Cobblestone At Brookhaven
2145	Yancey Ln Ne	2280	\$350,000	\$154	12/5/2013	Cobblestone At Brookhaven
2151	Yancey Ln Ne	2444	\$345,000	\$141	8/29/2013	Cobblestone At Brookhaven

Source: Win2Data, Urban Partners





APPENDIX B

SUMMARY OF CITIZEN COMMENTS



**CITY OF BROOKHAVEN - CITIZEN COMMENTS, OBSERVATIONS, AND SUGGESTIONS**

***Comments/Observations/Suggestions - Via Email***

<p><b>Blair Belton,</b> Drew Valley Neighborhood</p>	<p>Buford Highway backs on to several established stable single family home neighborhoods on the west side of Buford Highway, Drew Valley, Hillsdale, Roxboro Forest, and Pine Hills plus Cross Keys High School and Woodward Elementary. Montclair Elementary is on the northeast side of Buford Highway. These neighborhoods and schools should be bordered with less intense compatible development.</p>
	<p>Buford Highway is a pedestrian barrier, not a transportation connector for local traffic. We can try to make it safer, but just like Peachtree Street which is narrower, it is difficult to cross.</p>
	<p>The elevation south of Northeast Plaza Shopping Center is substantially lower than the surrounding area. This is significant, because PDK airport airspace restricts the height of buildings within several miles of the airport.</p>
	<p>DVCA Zoning Philosophy Statement to your committee - created and adopted in 1996 - Drew Valley is a safe neighborhood with in-town convenience. Due to these factors, property values are increasing for all residents of the Drew Valley neighborhood.</p> <p>To maintain these characteristics, the following land-use goals are the desire of the neighborhood:</p> <ul style="list-style-type: none"> <li>• maintain current residential detached housing on minimum quarter acre lots,</li> <li>• maintain the privacy of the area by restricting any new roads connecting the neighborhood to arterial roads,</li> <li>• limit flooding by restricting any upstream development</li> <li>• limit encroachment of commercial and multi-family development in surrounding areas,</li> <li>• improve the Briarwood Recreation Center and Skyland Park to benefit the area</li> </ul> <p>The Drew Valley Civic Association, Inc. will monitor and act on any proposed zoning and land-use changes near and within the Drew Valley area as appropriate.</p>
	<p>The North Fork Peachtree Creek Trail is a good idea based on a unique situation where there exists a wide flood plain that is part of commercial and office property. However, upstream from the North Fork Peachtree Creek Trail the flood plain is only a few feet wide or non-existent, the creek bank belongs to private home owners, the creeks lead through private yards, and the creeks do not lead to public facilities</p>
	<p>I have been bothered by a theme I have heard several times. This theme is that "every trail has to be on a stream bank".</p>
	<p>Town Center development should be limited to the east side of Buford Highway and south of Northeast Plaza. The low altitude of this area would lessen the impact that high rise buildings would have on neighboring areas.</p>
	<p>The areas to the west of Buford Highway and north of Briarwood Road should remain as multifamily housing at their current density.</p>
	<p>The area of Northeast Plaza, south of Briarwood Road, could be developed as mixed use commercial and residential, but not Town Center.</p>
	<p>We ask that you take into consideration the Drew Valley community as you move forward with your work on behalf of the City of Brookhaven.</p>

**CITY OF BROOKHAVEN - CITIZEN COMMENTS, OBSERVATIONS, AND SUGGESTIONS**

<p>Please include in all the plans a comment similar to this paragraph from page 46 of the 2014 DeKalb County Transportation Plan - "The priority bicycle network is not itself a project list, but rather, is a vision for an expanded and cohesive county wide bicycle network. This long-range network vision is useful to guide which roadways should receive strong consideration for bicycle facilities to create the larger county wide network. Some portions of this network already exist; other portions of the network, through further evaluation of right-of-way constraints, may prove to be unfeasible. In some cases, a roadway project on a nearby parallel roadway may present a better opportunity for expanding the bicycle network than what is currently planned. This envisioned network will need to be revised with future transportation updates. But for now, it is intended as a starting point for building a larger county wide network."</p>	
<p>Regarding Skyland Trail, the proposed trail between Chamblee MARTA Station and the North Fork Peachtree Creek Trail, please see the attached document for reasons why a route along Clairmont Road would be the most cost effective route for providing connectivity to public facilities and could revitalize commercial activity along Clairmont Road.</p>	
<p><b>Betsy Eggers,</b> North Fork Connectors</p>	<p>The City of Brookhaven has generously provided PATH with updated GIS mapping of the area and PATH is currently updating the details of where they believe the bike path would best be placed.</p> <p>It may be important for the planners and the City to meet with the PATH Foundation to cement this relationship. PATH will be implementing its 3-year plan, and Brookhaven needs to be on that crucial list for this vital public-private partnership!</p> <p>The North Fork Linear Park is a key component of EACH plan - Parks, Buford Hwy, Transportation, and Comprehensive Land Use.</p>
<p><b>Alison Lontz,</b> <i>comments following Comprehensive Planning mtg on May 29th</i></p>	<p>While I understand it may be the politically correct (or however you want to say it) thing to say that the City needs to be mindful not to push the existing residents of Buford Highway out of that corridor; however, to be frank, I am tired of hearing that. If the City wants to improve that corridor and not have it be a sore bringing the City down then there need to be SERIOUS changes along that corridor. Again to be frank, there is an increasing gang presence in that area and no amount of police presence will get rid of it if the demographic is not changed.</p> <p>I was particularly concerned about the talk of redevelopment focus areas around north Druid Hills and Northeast Plaza; however that would mean that the northern portion of Buford Highway would be where the current population would be left and that is to the detriment of the Drew Valley neighborhood. I would strongly suggest redevelopment at Buford and Clairmont as well. That way there would be three well-distributed sections of redevelopment along Buford Highway.</p> <p>For the potential linear park along creek on Buford Highway, safe streets apes for residents of Drew Valley to cross Buford Highway to access a linear park would be great.</p>

**CITY OF BROOKHAVEN - CITIZEN COMMENTS, OBSERVATIONS, AND SUGGESTIONS**

	<p>For the Buford Highway corridor, I would suggest that any redevelopment have parking in back of buildings so that it can not be seen from Buford Highway. Also, what is the possibility of renaming the portion of Buford Highway that falls in the city boundary? It could be better branded to associate it with Brookhaven and also take away the connotation that it is a highway when I doubt that is the image that is wanted.</p>
<p><b>Katie Oehler</b></p>	<p>A bicycle/walking path along Peachtree Creek to the Atlanta Beltline has been proposed through the Parks planning process. One has to wonder why a creek side transportation corridor is included in a parks plan. The parameters of this path are not specifically spelled out and I am very concerned that it will include a former planned path (the Skyland Trail) through the Drew Valley and Ashford Park neighborhoods. There was such widespread and intense opposition to the Skyland Trail that it was eliminated from the DeKalb Transportation Plan (although a remnant of it still exists in the DeKalb Plan on page 24 as a "Bicycle Path.") Although I am a big fan of a walking trail, I am extremely concerned about at this very public path running next to the creek throughout our neighborhood... In short, I would like any proposed creek side path to specifically exclude the Drew Valley neighborhood.</p>
<p><b>Ian Sansom,</b> Pedestrian Safety Program Manager PEDS</p>	<p>The corridor on Buford Highway between North Cliff Valley Way and Clairmont Road has historically been the most dangerous for pedestrians – medians would probably help with safety the most – as most people are hit crossing to the bus stops.</p> <p>Both MARTA and GDOT have been very supportive of our (PEDS) Safe Routes to Transit program, and have shown a willingness to move (or remove) bus stops, add selective safety improvements where needed. As the work proceeds it will be important to ensure any new development is coordinated with MARTA for easy and safe bus stop access.</p> <p>There may be an opportunity to reclassify Buford Highway in the future which would allow for lower speed limits etc, but that's a question for GDOT. Ponce De Leon was recently put on a road diet, and Ponce carries ~30,000 vehicles per day.</p> <p>It is mportant to note that upwards of 40% of some census tracts along Buford Highway are transit dependent (zero car households). More residential development will add more pedestrians and traffic, so it may be important to prioritize any roadway safety improvements first. Currently Buford Highway is in an unfortunate position where there are many people that do not own a car, in a very auto-oriented environment, which presents so many safety issues. More density would probably make more sense clustered near MARTA where Brookhaven has more control over streetscapes – i.e. Dresden Drive.</p> <p>GDOT has installed HAWK signals on Buford, but Rapid Flash Beacons (RRFBs) may be better if a road diet is implemented depending on traffic speed, and they are much cheaper.</p> <p>Landscaping in medians will need to be carefully thought out as they will serve an important purpose as refuge for crossing the street – so nice plants may get trampled quickly.</p> <p>I love the ideas to improve bus shelters, add landscape buffers, and add trail ways, as long as they don't just serve recreational purposes but also transportation.</p>

**CITY OF BROOKHAVEN - CITIZEN COMMENTS, OBSERVATIONS, AND SUGGESTIONS**

<b>Conor Sen</b>	I've seen in other cities that it's interesting how ethnic neighborhoods evolve. At first they're eyesores that are dangerous areas of crime and illicit activity. Then they become places that adventurous locals venture for hidden gems. Then they become hipster chic, then hip and trendy, then mainstream, and finally historical districts/tourist attractions. Buford Highway, or at least parts of it, seem like they're somewhere between hipster chic and hip and trendy right now. We should think about how to best serve the current needs of the area as well as how as our city and region evolve it could become more and more of a cherished, unique asset.
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***Comments/Observations/Suggestions - Open House, June 12, 2014 at Oglethorpe University***

<b>Rudy Fernandez,</b> Murphey Candler Homeowners Association and Murphey Candler Park Conservancy Board	<ul style="list-style-type: none"> <li>• We would love to see the Murphey Candler Park retain its natural beauty, yet be repaired, including bridges, run off and shoreline. Thank you.</li> <li>• I like the idea of making it easier to access the green spaces.</li> <li>• I am concerned that we will displace the existing population.</li> <li>• Druid Hills Plaza has the last affordable bowling alley in town. One silly request, please keep it.</li> </ul>
<b>Denise Johnson,</b> North Fork Connectors Board Member	<ul style="list-style-type: none"> <li>• Very impressed by work in regards to the North Fork Linear Park. We want to see this beautiful creek be a centerpiece of our City. Thanks.</li> <li>• Are any plans in place to reduce all the obtrusive signage along Peachtree Road? A beautiful space deserves to be seen. I would love low small signage for businesses, etc. possibly with coordinating colors, designs.</li> </ul>
<b>Todd McKinney,</b> Buford Highway Committee	<ul style="list-style-type: none"> <li>• I am not sure if the areas (noted on the maps as median locations) will have traffic lights or crossing lights (for pedestrians). If they are traffic lights I hope and want to know if they will be coordinated to preserve the flow of traffic. • (New roadway section) Nice, but still a concern that as the demographics change when apartments are redeveloped, more people will be driving instead of using public transportation. Has that been looked at more closely?</li> <li>• There is a large homeless population living near the proposed Beltline trail. What kind of funding or relocation/rehabilitation program will be provided for these people?</li> </ul>