

2. Plan Elements

There are six substantive elements of the Comprehensive Plan, shown graphically in Figure 2-1. At the initiation of the planning process during Phase I and II, each of these elements were explored in detail in both the stakeholder interviews and as a part of the technical analysis completed by the Planning Team to gain a well-rounded understanding of existing conditions and trends of the community. Highlights from this baseline conditions analysis are provided in this section. Details for the first five elements are provided in Appendix A.2 and the sixth element, transportation, is fully covered in Appendix C. The substantive elements of the plan have a fluid role throughout the plan.

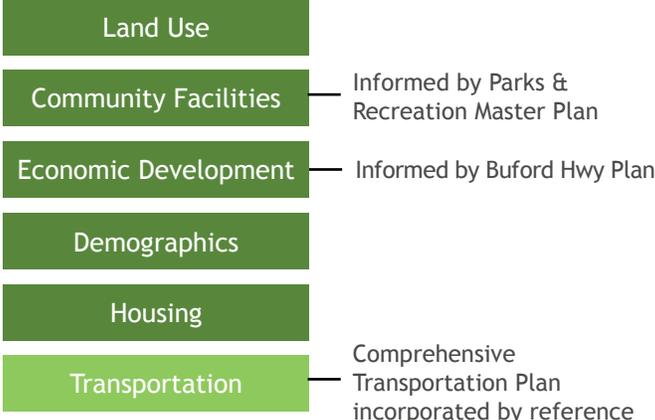


Figure 2-1: Substantive Elements

Land Use

The Land Use element is the primary element of the comprehensive plan, identifying the long-term use of land and development vision of the community.

Community Facilities and Resources

This is an optional element of the state planning requirements and is largely supplemented by the City’s Parks and Recreation Master Plan.

Economic Development

This is also an optional extension to the state planning requirements and is included because economic development is viewed as an important component of attracting and maintaining businesses and jobs.

Demographics

The demographics element considers the characteristics of population and how they may shape the types of jobs, services, and other needs of the city.

Housing

The housing element of the plan also incorporates the recommendations of the DeKalb County Consolidated Plan, which is spoken to in detail in Appendix A.2.5.

Transportation replaced with the CTP

In place of completing a transportation element as a part of the Comprehensive Plan, the City concurrently completed a Comprehensive Transportation Plan. The CTP takes into account regional and county transportation planning efforts. Comprehensive Plan 2034 has closely coordinated with the CTP, which is incorporated by reference.



Brookhaven offers a mix office, housing and civic uses

2.1. LAND USE

WHY IT MATTERS

Land use is a central component of the comprehensive planning process. Within comprehensive plans, land use plans and policies help establish and clarify the community’s vision for future development. These plans and policies serve as a framework to guide future development decisions made by elected officials. The key product of the land use planning process is the Character Areas Map, provided in Chapter 3. The map will be adopted by the City and consulted when making rezoning decisions. Before future land use plans and policies can be developed, a thorough review of existing land uses and development characteristics must take place. This section provides an overview and key findings from the analysis.

EXISTING LAND USE ANALYSIS

The table to the right shows the acreages and percentages of land uses in the City of Brookhaven by type. The results show that Brookhaven is virtually built-out with no sizable undeveloped parcels available for development. Only 2.7 percent of the city is classified as undeveloped and these areas can be found mostly within protected floodplains or are limited by development restrictions resulting from proximity to Peachtree-DeKalb Airport. In light of this, the primary avenue of land use change within the 2034 planning horizon is anticipated to result from the redevelopment of existing commercial and residential land uses.

Single-Family Residential

Single-Family Residential is the most common land use category in the city, representing 59.3 percent of the land area. Brookhaven is truly a city of neighborhoods with over 120 named single-family neighborhoods. The character of these neighborhoods is diverse and varies significantly in regards to architectural style, home size, lot size, block size and street network. The city features historic neighborhoods dating back prior to the 1940s, numerous mid-century neighborhoods established between 1940-1960, and many subdivisions built in recent decades.

Multi-Family Residential

Multi-Family Residential is the second most common land use category within the city comprising 12.6 percent of the city. This category includes apartments, condominiums, and townhome communities. Brookhaven contains over 66 apartment complexes, with the majority of these being found adjacent to Buford Highway. Other clusters of apartments can also be found in the Lenox Park area, Peachtree Road corridor, and the Blackburn Park area. Apartment ages range

Figure 2-2: Existing Land Use Composition

Land Use Type	Acres	Percentage
Single-Family Residential	4,306.67	59.3%
Multi-Family Residential	914.34	12.6%
Commercial/Office	717.96	9.9%
Park-Recreation-Conservation	566.37	7.8%
Public-Institutional	306.17	4.2%
Forest-Undeveloped	194.13	2.7%
Under Construction	175.85	2.4%
Transportation-Communication-Utilities	84.32	1.2%

Source: ARC LandPro 2010

from recently constructed units in Town Brookhaven and along the Dresden Road corridor to complexes that are many decades old in the Buford Highway corridor.

Commercial/Office

Commercial/office land uses are the third most common land use category within the city comprising 9.9 percent of the total land area. This category includes large shopping centers, office development, and strip retail. The majority of the city’s retail uses can be found along the Buford Highway corridor, Peachtree Road corridor, and around Blackburn Park.

Large-scale office development can be found within Lenox Park, Corporate Square, and the Perimeter Summit area adjacent to I-285.

DEVELOPMENT TRENDS

Two major trends are evident within the city including a move towards mixed-use pedestrian-friendly development and residential infill redevelopment within older neighborhoods. Redevelopment of aging commercial/office uses may be on the horizon.

Mixed-Use Development

The most notable mixed-use development within the city is Town Brookhaven. It has a zoning designation of OCR (Office-Commercial-Residential) which is a category used to promote the redevelopment of existing commercial or light industrial uses into mixed-use developments of medium intensity. The development also falls within the boundaries of the Brookhaven-Peachtree Overlay District, which seeks to implement the vision of the Brookhaven-Peachtree Livable Centers Initiative study, calling for mixed-use Transit Oriented Development in areas near the Brookhaven MARTA station. Town Brookhaven has been successful in achieving a portion of this vision. The development is a 48 acre pedestrian-friendly urban village, which includes 460,000 sq. ft. of retail, 950 residential units, 20,000 sq. ft. of office, and 20 restaurants.



Town Brookhaven

Another notable mixed-use area developing within the city is the Dresden Drive corridor, known as Brookhaven Village. Like Town Brookhaven, this area is also included within the Brookhaven-Peachtree Overlay District. The corridor is currently transforming into an urban boulevard with multi-family residential above street-lined retail. This development form provides retail, services, restaurants, and offices within walking distance of surrounding neighborhoods.

Perimeter Summit at I-285 and Ashford Dunwoody is another mixed-use node in the community with office and multi-family housing.

Infill Housing

Within the past decade significant residential infill development has occurred in older neighborhoods throughout Brookhaven. Infill development typically includes the purchase of an older home, demolishing it, and building a new dwelling. This is particularly evident in Ashford Park, Drew Valley, Lynwood Park, Brittany, Brookhaven Heights, and Brookhaven Fields. This development type can present numerous issues relating to neighborhood cohesiveness, historic character, privacy, light, construction impacts, and increased density.

Given Brookhaven’s high quality of life, desirability and proximity to major employment centers within the region this infill trend is expected to continue. The Comprehensive Plan examines the issue and adequately addresses it through appropriate policies and strategies to minimize any negative impacts that may occur from future residential infill.

KEY FINDINGS

Important key findings from the Baseline Assessment are as follows:

- Brookhaven is virtually 100 percent developed and does not feature significant amounts of vacant land available for development. As a result land use changes within the planning horizon are expected to result largely from the redevelopment of commercial/office and residential land uses.
- Significant redevelopment potential is evident along the Buford Highway corridor, Peachtree Road corridor, and within the Blackburn Park commercial center.
- The City has innovative zoning districts to promote mixed-use and pedestrian-friendly development. These include OCR (Office-Commercial-Residential), PC (Pedestrian Community), and the Brookhaven-Peachtree Overlay District.
- Residential infill development is common within many neighborhoods in the city and is addressed within the comprehensive plan to minimize potential negative impacts.
- Mixed-use development is a recent trend in the community with widespread public acceptance. The comprehensive plan focuses on identifying appropriate locations and tools to facilitate mixed-use development and to ensure land use regulations are conducive to mixed-use development.

2.2. COMMUNITY FACILITIES AND RESOURCES

WHY IT MATTERS

The resources local governments provide and the facilities they maintain contribute greatly to the quality of life and economic prosperity of a community. This baseline information provides an inventory of conditions to date. Answering the question of whether these services and facilities will remain adequate as the local development landscape and demographics change over time is a critical component of comprehensive planning. The recommendations of the plan identify opportunities for changes in community facilities and resources.

PARKS AND RECREATION

In September 2013, the Parks and Recreation Department assumed operations of the city's 14 parks. The department manages all maintenance, upgrades, and activities within the city parks. A separate Parks and Recreation Plan is currently being conducted to document a complete assessment of existing conditions and future needs of the parks system. The Parks and Recreation Plan can be found in Appendix D.

POLICE

The Brookhaven Police Department believes in a community-based policing philosophy and works with the community to build relationships with residents, businesses, community organizations, schools, and other groups.

The department started operations in summer 2013 and currently has 60 full time officers. It consists of three divisions: Uniform Patrol, Support Services, and Criminal Investigations.

CITY DEPARTMENTS

The City of Brookhaven provides a variety of essential community services through its departments:

- City Management
- Office of the Clerk
- Communications
- Community Development
- Finance
- Human Resources
- Information Technology
- Courts
- Tourism
- Parks and Recreation
- Police
- Public Works
- Stormwater



New City Hall

FESTIVALS AND EVENTS

The Office of Tourism works with local businesses to promote the city by encouraging visitors to stay in Brookhaven hotels and to frequent Brookhaven's businesses and seasonal events. Brookhaven is home to multiple annual events.

COUNTY SERVICES

The City relies on many of DeKalb County's services including: Fire and Rescue, Schools, Library, Water and Wastewater, and Waste Disposal.

HISTORIC RESOURCES

There are two sites recognized in Brookhaven by the National Register of Historic Places: Oglethorpe University's campus and Historic Brookhaven. The National Register of Historic Places only gives recognition of the historical value of the place; it does not provide protection from demolition or new uncharacteristic development within the site boundaries. The Goodwin House, the oldest building in DeKalb County, is also located in Brookhaven at 3931 Peachtree Road. It dates back to 1831 when the original log cabin was built. The cabin was expanded into the present home from 1839-1842 and became known for hospitality to travelers heading to Atlanta.

NATURAL RESOURCES

Natural resources provide a variety of environmental benefits such as:

- Supporting wildlife
- Improving the quality of air and water
- Providing places for people to interact with nature
- Minimizing flood damage
- Increasing property values

Ensuring these resources are being properly protected and maintained is beneficial to both the community and the local ecosystem. The Comprehensive Plan will consider opportunities to further protect and enhance Brookhaven’s natural resources within the community.

Regulations

The City of Brookhaven’s development regulations and zoning code include a series of provisions that maintain consistency with regional water plans and Georgia Department of Natural Resources’ (DNR) environmental planning criteria.

- The Metropolitan North Georgia Water Planning District develops regional and watershed specific plans across the 15-county metro Atlanta area.
- The DNR developed Part V of the Georgia Planning Act provides standards for development within water supply watersheds, groundwater recharge areas, wetlands, river corridors, and mountains.

Watersheds

Brookhaven is located in the Upper Chattahoochee Watershed. The City’s recently adopted Stream Buffer Protection Ordinance promotes water quality and environmental protection.

Floodplains

Brookhaven’s terrain is defined by ridges and valleys. While most of the city is safe from flooding, some areas along Nancy Creek and North Fork Peachtree Creek, in the northern and southern portions of the city are within the 100 year floodplain. Within these floodplains, most development is restricted, although the land can still be utilized for parks and public open space.

Urban Forest

Although not formally documented, the city’s dense tree cover, particularly is another important natural resource in the community providing for cleaner air and lowering the temperature of the microclimate in the summer.



Fernwood Park utilizes stream buffers and setbacks as usable park space



The Nancy Creek stream corridor



Soccer Fields utilizing Nancy Creek’s 100 year floodplain that is otherwise unsuitable for development

2.3. ECONOMIC DEVELOPMENT

WHY IT MATTERS

Holistic economic development is about more than a single event or an individual prospect. It is about more than having good retail options and requires more than just developing a strategy to recruit new companies. Economic development is about people, the places that make the community special, and building long-term prosperity for all residents. Successful economic development requires measuring progress across all these areas, not just tracking jobs and investment numbers. Economic development is about protecting investments with predictable and sustainable goals.

ECONOMIC BASE INVENTORY

Greater Brookhaven, like most communities, was hit hard by the Great Recession. The 4-ZIP code area lost 9.8 percent of its jobs between 2007 and 2010. Since then, the area has regained approximately half of those lost jobs. Most companies in Greater Brookhaven have ample talent to choose from within the city—the only sector that has to pull from outside of the city, from an employee standpoint, is Information.

The business sectors in Greater Brookhaven that have lost jobs over the past ten years are generally high-paying sectors. However, Brookhaven’s most concentrated sectors provide higher than average wages. These sectors are knowledge-driven and depend on jobs requiring college degrees—a good match with city residents.

LOCAL LABOR FORCE CHARACTERISTICS

Residents are employed in a wide range of sectors, with half of all residents employed in one of five business sectors:

1. Professional, scientific, and technical services (15.6 percent)
2. Accommodation and food services (11.1 percent)
3. Health care and social assistance (8.1 percent)

Figure 2-3: Employment Data by Business Sector, Greater Brookhaven, 2013

NAICS Code	Description	Employment	10-Year Change	Average Annual Wage
Total		76,079	-2.6%	\$51,591
21	Mining, Quarrying, and Oil and Gas Extraction	42	133.3%	\$354,109
90	Government (except Education and Health Care)	11,285	-3.1%	\$52,752
44	Retail Trade	7,674	-6.3%	\$32,825
62	Health Care and Social Assistance	7,091	6.1%	\$38,998
54	Professional, Scientific, and Technical Services	6,402	8.8%	\$69,633
51	Information	6,393	-10.5%	\$91,319
72	Accommodation and Food Services	6,350	18.4%	\$19,538
56	Admin/Support & Waste Mgmt/Remediation Svcs	5,596	-3.7%	\$36,128
52	Finance and Insurance	3,896	-8.2%	\$77,611
81	Other Services (except Public Administration)	3,833	-1.2%	\$28,224
61	Educational Services	3,687	13.4%	\$57,229

Figure 2-4: Occupational Data, Greater Brookhaven, 2013

SOC Code	Description	Employment	10-Year Change	Average Annual Wage
Total		76,079	-2.6%	\$46,883
43	Office and Administrative Support Occupations	12,652	-9.5%	\$34,986
41	Sales and Related Occupations	8,692	-7.9%	\$40,061
35	Food Preparation and Serving Related Occupations	6,225	19.9%	\$20,821
13	Business and Financial Operations Occupations	5,777	-3.0%	\$69,867
11	Management Occupations	5,109	-1.3%	\$105,165
49	Installation, Maintenance, and Repair Occupations	3,854	-11.8%	\$43,680
53	Transportation and Material Moving Occupations	3,309	-7.5%	\$33,093
15	Computer and Mathematical Occupations	3,292	7.0%	\$75,962
37	Building & Grounds Cleaning & Maintenance Occupations	3,216	-11.2%	\$24,586
33	Protective Service Occupations	3,161	9.8%	\$38,584

Source: EMSI

4. Educational services (8.0 percent)
5. Retail trade (7.7 percent)

The residential labor pool is highly educated, particularly compared to the Metro Atlanta region and the state.

Residents with at least a bachelor’s degree (over the age of 25):

- Brookhaven - 58 percent
- Metro Atlanta Region - 34.9 percent
- Georgia - 27.8 percent

OCCUPATIONAL INFORMATION

Occupation data reveals that workers at all skill levels have access to opportunities in Greater Brookhaven. Within the occupational groups with the largest volume of workers, there are high-paying, knowledge-driven occupations requiring college and graduate degrees such as business and financial operations and management; mid-range occupations that require some training such as office and administrative support and sales and related; technical occupations that require hands-on training and certification such as installation, maintenance, and retail and transportation and material moving; and lower-wage employment such as food preparation and serving related occupations.

NEEDS AND OPPORTUNITIES

- Information
 - Develop a database of the city’s available and developable real estate portfolio
 - Integrate best practices and peer city benchmarking into City data analysis
- Develop an Economic Development Strategy and competitive incentive program
- Acknowledgment and optimization of efforts and resources at county and regional level: Ensure that opportunities to work with and leverage efforts by DeKalb partners and the Atlanta Regional Commission are recognized and pursued
- Replication of local models: Use the Buford Highway Economic Development Strategic Plan to drive development of citywide incentive policy



Office buildings near I-85 are an important location for professional jobs within Brookhaven

ECONOMIC DEVELOPMENT PARTNERS AND RESOURCES

Economic development is a “team sport” and requires partnerships, collaboration, and ongoing communication to ensure success.

Local Partners

- City of Brookhaven
 - Brookhaven Development Authority
 - Community Development
 - Office of Tourism
- Brookhaven Chamber of Commerce and local businesses
- Friends of Brookhaven Foundation
- Public schools, private schools, Cross Keys Foundation
- Latin American Association, Atlanta Outreach Center
- Oglethorpe University
- Georgia Piedmont Technical College
- Perimeter Community Improvement District(s)

County-Level Partners

- DeKalb County Development Authority
- DeKalb Chamber of Commerce
- DeKalb Workforce Development

Region and State-Level Partners

- Georgia Power
- Atlanta Regional Commission
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Georgia Department of Economic Development
- Georgia Department of Community Affairs
- Technology Association of Georgia
- Georgia Economic Developers Association
- Southern Economic Development Council

METHODOLOGY

Because economic data is not available at the city level and because economic development is affected by factors beyond the local environment, this analysis focuses on a geography larger than the City of Brookhaven. “Greater Brookhaven,” for the purposes of this analysis consists of the four ZIP codes the city lies in: 30319, 30324, 30329, and 30341.

The data was obtained from Economic Modeling Specialists International (EMSI), an industry-leading provider of proprietary data.

2.4. DEMOGRAPHICS

WHY IT MATTERS

Demographic data was analyzed in conjunction with gathering feedback from leaders and stakeholders in Brookhaven to identify population, household, and commute trends in the city. The resulting findings will influence recommendations and be integrated into various components of the Brookhaven Comprehensive Plan. Demographic data was obtained from the U.S. Census Bureau, including counts from the 2000 and 2010 Censuses as well as the 2008-2012 American Community Survey, the most recent estimates available. The Census geographies utilized include all Census tracts that fall partially or fully within the City of Brookhaven.

EXISTING POPULATION

In 2000, Brookhaven’s population based on Census tract counts was 49,797. In 2010, the population had declined by 2.1 percent and was 48,753. For this analysis, the 2012 population, a five-year estimate, was taken into account, and it was slightly lower than the 2010 count at 48,583.

HOUSEHOLD SIZE

Brookhaven is a city with a high proportion of young singles and young families without children. Brookhaven’s average household size is 2.3, compared to the metro Atlanta average household size of 2.74 and state average of 2.7. Just under a quarter (23.1 percent) of Brookhaven households include children under 18, compared to 33.9 percent of metro households and 32 percent of Georgia households.

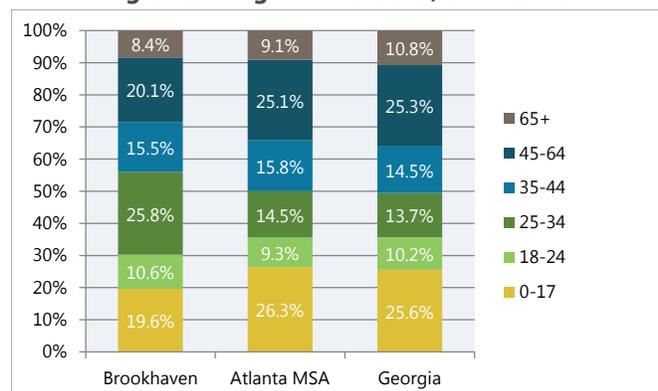
AGE DISTRIBUTION

In many communities nationwide, “young professionals,” residents between the ages of 25 and 34 are a coveted group. Brookhaven’s supply of young professionals (25.8 percent) is competitive when compared to the Atlanta metropolitan area (14.5 percent) and the state (13.7 percent). The percentage of population in the young professionals group exceeds the percentage of Brookhaven residents between 55 and 64 (14.5 percent), who are nearing retirement, meaning there are enough younger workers to eventually replace seasoned workers. Brookhaven must keep an eye on trends. Between 2000 and 2012, Brookhaven lost population in three key age groups: 18-24, 25-34, and 35-44.

RACIAL/ETHNIC COMPOSITION

Brookhaven is less diverse than the metro area and the state—57.6 percent of residents are non-Hispanic, White, compared to 50.8 percent metro-wide, and 55.8 percent statewide. Looking at race alone (not considering Hispanic ethnicity), 70.3 percent of residents are White, compared to 56.4 percent metro-wide and 60.8 percent statewide. Approximately 11.5 percent of the Brookhaven population is Black, while an estimated 30.6 percent of the state and 32.4 percent of the metro area is Black. Another 5 percent of the Brookhaven population is Asian, which is slightly higher than the state at 3.3 percent yet comparable to the metro area at 4.9 percent. A higher percentage of Brookhaven’s population is Hispanic (24.5 percent) when compared to its counterparts, with the Atlanta metro area is 10.3 percent Hispanic and Georgia at only 8.8 percent Hispanic.

Figure 2-5: Age Distribution, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

Population projections based on regional population forecasts and the City’s Character Area Map/Future Land Use Plan were developed at the end of the planning projections. Three possible growth scenarios are provided: Scenario 1 projects 15% population growth, Scenario 2 projects 21% population growth, and Scenario 3 projects 26% population growth between 2014 and 2034. Projections and methodology are available in Appendix A.2.4.

EDUCATIONAL ATTAINMENT

Education and income are undeniably linked. Brookhaven is competitive in terms of educational attainment—58 percent of Brookhaven adults over the age of 25 hold at least a bachelor’s degree, compared to 34.9 percent of adults in Atlanta metro, and 27.8 percent statewide. Over time, Brookhaven has attracted many newcomers with college education from 2000 to 2012, the proportion of total population with only a bachelor’s degree increased by 5.3 percentage points and the proportion with a graduate degree increased by 5.6 points.

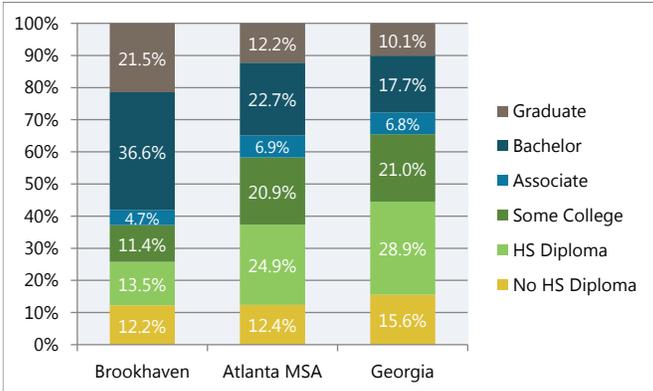
HOUSEHOLD INCOME

Communities with high levels of educational attainment generally also have high income levels. Brookhaven’s household income distribution reveals that many of its residents are doing well. Between 2008 and 2012, over a third of all households in Brookhaven (34.5 percent) had incomes of \$100,000 and greater, compared to one quarter of metro Atlanta households and 20 percent of Georgia households. This proportion has grown since 2000—over the time period, the percentage of households with incomes greater than \$200,000 increased by 6.4 percentage points and the percentage of those bringing in \$100,000 to \$199,999 increased by 4.9 points; however, the proportion of households in the lowest income bracket have increased as well. In 2000, 18.5 percent of Brookhaven households had incomes less than \$25,000. The most recent data illustrates that the proportion is 20.2 percent, with 405 additional households in this bracket. This proportion is on par with the metro average of 20.3 percent.

COMMUTE PROFILE

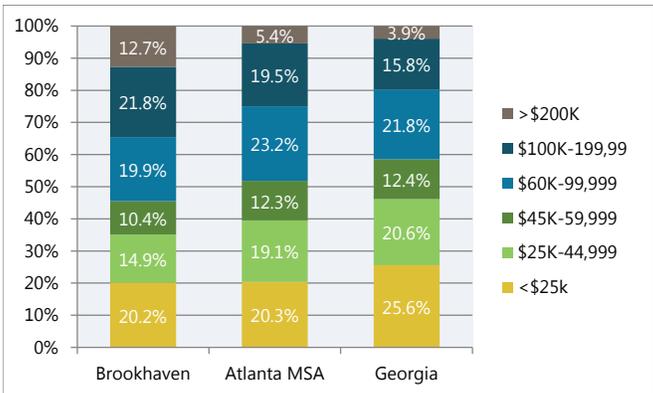
Brookhaven residents enjoy more time off the highways than the average metro or Georgia resident—only 37.6 percent of working residents spend more than 30 minutes traveling to work, compared to 48.3 percent of metro Atlanta workers and 39.4 percent of all Georgia workers. Brookhaven’s MARTA access is an asset, as evidenced by the significantly larger percent of working residents (10.9 percent) who use public transportation to get to work, compared to the metro average of 3.2 percent and the state average of 2.2 percent.

Figure 2-6: Educational Attainment, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

Figure 2-7: Household Income, 2008-2012



Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

METHODOLOGY

Sources: Data was obtained from the U.S. Census Bureau. For 2000 data, the 2000 Decennial Census was utilized. For the most recent data available, the 2008-2012 American Community Survey (ACS) was used. Due to the size of the geography, ACS estimates are five-year averages.

Geographies: An aggregation of Census tracts were used as a proxy for the City of Brookhaven. In 2000, these tracts were: 211, 212.02, 212.09, 214.01, 214.03, 214.05, and 214.06. In 2010, some of these tracts were divided, and this geography is now composed of 12 tracts: 211.01, 211.02, 212.02, 212.09, 214.05, 214.11, 214.12, 214.13, 214.14, 214.15, 214.16, and 214.17.

The Atlanta metro refers to the Atlanta-Sandy Springs-Marietta, Georgia Metropolitan Statistical Area, as defined by the December 2009 Office of Management and Budget Bulletin.

2.5. HOUSING

WHY IT MATTERS

The mix of types as well as age, condition, and cost of housing within a community play a dominant role in the people who live in and comprise a community. A well-maintained single family housing supply can create stability and be an incentive for locating businesses, attracting families, and growing good schools. Having an appropriate mix of rental and multi-family units can help ensure diversity in the community and help attract young professionals and new-comers to the area while also helping attract and support a greater diversity of businesses and commercial developments, including live/work/play activity centers. As the millennial population grows along with the diversity of our population, having a balanced mix of housing types and price points is critical. The Comprehensive Plan considers ways to encourage the desirable mix and ensure safe, accessible housing units within the city over the long-term.

OVERALL CHARACTERISTICS

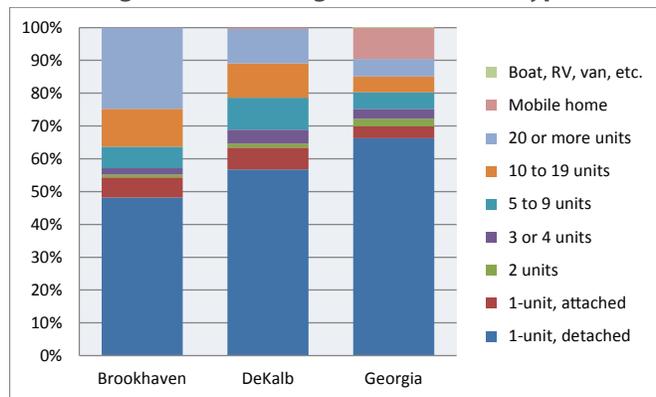
The City of Brookhaven is dominated by residential uses. In fact, residential uses make up an estimated 72 percent of the city’s overall land uses. The number of housing units in the city was estimated at 22,154 units (2010 Decennial Census, block counts).

Brookhaven has a variety of single family and multi-family units. Single family homes are pervasive throughout the community, particularly in areas north of the Buford Highway corridor. Brookhaven has an estimated 126 single family residential neighborhoods and 66 apartment complexes. Compared to DeKalb County and the State of Georgia, Brookhaven has a notably higher percentage of multi-family units: roughly 45 percent of the residential housing stock, compared to 35 percent in DeKalb and 18 percent in Georgia. Multi-family residences predominate along major corridors, including Buford Highway and increasingly along Peachtree Road, Dresden Road, and Johnson Ferry Road, increasingly in the form of mixed use development. The City is currently completing an analysis of its apartment stock to ensure safe living environment that meet the Life Safety Code (completion expected late 2014).

OCCUPANCY

The city has a low housing vacancy rate (7.6 percent) compared to the County 10.9 percent) and the Georgia (12.3 percent), per the 2010 Census. The low vacancy rate is likely, in part, a reflection of Brookhaven’s strategic location in the metro area, in close proximity to many jobs and major employment centers in Sandy

Figure 2-8: Housing Units Structure Type



Source: 2008-2012 American Community Survey 5-Year Estimates (Brookhaven Census Tracts)

Springs (Medical Center), Dunwoody (Perimeter Center), and Atlanta (Buckhead and nearby Midtown). An estimated 49 percent of Brookhaven’s occupied housing units are owner-occupied, compared to a 56.9 percent owner occupancy rate in DeKalb County and 65.7 percent occupancy rate in the State of Georgia.

AGE

Most of the single family housing stock in Brookhaven was built in the 1960s or later; however, the City has a sizable supply of housing units that could be considered historic (50 years or older, with no substantial changes). Most notable among these historic units is the Historic Brookhaven neighborhood, located just north of Peachtree Street, south of the Brookhaven MARTA station; it is listed as a historic district on the National Register of Historic Places. Infill housing, the building

of new housing within established neighborhoods, is a dominant trend in Brookhaven. Infill housing plays a notable role in the neighborhoods in around Peachtree Road in particular, as is documented in the Year Housing Built map, see Appendix A.2.

COST OF HOUSING

The cost of single family housing in Brookhaven is relatively high: Over 70 percent of owner occupied housing units in Brookhaven are valued at \$300,000 or more; this is noticeably higher than average costs in DeKalb County and the State of Georgia. An estimated 40 percent of renters in Brookhaven are paying more than 30 percent of household incoming on housing which is approximately 10 percent higher than is recommended by the U.S. Housing and Urban Development Department.

SPECIAL NEEDS HOUSING

Special needs housing considers whether there are options that can accomodate elderly, disabled, and cost burdened households. The DeKalb County Consolidated Plan addresses special needs housing for the entire county, including Brookhaven, and helps coordinate federal funds to further identified needs.

KEY FINDINGS

- Brookhaven has a large diversity in its housing types, although this is not balanced throughout the community.
- The city’s strategic location will likely continue to place high demand on the city’s housing supply.
- Infill single family housing will continue to have an impact on the character of neighborhoods and may require additional attention, particularly as it relates to the City’s zoning and development policies to ensure compatibility.
- Multi-family housing can continue to play an important role in creating lively, activity nodes like Town Brookhaven, development along Dresden Drive, and Perimeter Summit at I-285 and Ashford Dunwoody Road.
- Ensuring a safe supply of accessible and affordable housing should be considered in the City’s long term plan.
- The City should continue to communicate with DeKalb County to address special housing needs in the community.



Multi-family housing along Buford Highway



Established single family housing



Residential units above commercial uses along Dresden Drive

2.6. TRANSPORTATION

NOTE: This subsection was written and developed by Gresham, Smith and Partners to highlight the key findings and outcomes of the concurrent City of Brookhaven Comprehensive Transportation Plan.

The City of Brookhaven launched the development of its first city-wide multimodal transportation plan in early 2014. This section will describe the roadway, transit, bicycle, pedestrian, railroad, trucking, port, and airport systems serving the City. It will also highlight the major mobility issues, such as congestion, connectivity, and other challenges being addressed by the Comprehensive Transportation Plan (CTP). Finally, the City’s focus on coordinated transportation and land use development is also described in this section.

ROAD NETWORK

Roads are classified by the federal government (US Department of Transportation) and State Departments of Transportation (DOTs) according to the transportation function they provide to the community. The City of Brookhaven has a total of approximately 149 miles of roadways grouped into four distinct roadway classifications: local roadways, collector roads, minor arterials, and major arterials. These are shown in Figure 2-9.

The majority of roads in the City (about 122 miles), or 82 percent of all roads, are local roads. Local roads are designed to provide access to homes, schools, and other community facilities with little to no through-traffic. In Brookhaven, local roads are primarily located in residential areas.

Collector roads are designed to connect households and neighborhoods to arterial roads, typically at higher speed than local roads. In Brookhaven, there are about 8.6 miles of collector roads. These roads link residential communities to land use activities such as schools, parks, churches, and limited office and retail areas. In Brookhaven, collector roads include portions of Briarwood Road; Donaldson Drive; Evergreen Drive; Harts Mill Road; Lake Hearn Drive; Lenox Park Boulevard; Mill Creek Road; Osborne Road; Perimeter Summit Boulevard; and Windsor Parkway.

Arterials are usually multi-laned roadways designed to transport vehicles at greater speeds for longer, uninterrupted distances. In Brookhaven, arterials make up just 12.2 percent of total roadway mileage (total of 18.2 miles) but serve significant traffic volume, both for trips that originate in Brookhaven and those that cross through the region. Brookhaven’s arterials transport people along primary office,

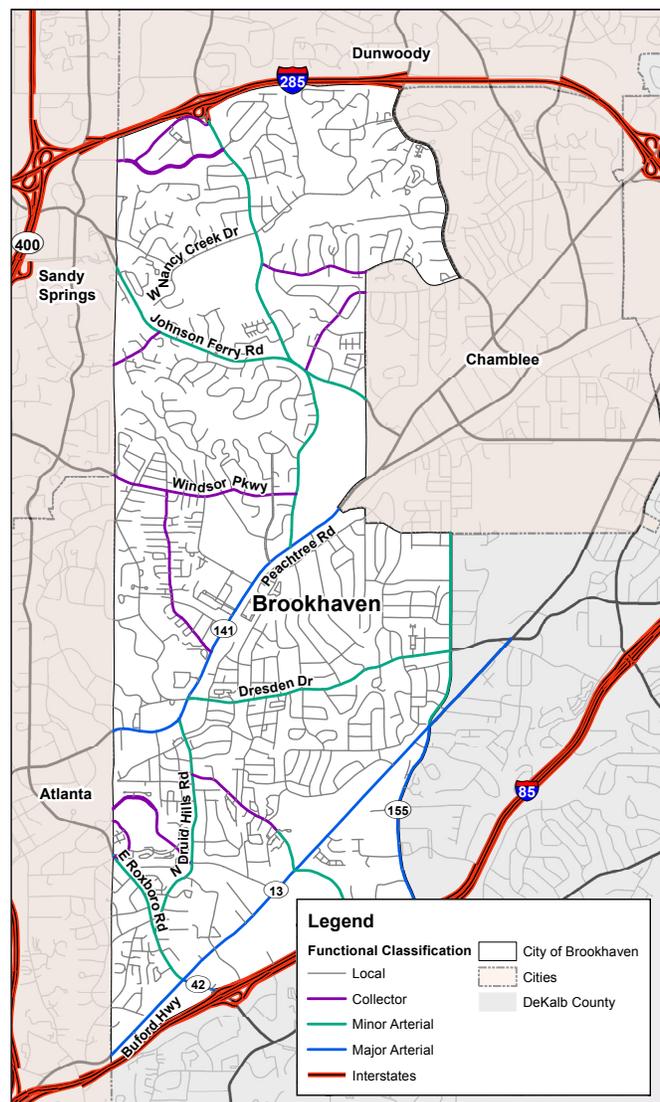


Figure 2-9: Functional Classification

Source: Gresham, Smith, and Partners

commercial, and mixed use corridors. Some arterials also traverse or serve as boundaries for residential areas, serving as links between homes and more intense land uses.

Minor arterials serve through-traffic but limited direct access to adjacent land uses. Posted speed limits along minor arterials are typically greater than those along collector roads. There are approximately 11.5 miles of minor arterials in Brookhaven. These include Ashford Dunwoody Road; portions of Briarwood Road; portions of Clairmont Road; Dresden Drive; E. Roxboro Road; Johnson Ferry Road; portions of N. Druid Hills Road; and S. Johnson Ferry Road.

In Brookhaven, there are approximately 6.7 miles of major arterials. These include Buford Highway, portions of Clairmont Road, portions of N. Druid Hills Road, and Peachtree Road. Posted speed limits along major arterials are typically greater than those along minor arterials. Conventionally, major arterials provide very limited access to adjacent land uses. In urban areas, however, major arterials provide access to more land uses than in urban areas. This is the case along portions of each major arterial in Brookhaven.

Major and minor arterials are designed to serve trips within Brookhaven as well as cross-regional traffic. In the north, Ashford Dunwoody Road connects to I-285 at an interchange along the city’s northern boundary. This artery connects Brookhaven to a major regional activity center, the Perimeter Center, the second largest employment center in Metro Atlanta. Similarly, in the south, North Druid Hills Road and Clairmont Road receive traffic from and distribute traffic to I-85 (the City’s southern boundary) via two interchanges. Arterials such as Johnson Ferry Road, Windsor Parkway, Dresden Drive, and Buford Highway connect Brookhaven to the Cities of Atlanta, Sandy Springs, Chamblee, and unincorporated DeKalb County.

TRAFFIC CONGESTION

Brookhaven is located in the heart of metropolitan Atlanta. The majority of land uses are comprised of residential uses (including single-family homes, condominiums, and apartments) that serve as the origin of many trips within the city. Brookhaven

residents travel both within the City and to adjacent areas for school, work, shopping, and other destinations. Brookhaven is also a major destination for people who live outside the city. Commercial and office uses line major arterials, such as Peachtree Road, Clairmont Road, North Druid Hills Road, and Buford Highway. Students from across North Georgia commute to Oglethorpe University located on Peachtree Road in the center of the city. Brookhaven sees a substantial amount of cross-regional traffic along these arterials as well. The intensity of land uses and attraction of those uses to people within and outside of the city has contributed to traffic congestion along Brookhaven’s roads.

Traffic congestion is measured according to “levels of service” (LOS). LOS A and B indicate free-flow traffic. At LOS C, traffic flow is stable with a level of comfort and convenience. At LOS D, speed and freedom to maneuver in traffic become more restrictive. LOS E indicates that a road is nearing traffic capacity; traffic flow is unstable, and comfort and convenience are poor. LOS F is assigned to roads with severe traffic congestion. Traffic is “stop and go” with long travel times. For an urban area, which will likely rarely see LOS A or B on major roadways, LOS D is considered an acceptable level of service.

At the present time, four corridors in Brookhaven have unacceptable LOS (E or F). These are W. Nancy Creek Drive between Ashford Dunwoody Road and the eastern city limit (LOS F); Ashford Dunwoody Road between I-285 and W. Nancy Creek Drive (LOS F); N. Druid Hills Road between Peachtree Road and E. Roxboro Road (LOS F); and E. Roxboro Road between N. Druid Hills Road and the western city limit (LOS F). Traffic projections indicate that congestion is predicted to worsen by the planning horizon year, 2040. The currently congested corridors will remain at LOS F. The remainder of Ashford-Dunwoody Road, from W. Nancy Creek Drive to Peachtree Road, will worsen to LOS F. Other arterials, including Peachtree Road, Perimeter Summit Boulevard, Johnson Ferry Road, and W. Nancy Creek Drive (west of Ashford Dunwoody Road) will see more traffic as well (LOS D). This is shown in Figures 2-10 and 2-11.

Traffic congestion at both signalized and non-signalized intersections is also an issue in Brookhaven.

This problem is primarily attributed to excess volume on the roadways. Input from the public indicates that poor signal timing may also be a culprit. Intersections become congested particularly in the morning rush hour (“AM peak hour”) and afternoon rush hour (“PM peak hour”). Currently, in the AM peak hour, just one intersection, Ashford Dunwoody Road at Perimeter Summit Parkway, operates at unacceptable LOS (LOS F). By 2040, several more intersections are expected to experience substantial traffic congestion. Perimeter Summit Parkway at Parkside Place will worsen from LOS D to LOS F. Johnson Ferry Road at Ashford Dunwoody Road will worsen from LOS C to LOS E. Buford Highway at Briarwood Road will worsen

from LOS C to LOS F, and Buford Highway at N. Druid Hills Road will worsen from LOS D to LOS F.

In the PM peak hour, three intersections currently operate at unacceptable levels of service: Ashford Dunwoody Road at Perimeter Summit Parkway (LOS F), Buford Highway at Briarwood Road (LOS F), and Buford Highway at Corporate Boulevard (LOS E). By 2040, these intersections will remain congested, and several more will reach unacceptable levels of service. These include Ashford Dunwoody Road at Ashford Green (LOS C to LOS E), Perimeter Summit Parkway at Parkside Place (LOS C to LOS E), and N. Druid Hills Road at Buford Highway (LOS D to LOS E). This is shown in Figures 2-12 through 2-19.

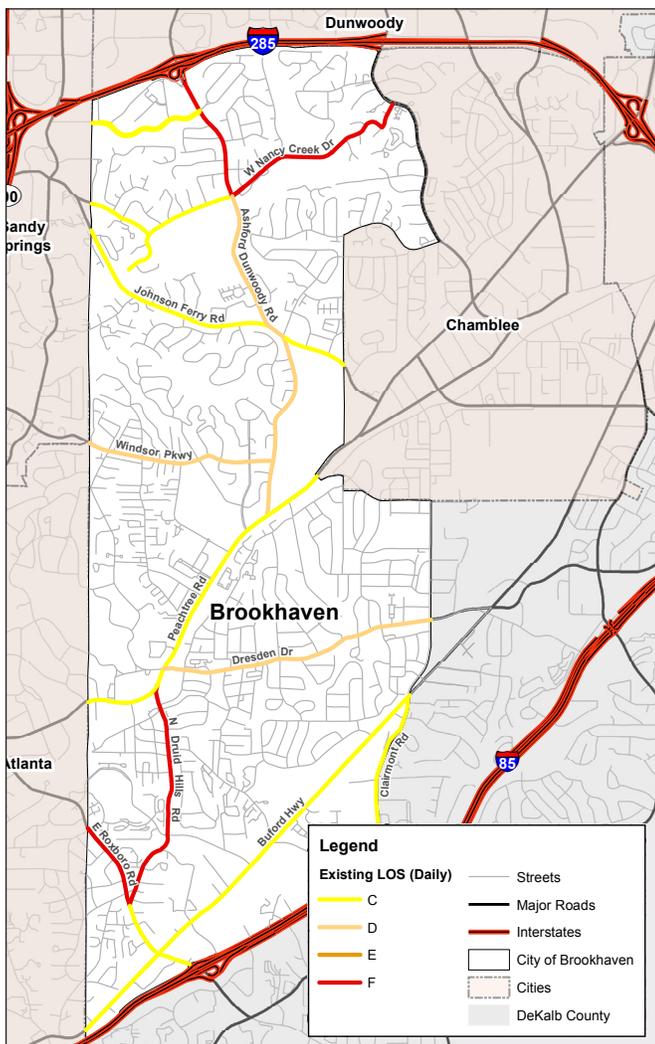


Figure 2-10: Existing Roadway LOS Map

Source: Gresham, Smith, and Partners

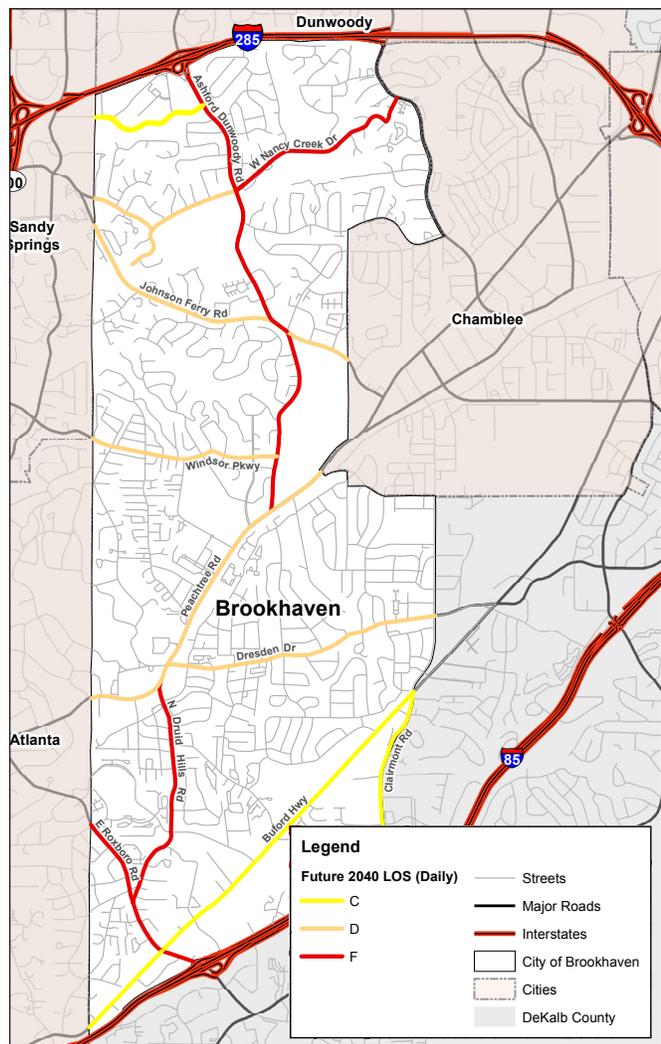


Figure 2-11: Future Roadway LOS Map

Source: Gresham, Smith, and Partners

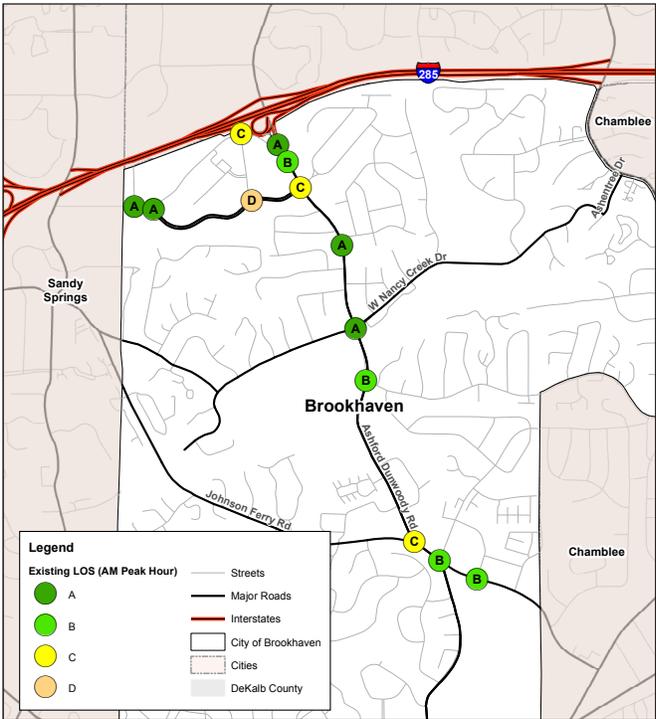


Figure 2-12: Existing AM LOS Map (Northern Brookhaven)
 Source: Gresham, Smith, and Partners

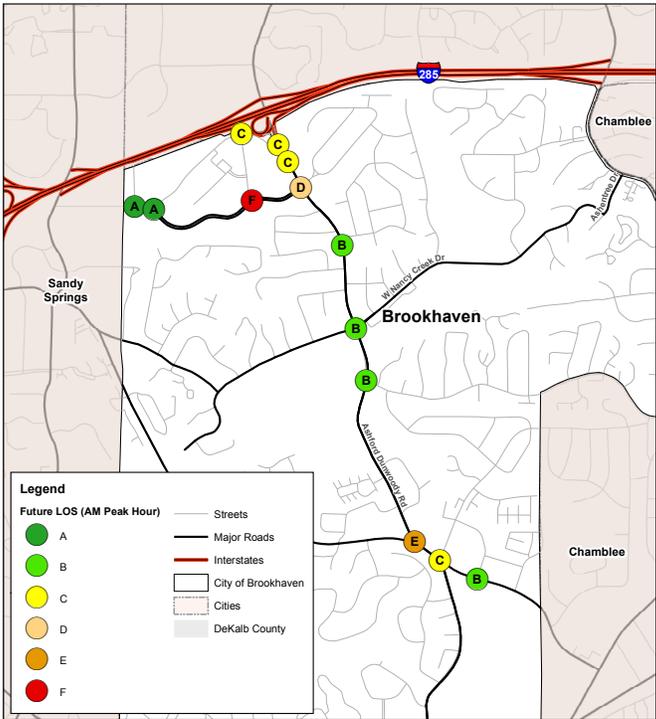


Figure 2-14: Future AM LOS Map (Northern Brookhaven)
 Source: Gresham, Smith, and Partners

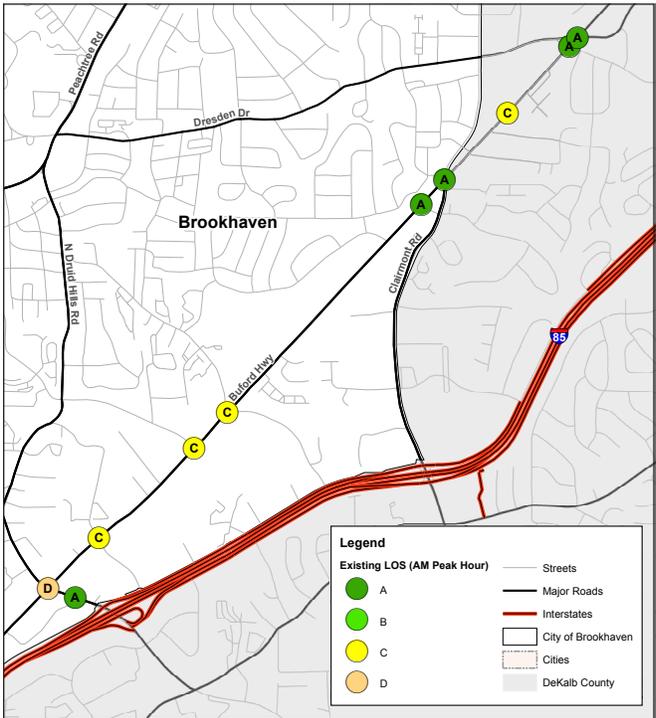


Figure 2-13: Existing AM LOS Map (Southern Brookhaven)
 Source: Gresham, Smith, and Partners

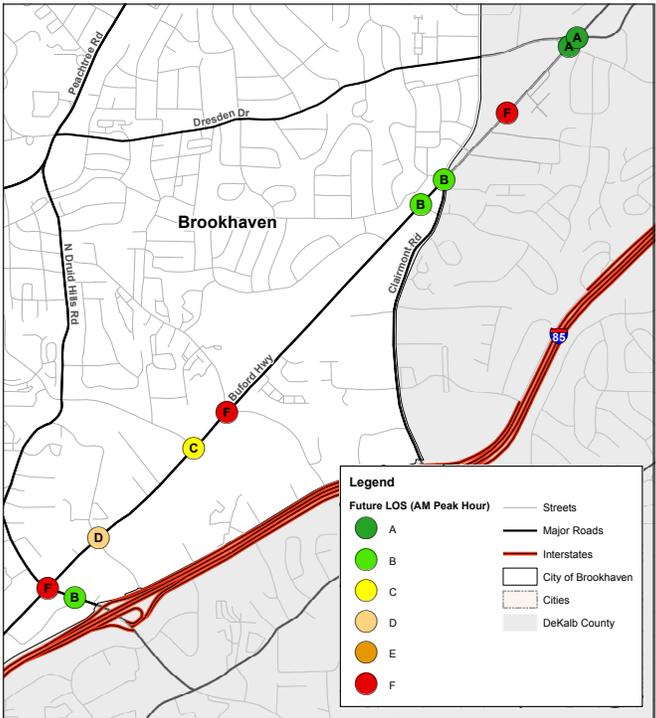


Figure 2-15: Future AM LOS Map (Southern Brookhaven)
 Source: Gresham, Smith, and Partners

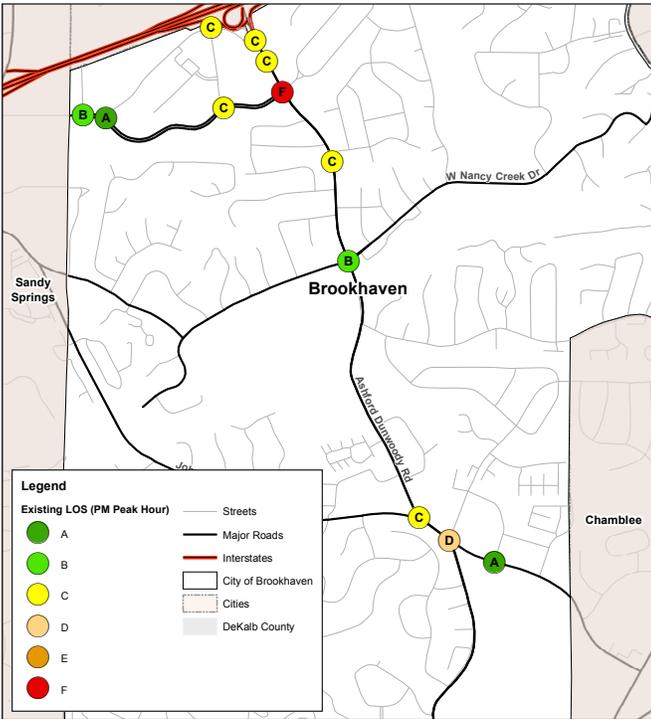


Figure 2-16: Existing PM LOS Map (Northern Brookhaven)
Source: Gresham, Smith, and Partners

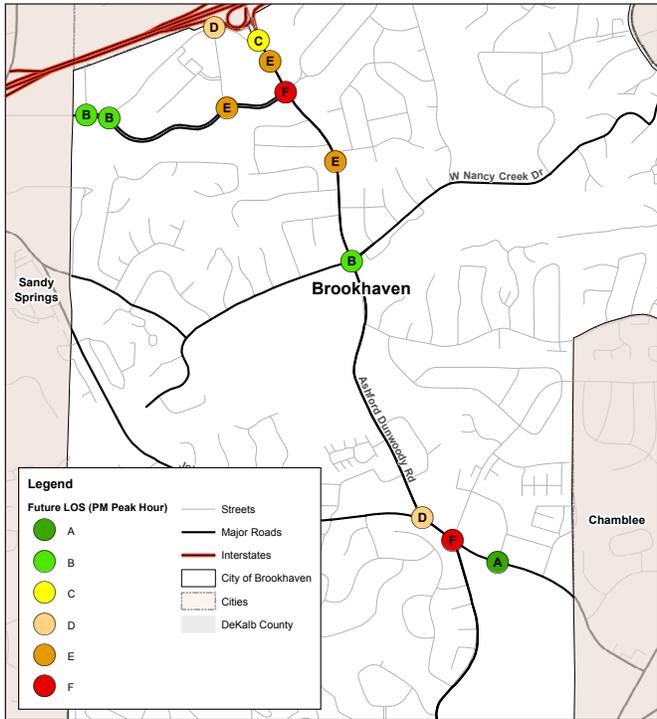


Figure 2-18: Future PM LOS Map (Northern Brookhaven)
Source: Gresham, Smith, and Partners

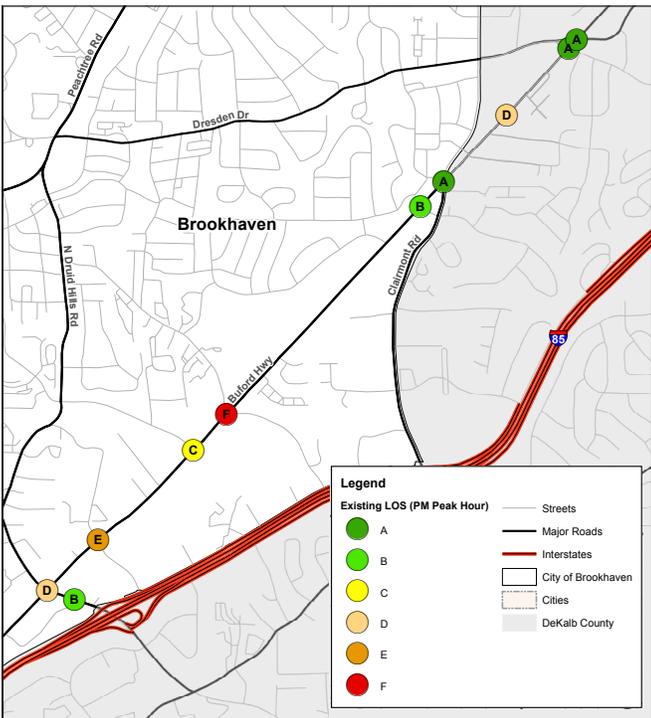


Figure 2-17: Existing PM LOS Map (Southern Brookhaven)
Source: Gresham, Smith, and Partners

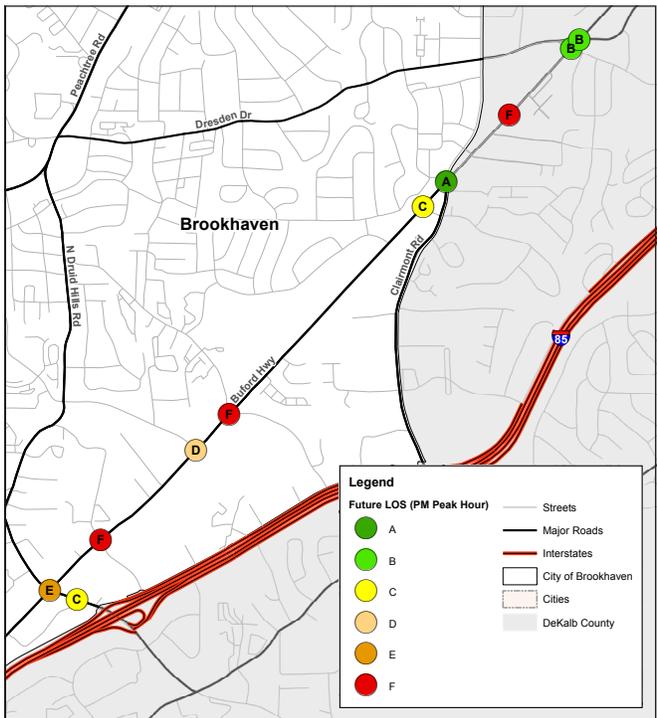


Figure 2-19: Future PM LOS Map (Southern Brookhaven)
Source: Gresham, Smith, and Partners

Traffic congestion also occurs when roads are being used outside of the scope of their functional classification. In Brookhaven, many local roads have seen increased cut-through traffic over the past several years, due to the City’s proximity to Perimeter Center and nearby communities, such as Dunwoody and Sandy Springs. W. Nancy Creek Drive, for instance, is classified as a local road. It crosses through residential areas and provides a connection to the popular Murphey Candler Park. The road is also used by many people to cross between Sandy Springs and I-285, particular during the morning and afternoon commute times. The cut-through traffic has contributed to worsening traffic congestion and also poses a safety concern for those who are walking or biking along the road. In recent years, the increase in infill development within the City and in adjacent jurisdictions is causing traffic volumes to rise as new households and commercial uses come on line.

ALTERNATIVE MODES OF TRANSPORTATION

Brookhaven has public transit available for those who do not have personal vehicles or do not wish to travel in a personal vehicle. The Metropolitan Atlanta Rapid Transit Authority (MARTA) operates rail and bus service in the city. Five bus routes, routes 8, 19, 25, 39, and 47, travel through Brookhaven, with 171 bus stops within the City. Brookhaven also has a MARTA rail station, the Brookhaven Station, located at the intersection of Peachtree Road and Dresden Drive. The station is located along MARTA’s Gold Line and connects Brookhaven to Buckhead, Midtown and Downtown Atlanta, and the airport to the south, and to Chamblee and Doraville to the north. Rail and bus transfers allow travelers to reach other areas of DeKalb and Fulton Counties as well as regional activity centers, including the Perimeter area and Downtown Decatur.

In addition to MARTA, the BUC Shuttle, operated by the Buckhead Community Improvement District (CID), has bus service within Brookhaven. The BUC’s Red Line serves Lenox Park, including three stops in the AT&T complex. The Georgia Regional Transportation Authority (GRTA) also operates an Xpress Bus that travels along I-85 at the City’s eastern border. The bus does not stop within Brookhaven, but brings commuters from outlying communities in DeKalb and Gwinnett Counties to job centers in the Lindbergh Station, Midtown, and Downtown Atlanta areas. Public transit service in Brookhaven is shown in Figure 2-20.

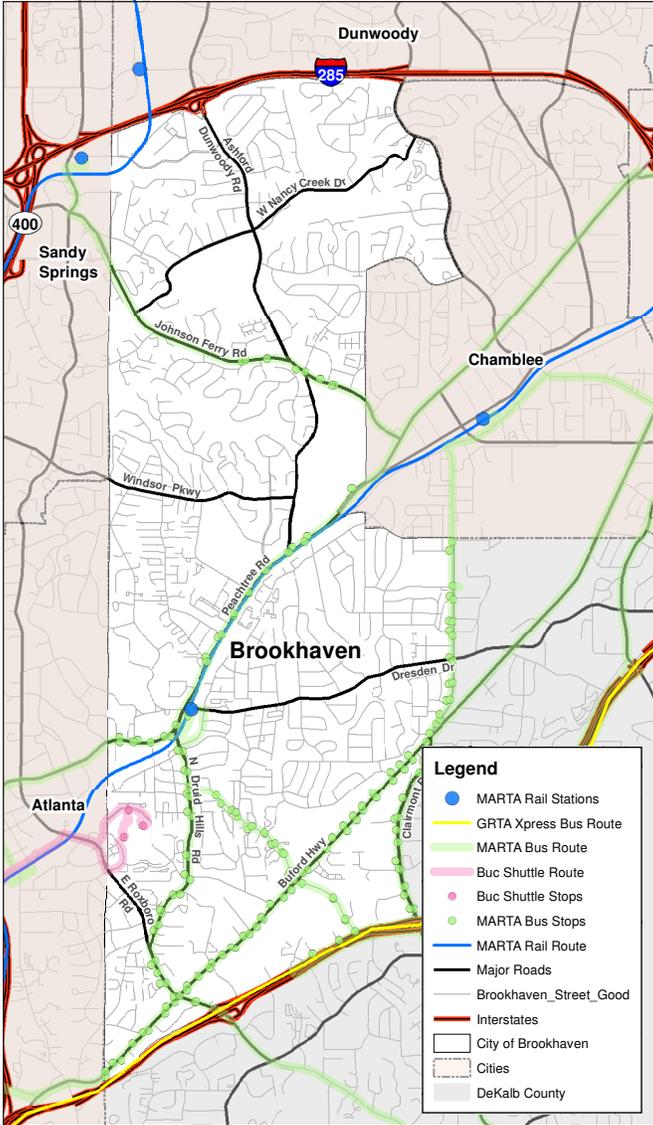


Figure 2-20: Public Transit in Brookhaven Map

Source: Gresham, Smith, and Partners

There is a gap in bus service for thousands of Brookhaven residents who live along Ashford-Dunwoody Road, Windsor Parkway, Dresden Drive, and other main thoroughfares near residential areas. The Ashford- Dunwoody Road corridor, in particular, is just a few miles away from the Perimeter Center area where there is a substantial concentration of jobs and an increasing number of housing units, restaurants, shopping, and other uses. Brookhaven residents would benefit from expanded bus coverage that could transport people to the Perimeter Center area, as well as to the Perimeter and Brookhaven MARTA rail stations.

There are few transportation alternatives available for recreational users. The City has limited facilities suitable for bicyclists, especially families. The main biking facility is Nancy Creek Trail in northern Brookhaven, which connects Murphey Candler Park to Blackburn Park and Johnson Ferry Estates. The trail begins at the southern end of Murphey Candler Lake and ends at Ashton Woods Retirement Center on Durden Drive. Destinations along the trail include the Marist School, Dunwoody YMCA, and the tennis center and soccer fields at Blackburn Park.

Sidewalk coverage within the City is more extensive than trail coverage. However, there is a notable lack of sidewalks in many residential areas. The exceptions are the Cambridge Park neighborhood off of Johnson Ferry Road; Ashford Park near Ashford Park Elementary School; around the Capital City Country Club; and scattered in residential areas near Briarwood Road, Dresden Drive, and E. Roxboro Road. Each of the major and minor arterials in Brookhaven have sidewalks on at least one side of the road. Peachtree Road has the widest sidewalk in the City, ranging from seven (7) to nine (9) feet in width. Buford Highway, which runs diagonally through the southern part of the City has become a pedestrian safety concern due to the large number of lower-income and minority families living in housing located along the roadway. The separation of housing units from key land uses, such as a grocery store, ethnic restaurants, family businesses, medical facilities, and other important sites forces the crossing of Buford Highway which is seven lanes wide in some locations. The Georgia Department of Transportation (GDOT), DeKalb County, and the City of Brookhaven are partnering in making some pedestrian safety-related improvements along Buford Highway, such as refuge islands in the roadway median and future crosswalks. It is anticipated that future pedestrian- and transit-related improvements will be needed in the future in this important corridor. Sidewalks in Brookhaven are shown in Figure 2-21.

There are no major ports, airports, or parking facilities located in the City of Brookhaven, although the Peachtree-DeKalb Airport is located nearby and roadway access to this facility is important and will be addressed in the City’s final CTP. The complete CTP document was adopted by the City Council on September 9, 2014.

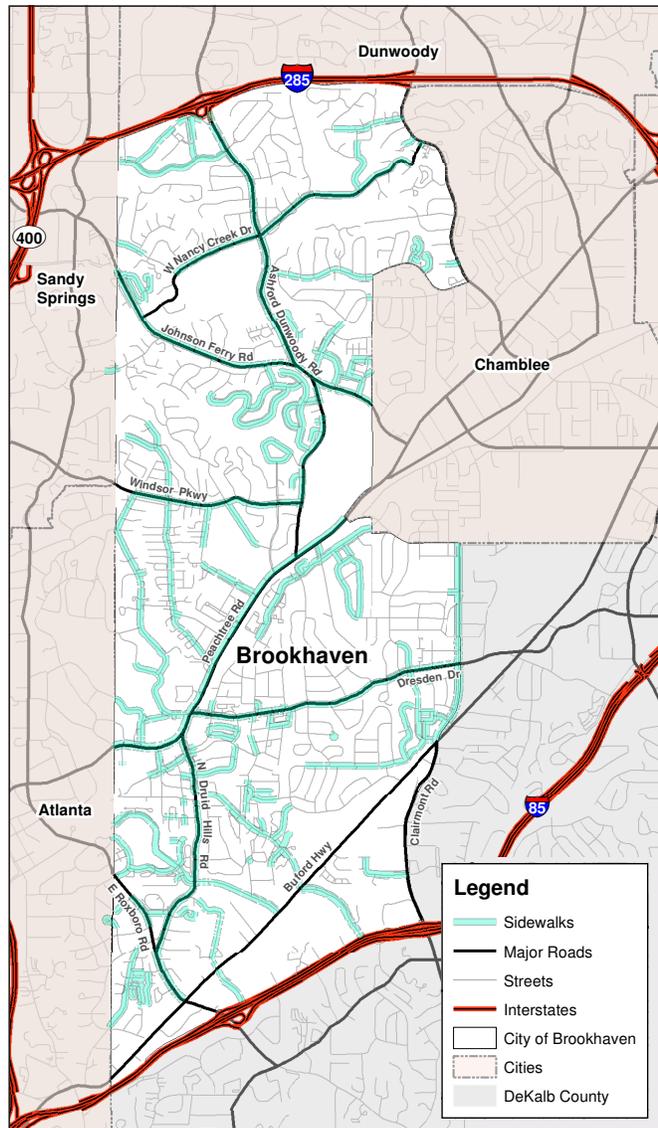


Figure 2-21: Sidewalks in Brookhaven Map

Source: Gresham, Smith, and Partners