

2

Existing  
Conditions  
Analysis

## 2.1 Review of Previously Completed Plans

The Peachtree Creek Greenway Master Plan builds off of a number of previous planning efforts. To provide a foundation for the development of the plan, the following documents were reviewed:

- DeKalb’s Greenway Trails: A Master Plan for Multi-Use Trails in DeKalb County, Georgia (2000)
- City of Brookhaven Comprehensive Plan 2034 (2014)
- City of Brookhaven Comprehensive Transportation Plan (2014)
- City of Brookhaven Comprehensive Parks and Recreation Master Plan (2014)
- Buford Highway Improvement Plan and Economic Development Strategy (2014)

Following are relevant findings from these documents.

### DeKalb’s Greenway Trails: A Master Plan for Multi-Use Trails in DeKalb County, Georgia (PATH Foundation, January 2000)

The vision for the 12.3 mile-North Fork Peachtree Creek Trail, intended to link the Atlanta trail system to Mercer University, Doraville and the Henderson Mill area, takes advantage of sewer line easements within the banks of the North Fork of Peachtree Creek as well as an overhead power line right-of-way paralleling the creek on the north side of I-85 for the trail’s primary alignment. The trail is envisioned to offer respite from the surrounding densely developed urban area - “a cool, peaceful retreat from busy streets and automobiles” (21). Noting that the trail would provide long, uninterrupted rides for bicyclists, the report recognizes the trail’s potential to “funnel commuters into Atlanta and DeKalb employment centers” (22).

The document states that the portion of the trail adjacent to the creek must be designed to withstand periods of flooding, which will entail higher maintenance costs due to clean ups necessary after high water events. Additional obstacles to implementation are listed as environmental concerns, adjacent property owners and high cost.

### City of Brookhaven Comprehensive Plan 2034 (Jacobs, 2014)

The City of Brookhaven’s Comprehensive Plan is comprised of various topical chapters that guide the growth and development of the City. Following are findings from specific chapters found to be relevant to the Peachtree Creek Greenway Master Plan.

#### Demographics

The Comprehensive Plan reports the following in terms of Brookhaven’s demographic profile:

- Brookhaven’s population in 2012 was 48,583.
- The city has a high proportion of young singles and young families without children – the average household size is 2.3, compared to metro Atlanta’s average of 2.74 and a state average of 2.7. Those who can be characterized as “young professionals” – aged 25 to 34 – make up 25.8% of the population, comparatively more than Atlanta can claim (14.5%) or the state (13.7%). Older residents nearing retirement (aged 55 to 64) comprise 14.5% of the population. Children aged 0-17 make up 19.6% of the population, compared to 26.3% in the metro area and 25.6% statewide.
- Brookhaven is less diverse than the Atlanta metro area and state, with 57.6% of residents being non-Hispanic White (compared to 50.8% in the metro area and 55.8% statewide). Approximately 11.5% of the population is Black (compared to 32.4% and 30.6% in

the Atlanta area and state, respectively). Brookhaven has a proportionally larger Asian population, however (5% versus 4.9% in Atlanta and 3.3 % in the state), as well as a proportionally larger Hispanic population (24.5% in Brookhaven versus 10.3% in Atlanta and 8.8% statewide).

- Brookhaven’s population is relatively well-educated. 58% of the city’s adults over the age of 25 hold a Bachelor’s degree (compared to 34.9% in the Atlanta metro area and 27.8% statewide).
- Linked to education is household income. It follows that over a third of all households (34.5%) had incomes over \$100,000 in 2012, compared to one quarter of Atlanta households and 20% of households statewide. However, 20.2% of households in Brookhaven were making under \$25,000 a year, on par with the metro Atlanta average.
- Brookhaven residents appear to have shorter commutes than most Atlantans, with only 37.6% spending more than 30 minutes traveling to work, compared to 48.3% of metro Atlanta workers. More Brookhaven residents (10.9%) use public transportation to get to work (as compared to 3.2% in Atlanta), likely due in part to Brookhaven’s MARTA access.

#### Parks + Recreation

The city’s 14 parks, largely located in the northern half of the city, are operated by its Parks and Recreation Department. While the Comprehensive Plan primarily defers to the separate Parks and Recreation Plan for a description of existing conditions and future needs (see below for summary), it does list one priority parks-related goal to be pursued by the City within the plan’s 20-year horizon which speaks directly to the aim of this master plan:

*the need to leverage the city’s creek system for greater access by the community, while protecting its long-term health and viability.*

Peachtree Creek (as well as Nancy Creek) is identified as one of the city’s most cherished natural resources. The Comprehensive Plan states that it should be made more accessible via trails, while also ensuring its health is improved and sustained through the imposition of necessary protections.

#### Transportation

While 82% of Brookhaven’s roads are local roads (designed to provide access to homes, schools and other community facilities with little or no through-traffic), Peachtree Creek Greenway is sandwiched between Buford Highway (a major arterial, with higher posted speeds and limited access to adjacent land uses, serving the city as well as the region) and I-85, posing connection and access challenges. Another major arterial, Clairmont Road, further complicates access, clipping the northern portion of the North Fork of Peachtree Creek. Two minor arterials (serving through-traffic and also with relatively high posted speeds and limited access to adjacent land uses) – North Druid Hills Road and Briarwood Road – also cross the creek and proposed greenway. Bus service dots these major roadways, however, allowing people from other parts of Brookhaven as well as Atlanta access to the area.

Few transportation alternatives exist for recreational users. As echoed in other sections of the Comprehensive Plan, there is a desire and need for more options.

For information regarding traffic, see the Corridor Evaluation section below.

### Land Use + Future Land Use

The Comprehensive Plan discusses both broad land use policies, trends and goals as well as specific conditions and recommendations for the city's 13 different Character Areas (such as the Buford Highway Corridor, which contains North Fork Peachtree Creek). The description below focuses on the former, while the latter is addressed in the Corridor Evaluation section below.

While Brookhaven is comprised primarily of single-family residential land use (representing 59.3% of the total land area), apartment complexes predominate the Buford Highway corridor adjacent to the proposed Peachtree Creek Greenway. Buford Highway is also one of the city's main retail corridors. The Comprehensive Plan recognizes significant redevelopment potential there, pinpointing several parcels along the corridor as priority redevelopment sites.

The development of the Peachtree Creek Greenway would address several needs related to land use identified in the plan. One such need is to further develop Brookhaven as a walkable and bikeable community in an effort to help preserve quality of life as well as curb traffic congestion as the city grows. Another need is to further encourage food health and exercise in the community through supportive infrastructure and design. The plan discusses the importance of ensuring access to park space within reasonable distances of residential areas to help accomplish this goal, as well as creating means for increased walking and biking as a viable alternative for short trips. Finally, the plan identifies the need for more mixed-use development in appropriate locations – including the Buford Highway Corridor - to encourage the continuing development of a live-work-play community. The construction of supportive green infrastructure like the Peachtree Creek Greenway would play a role in accomplishing this goal in the area.

### City of Brookhaven Comprehensive Transportation Plan (Gresham, Smith and Partners, September 2014)

The City of Brookhaven's Comprehensive Transportation Plan was reviewed within the purview of bikeways and trail guidance. Few trails currently exist in the City of Brookhaven. However, the CTP states that the community has expressed a great deal of interest on developing new and improved facilities for pedestrians and cyclists. The need is especially acute for residents living in affordable, multi-family housing units, many of whom do not own cars and are transit-dependent.

Due to the strong desire among Brookhaven's residents to augment its walking, biking and trail opportunities, the development of a detailed Citywide Active Transportation Plan is recommended as a high priority.

Traffic information, also discussed in the CTP, is described below in the Corridor Evaluations section.

### City of Brookhaven Comprehensive Parks and Recreation Master Plan 2014 (Lose & Associates, Inc., 2014)

The City of Brookhaven Parks and Recreation Master Plan highlights concerns and desires of community members garnered from staff interviews, citizen workshops, a citizen survey and open house conducted April through June 2014. A top need identified is the provision of more paved trails for running, walking and biking throughout the city. A recommendation therefore follows to create a greenway system in both north-south and east-west directions to connect to local neighborhoods and parks as well as regional trail systems. The safety of users is described as a priority going forward with the development of such trails and greenways, recommending careful design of intersections and grade separation where possible, and the allowance of 14 feet for paths to allow for the

easy flow of multiple kinds of users. The importance of conservation was also touched on, and the removal of invasive species when present is recommended as is the creation of green density bonuses within the land use code to encourage creation of public open space.

### Buford Highway Improvement Plan and Economic Development Strategy (The Jaeger Company, 2014)

A significant portion of Peachtree Creek Greenway runs roughly parallel to (and at times crosses) Buford Highway within the Brookhaven city limits, located at various points behind strip shopping centers, multi-family housing and commercial properties. As such, it also serves as a boundary between this higher-intensity development and single family homes in the Pine Hills neighborhood.

The Peachtree Creek Greenway would provide critical connectivity between redevelopment parcels proposed in the report. The report states that where ownership issues and/or environmental constraints might make trail construction difficult, the greenway could be located adjacent to Buford Highway itself. Figure 2.1a shows the greenway location in relation to Buford Highway and the proposed development parcels (including commercial, hotel, residential, mixed-use residential and open space) along the route of the trail.

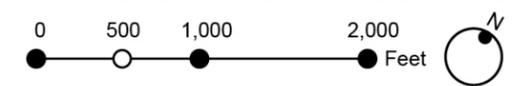
One of the key recommendations of the study was to address affordable housing along the corridor amidst these redevelopment opportunities. The community strongly desires to maintain the housing diversity in the area, and as such, the study proposes to retain one-for-one affordable housing wherever older units are being replaced or improved. The phasing of the construction of this housing is also being considered, with an aim to have replacement affordable housing ready and relocations complete before the demolition of property begins. The Peachtree Creek Greenway Master Plan recognizes these efforts and has been devised within this context.

### Relevance of Previously Completed Plans to Peachtree Creek Greenway Master Plan

Based on the review of previously completed plans, following are findings that are relevant to the Peachtree Creek Greenway Master Plan.

- The PATH vision for the North Fork Peachtree Creek Trail established the initial framework for the development of the larger trail system, of which the Peachtree Creek Greenway is a part. It recognizes the potential use of sewer line easements and power line rights-of-way for the creation of the trail.
- Brookhaven's population is relatively young, single, and upwardly mobile. However, the proportion of children is smaller than that of the Atlanta or statewide population. Programming for the Peachtree Creek Greenway can be designed to reflect the needs of these population groups, bearing in mind changes in its makeup require the need to future-proof plans as well.
- The Comprehensive Plan clearly supports the intentions of this Master Plan by identifying the Peachtree Creek as one of the city's most valued resources, and recommends its protection as well as the development of a series of trails to access it.
- Major roads, including Buford Highway, Clairmont Road, North Druid Hills Road and Briarwood Road, hem in and cross the Peachtree Creek, making access to the proposed greenway a challenge. Bus service offered along these major roadways allows residents from Brookhaven and beyond a means to visit the proposed greenway, however.
- The Comprehensive Plan identifies Buford Highway as ripe for redevelopment, particularly mixed-use. The plan also identifies the need for more walking and cycling opportunities in the city, and reasonable park access to all residents.
- Few trails currently exist in Brookhaven although there is strong community support for their improvement and development. The CTP recommends the development of a detailed Citywide Active Transportation Plan to help realize this desire.
- The Parks and Recreation Master Plan identifies the development of greenways and trails within a larger network of pedestrian and bicycle corridors as a high priority for the city.
- The Buford Highway Redevelopment Plan supports the development of the Peachtree Creek Greenway and details the significant development potential along the length of the trail. This master plan recognizes and honors the plan's intentions to replace affordable housing one-for-one along the corridor and takes into consideration relevant phasing implications necessary to relocate people ahead of property demolition.

Figure 2.1a - Buford Highway Improvement Plan and Economic Development Strategy Framework



## 2.2 Corridor Evaluation

Evaluating Peachtree Creek began by analyzing various aspects of the corridor. These included:

- Corridor Setting
- Topography
- Water Quality and Floodplain

- Vegetation
- Urban Design Framework
- Traffic
- Land Assembly

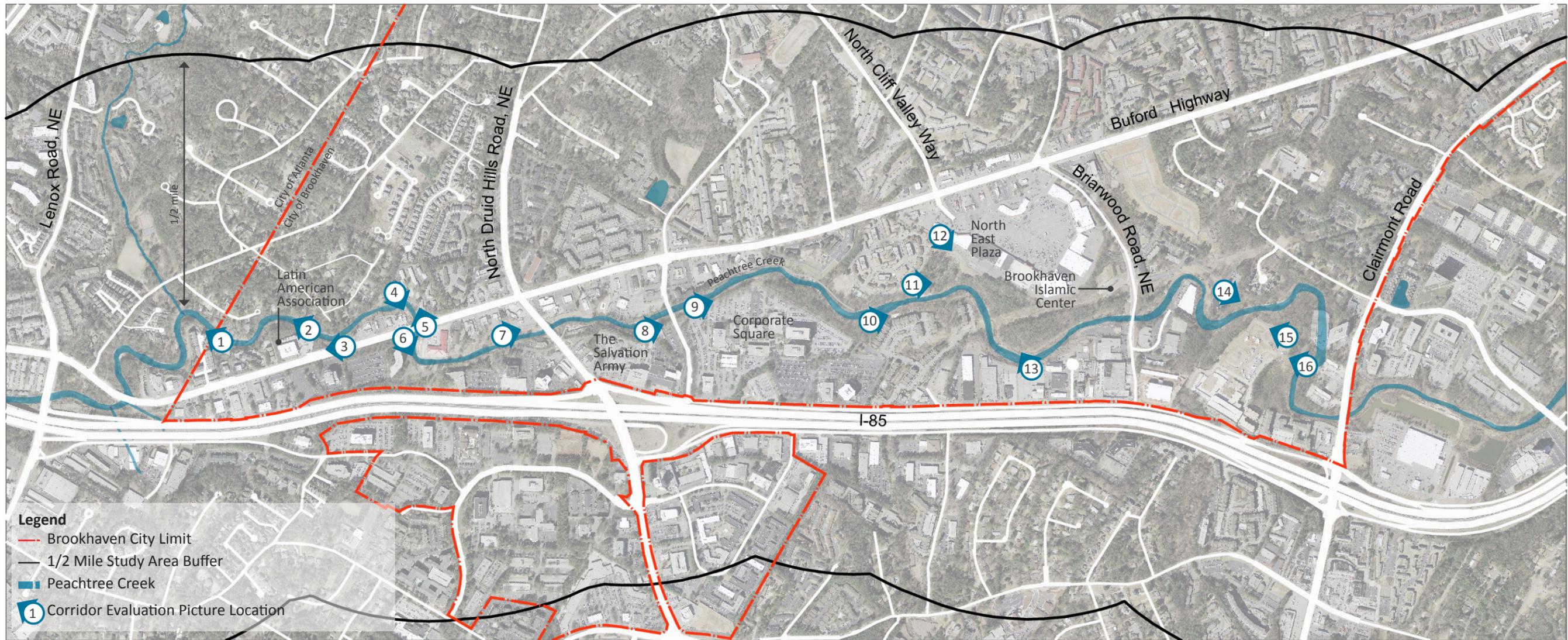
Following is a description of these aspects.

### Corridor Setting

Peachtree Creek is acknowledged as one of Brookhaven’s most undervalued assets. Featuring natural beauty as well as prime redevelopment potential, it has the capacity to be transformed into a showpiece greenway for not only Brookhaven but the wider Atlanta area as well.

The Peachtree Creek Greenway, proposed to take advantage of sewer and power line easements along the banks of the creek, spans 2.98 miles. When constructed, the trail will take about one to four hours to walk.

Figure 2.2a - Study Area + Site Evaluation



Along the route, the creek passes under Clairmont Road and follows and at times intersects Buford Highway, where much aging (and some new) strip development, apartment buildings and office complex parking lots back onto the waterway. Vegetation overgrowth and adjacent buildings

often obscure the creek even when viewed from bridges directly crossing it. The creek passes behind Northeast Plaza and multi-family and commercial developments south of the shopping center; travels under Corporate Boulevard; under North Druid Hills Road adjacent to the

Salvation Army Atlanta Temple Corps; and under Buford Highway itself near West Druid Hills Drive. Several institutions, including the Latin American Association, Salvation Army and Brookhaven Islamic Center, are located along its path. Untold opportunity exists to capitalize

on the many vacant or under used parcels adjacent to the creek/greenway to add to the uses (both active and passive) lining the path. Potential linkages to nearby amenities, such as existing schools and parks, likewise exist. The images below and on the following pages illustrate the current condition and setting of the corridor.









### Topography

Access to the greenway created along the banks of Peachtree Creek will be challenging due to its frequent steep slopes. Figure 2.2b below illustrates the natural terrain and elevations of the areas surrounding the Peachtree Creek Greenway. Each color represents a

different elevation range (from light to dark, low to high elevations, respectively). As illustrated by the graphic, the creek is the lowest point on the corridor. The creek created a deep valley incised from the landscape.

Figure 2.2b - Natural Terrain and Elevation

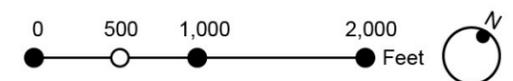
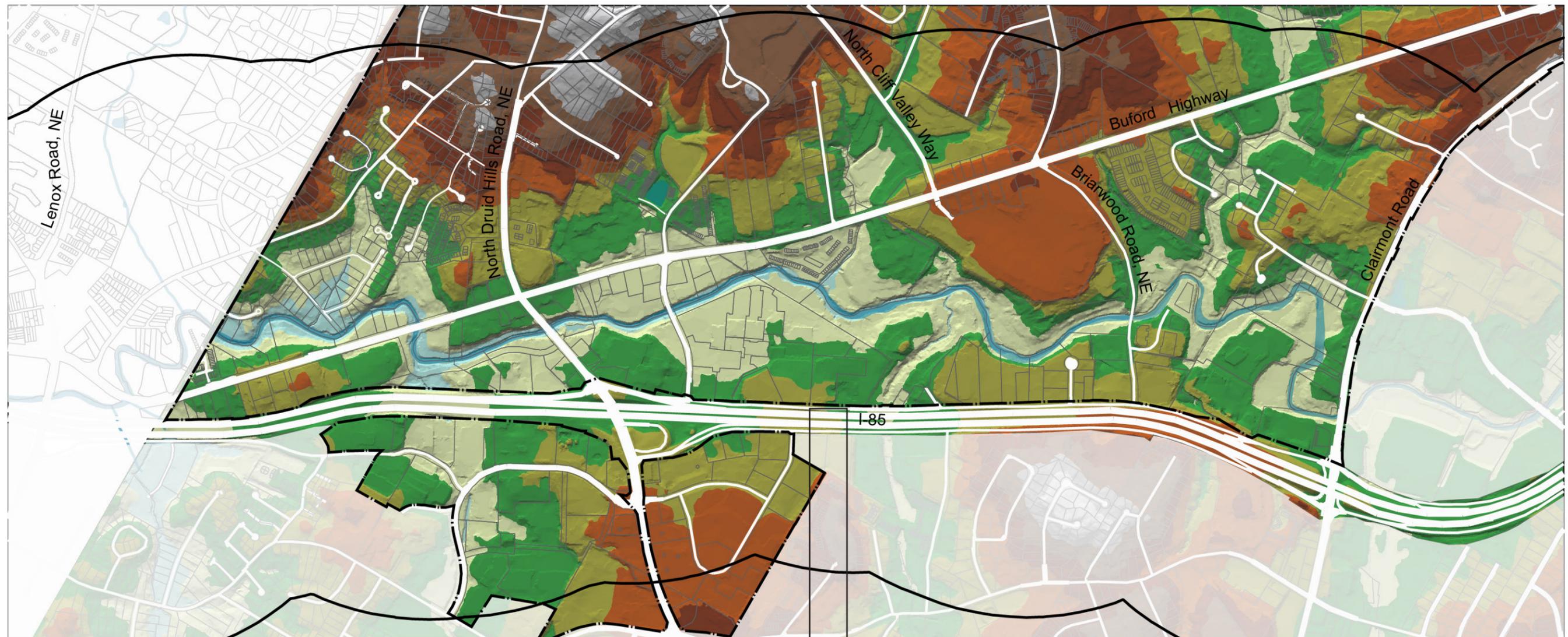
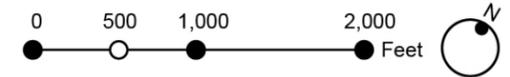
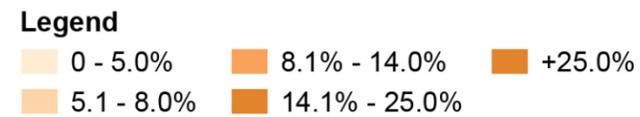
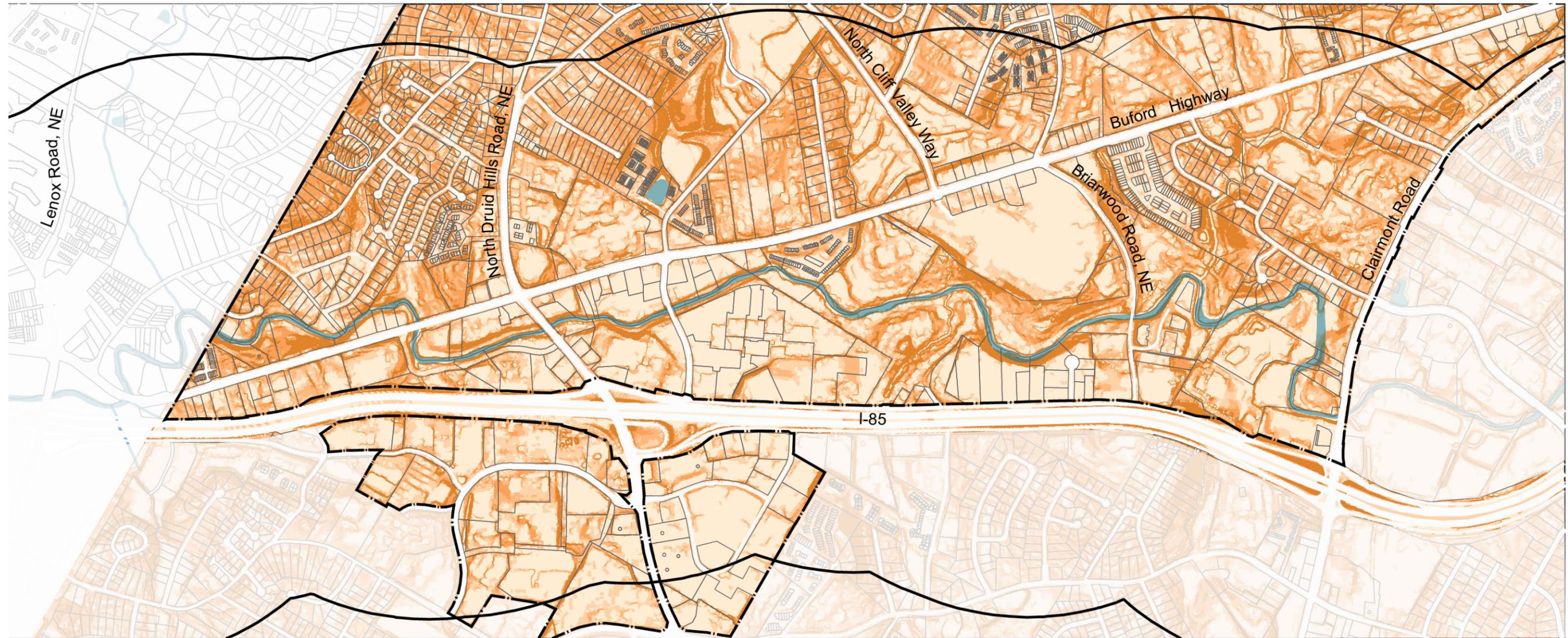


Figure 2.2c illustrates the slopes. In many locations, the grade is over 25%, which confirms the incised condition of the creek. This may suggest a series of challenges along the creek including the potential undermining of structures, downstream sedimentation, severe bank erosion, and widening and degradation of aquatic and riparian habitats. Redeveloping the corridor as a greenway

could help address many of these challenges. Trail alignment and trailheads must be thoughtfully located to take advantage of flatter areas to minimize infrastructure costs to make the greenway accessible. The variable terrain also lends to opportunities to capture scenic views along the corridor, however.

Figure 2.2c - Slope Study

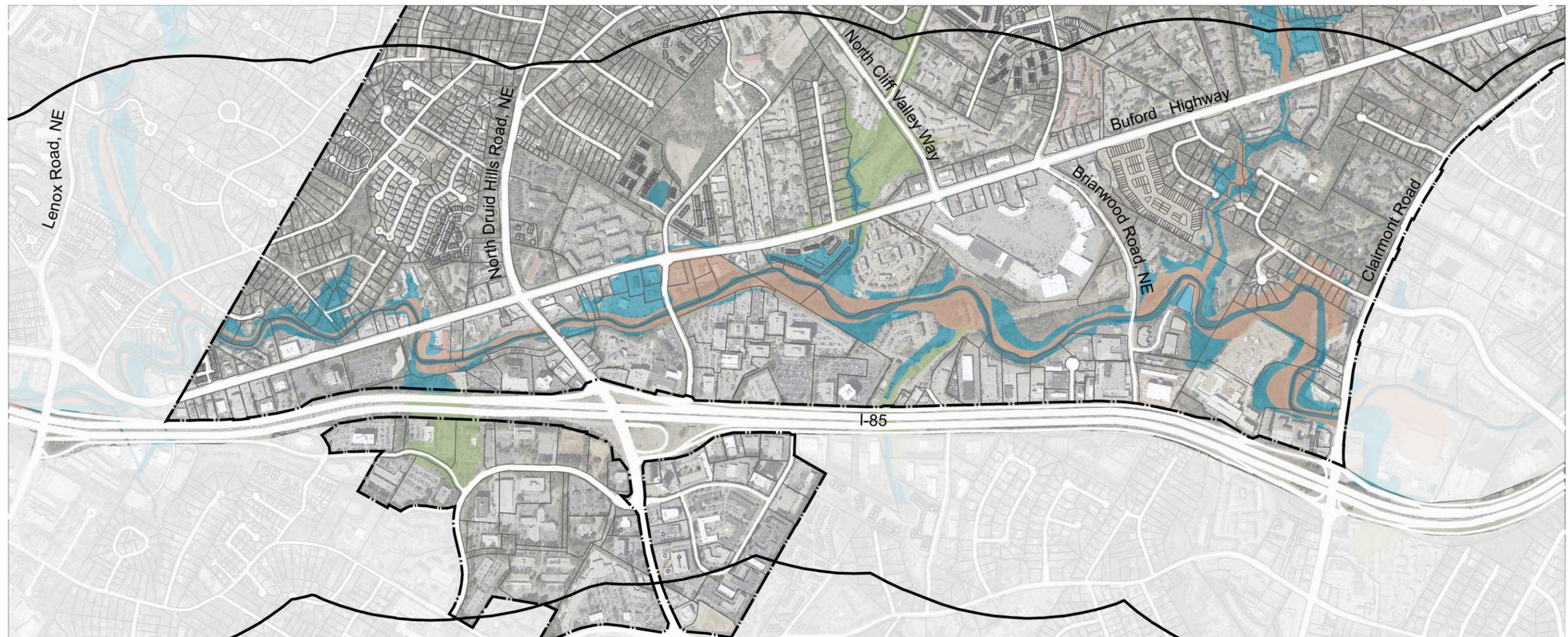


### Floodplain and Water Quality

The incised nature of Peachtree Creek and the varied topography of the surrounding area suggest a volatile waterway with a varied flood way and flood plain widths. Figure 2.2d illustrates the FEMA 100 year floodway, and 100 year and 500 year flood plain limits of the creek.

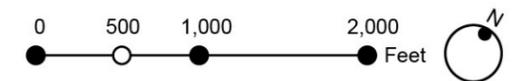
Much of the corridor appears to be located within the 100 year floodway. This is important to note because there are limitations to what can be built within these zones. These limitations are discussed over the following pages.

Figure 2.2d - Floodway and Floodplain Analysis



**Legend**

- Flood Way
- 100 Year Flood Zone
- 500 Year Flood Zone

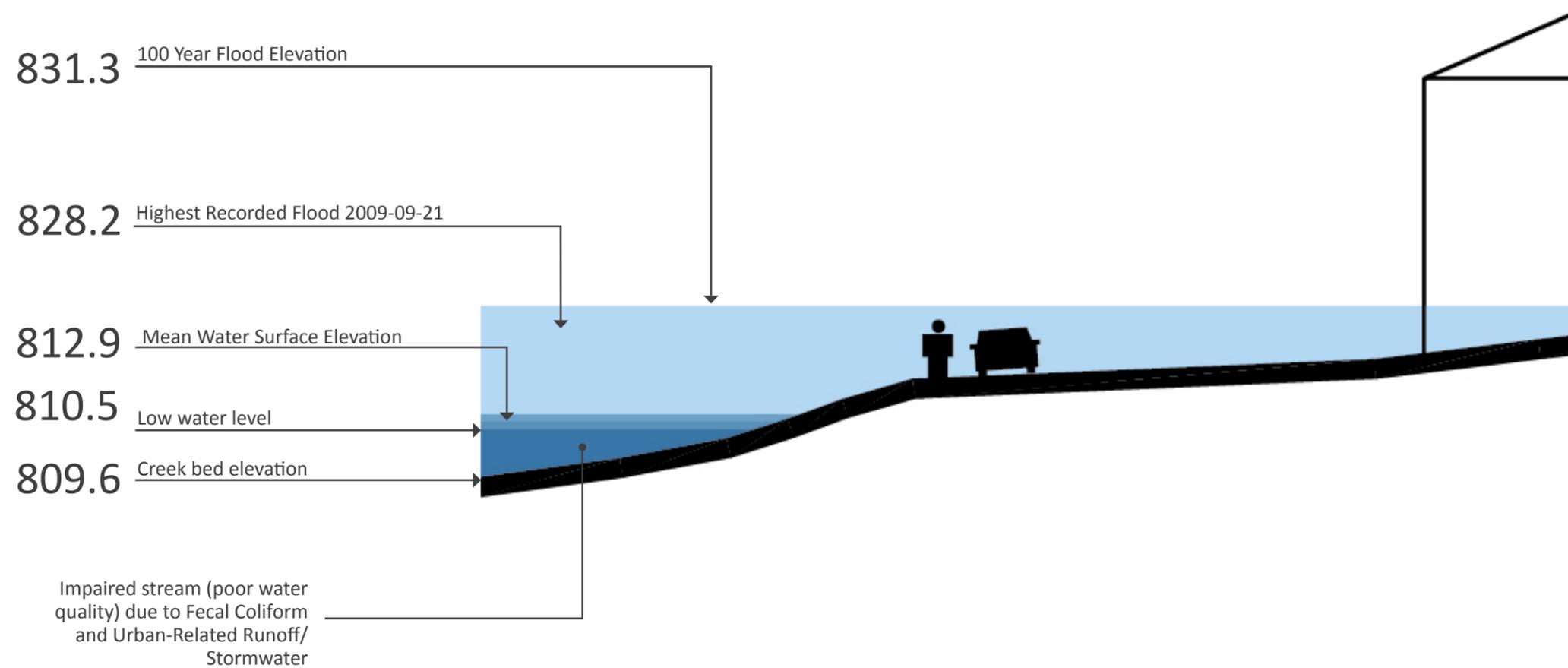


Peachtree Creek water levels can raise rapidly following a rain due to the impervious nature of the drainage basin. The creek is a 305(b) and 303(d) impaired stream according to the Georgia Environmental Protection Division, primarily due to high fecal coliform levels. Water levels and water quality were assessed from October 2007 to September 2016 by reviewing the water gauge heights and water quality data at the United States Geological Survey (USGS) Gage 02336120, located on Peachtree Creek at the Buford Highway bridge. It is important to that floodway and floodplain widths vary along the Peachtree Creek Greenway Corridor.

As noted in Figure 2.2e, the mean water level during this period was 812.9 feet. The lowest recorded water elevation during this period was 810.5 feet and the highest was 828.2 feet on September 21, 2009. The 100 Year Flood elevation is 831.3. This resulted in the flooding of many properties along the corridor. The USGS data also noted that the stream had high levels of fecal coliform and urban-related runoff/stormwater, indicating poor water quality.

While poor water quality is a challenge, this project can help improve water quality and wildlife habitat along the corridor through erosion control, stormwater treatment, and litter control.

Figure 2.2e - Water Fluctuations and Quality Findings



Understanding the implications of building within the floodplain and floodway will be important for the design of the Peachtree Creek Greenway as there are specific limitations and requirements related to where the trail may be built. For example, building outside the floodplain is the simplest strategy, as it requires no additional agency coordination and no restrictions on construction materials.

Building inside the floodplain is permitted provided the floodway surcharge does not exceed 1.0 foot per the Federal Emergency Management Agency (FEMA). There are also no restrictions on construction materials.

Building inside the floodway is prohibited, unless it can be demonstrated that it will not result in any increase to flood levels and if the City is able to obtain a no rise certification from FEMA.

Stream buffers also carry requirements. Building within the 75 foot City of Brookhaven buffer is permitted but a Stream Buffer Variance is required from the city, including a mitigation plan.

Building inside the 25 foot State buffer is more challenging. A Stream Buffer Variance is required from the Georgia Environmental Protection Division (GA EPD).

A 404 Permit from the United State Army Corps of Engineers (USACE) is also required if fill is placed in the stream or wetlands are impacted. Pervious material is "requested" by GA EPD to be used within the 25 foot buffer.

Figure 2.2f - Floodway and Floodplain Diagram

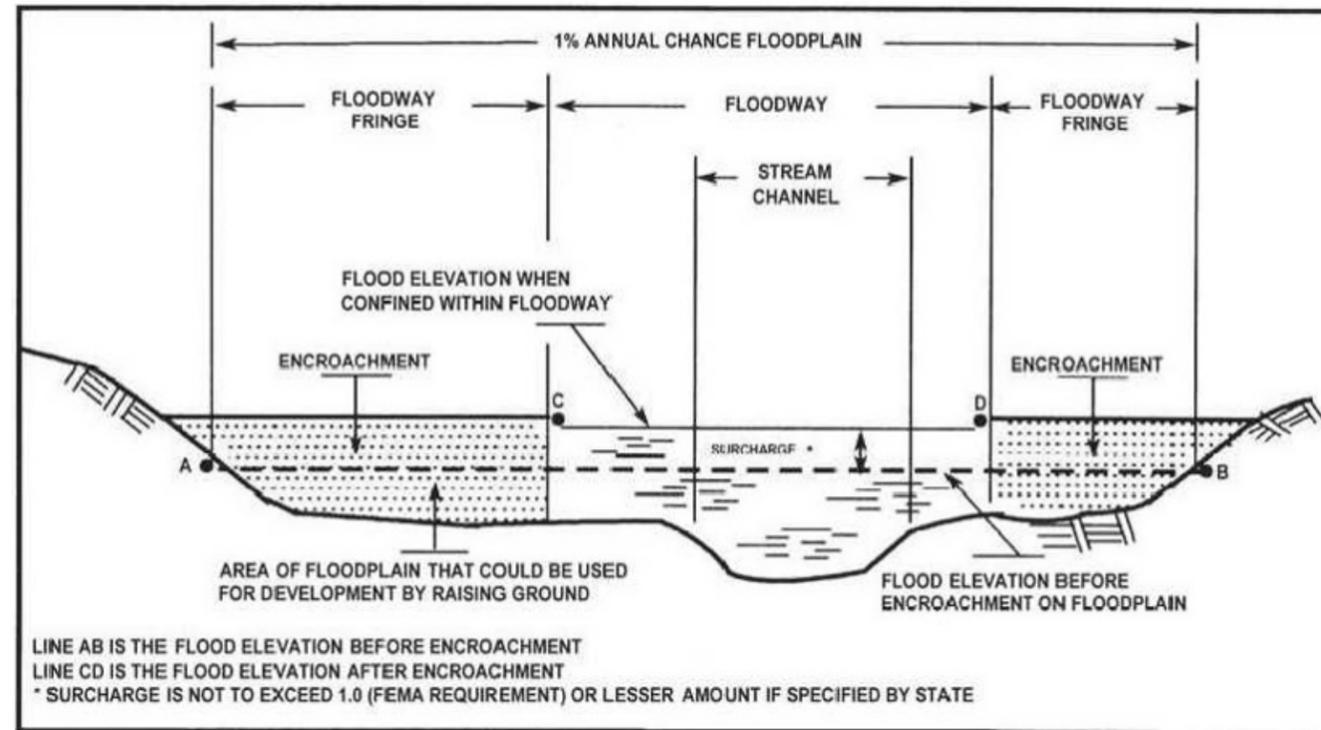
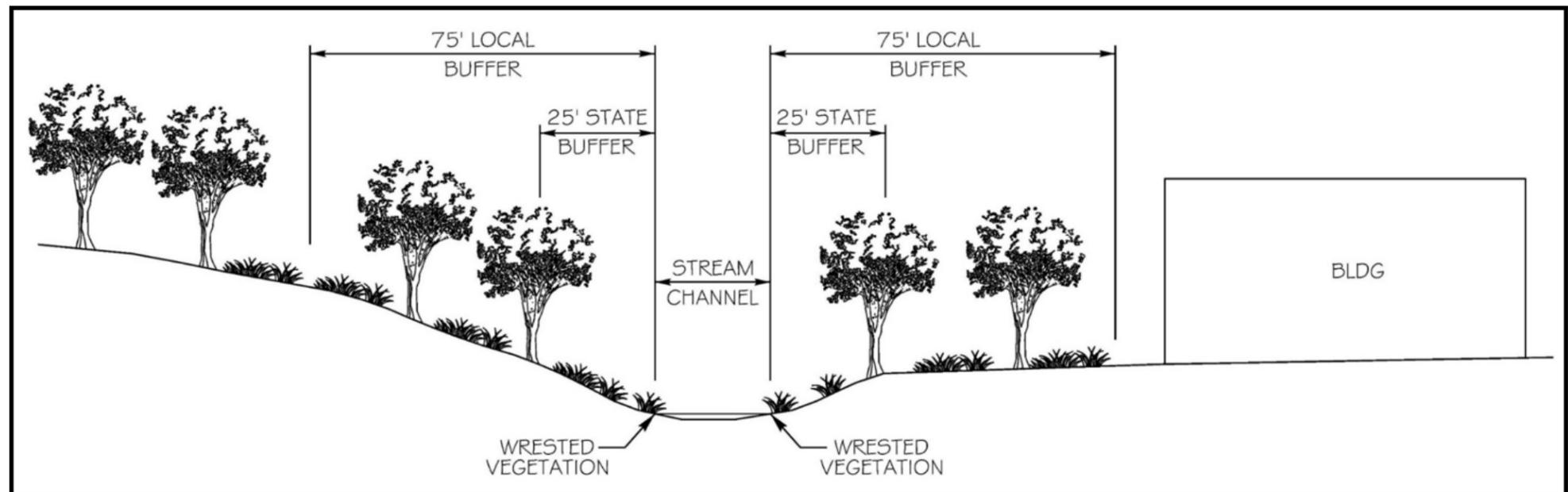


Figure 2.2g - Stream Buffer Diagram



### Vegetation

Vegetation along Peachtree Creek is a mixture of hardwood and evergreen trees, including a variety of oak and pine trees. Much of the corridor has never been managed as a natural resource and includes overgrown exotic and invasive understory plants that may be

detrimental to the overall environmental health of the corridor. Additionally, the Peachtree Creek and Buford Highway corridor is built out and contains very little public access to vegetated natural areas. The development of the greenway presents an opportunity to enhance

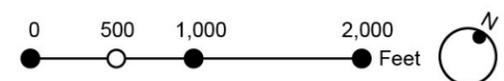
the natural environment and vegetation of the corridor through the removal of exotic and invasive plant material as well as the selective pruning and removal of dead, dying, and hazardous trees. The greenway also presents an opportunity to provide nearby residents and visitors

with access to public natural areas that are limited in the surrounding area.

Figure 2.2h - Vegetation Diagram



- Legend**
- Evergreen Vegetation
  - Deciduous Vegetation



### Urban Design Framework

Peachtree Creek is currently spatially defined by a handful of very large superblocks, created by major thoroughfares such as I-85, Buford Highway, North Druid Hills Road, Briarwood Road and Clairmont Road. With few smaller, local roads linking these major connectors, access to the

creek and future greenway (by foot, bicycle or car) is more challenging. In such a situation, locating trailheads and parking is difficult as well. Parcels identified as having development potential will have to offer some of these amenities to address this challenge. With

the development of the greenway, however, comes an opportunity to revisit the design of some of these thoroughfares and advocate for the creation of complete streets, catering to the needs and safety of pedestrians and cyclists in addition to the car.

Figure 2.2i - Urban Framework Diagram



### Traffic

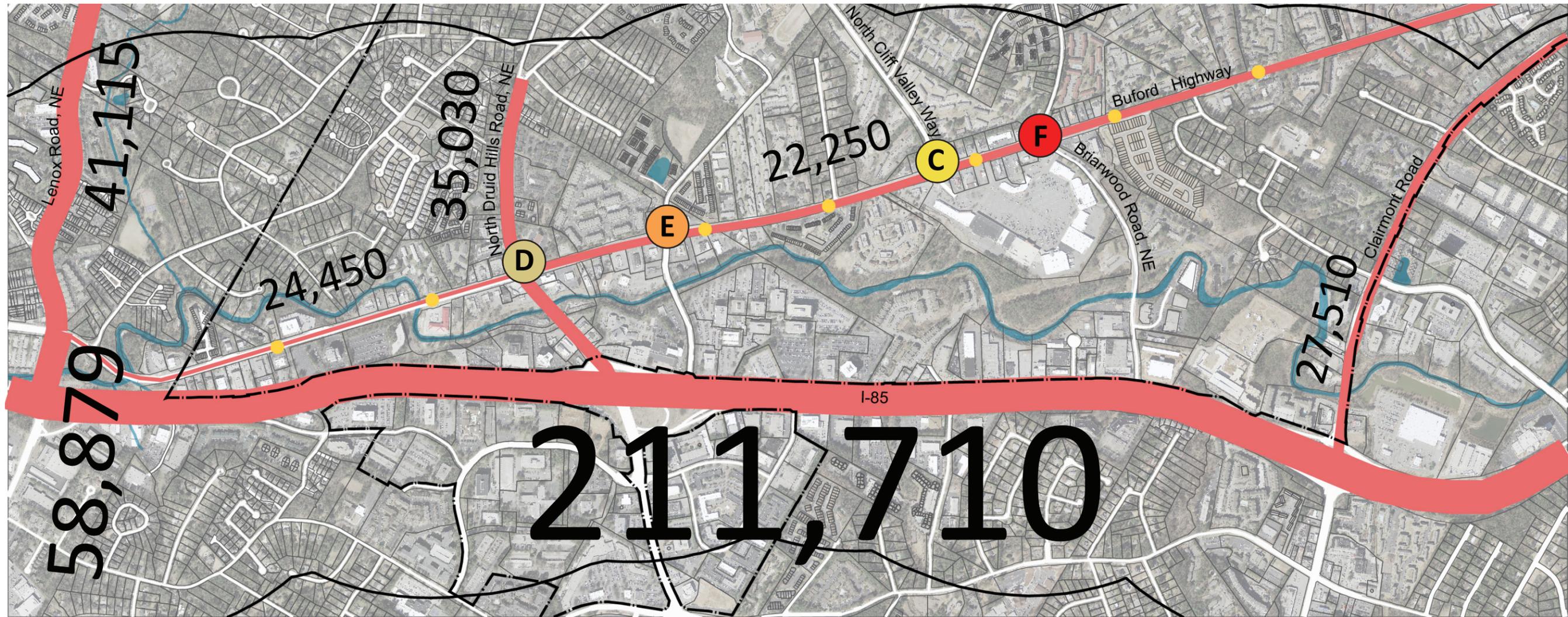
Critical to the success of the Peachtree Creek Greenway is understanding car and truck traffic on its surrounding streets. Buford Highway is a six-lane road currently (2013) carrying 24,450 average annual daily traffic (AADT) between the city limit and North Druid Hills

Road and 22,250 AADT between North Druid Hills Road and Clairmont Road. Projected 2040 traffic is 39,250 AADT between the city limit and North Druid Hills Road and 34,910 AADT between North Druid Hills Road and Clairmont Road.(Comprehensive Transportation Plan, 25). The current and projected Level of Service (LOS) for

Buford Highway is C for both current and future AADT, which suggests that lane reduction/road diet is possible along segments of the corridor, creating potential capacity for the development of facilities for pedestrians, bicyclists and potentially the greenway. However, several intersections are currently congested

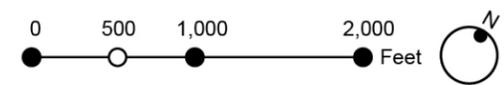
and feature low LOS (ranked A through F depending on the amount of congestion). For example, as illustrated in Figure 2.2j., 2013 PM Peak LOS for Buford Highway at the Briarwood Road intersection is F and the Buford Highway at the Curtis Drive/Corporate Boulevard is intersection is E, both unacceptable. Intersection LOS will worsen as

Figure 2.2j - 2013 AADT and Intersection LOS



**Legend**

- City of Brookhaven
- Traffic Volume (Average Annual Daily Traffic (AADT))
- H.A.W.K Pedestrian Crossing Signal



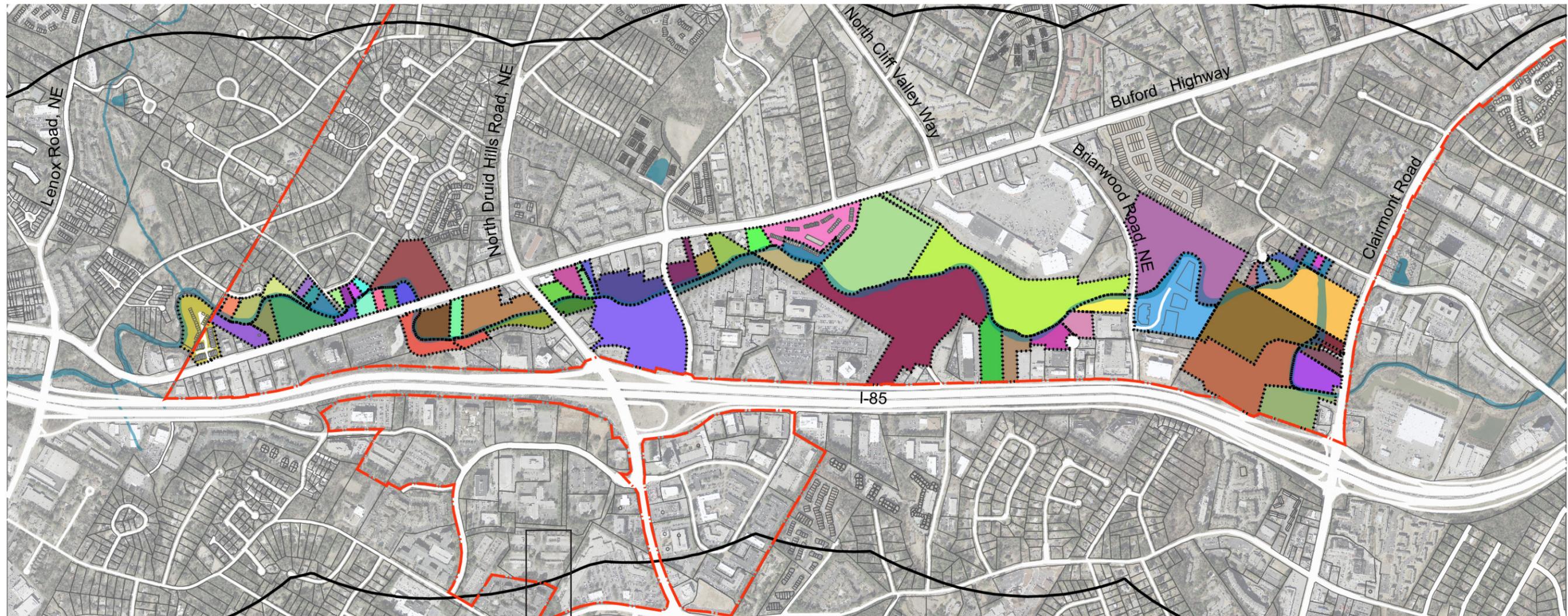
development along the corridor increases. The 2040 Peak PM LOS at the North Druid Hills Road intersection goes to E and the Curtis Drive/ Corporate Boulevard intersection goes to F. This underscores the importance of exploring alternative transportation options along the corridor and

enhancing connectivity within the study area as well as to regional roadways and activity centers to alleviate congestion.

### Land Assembly

Figure 2.2k illustrates property ownership of parcels along Peachtree Creek. Sixty-seven parcels exist – belonging to 62 different owners. In fact, all land along the greenway corridor is privately owned.

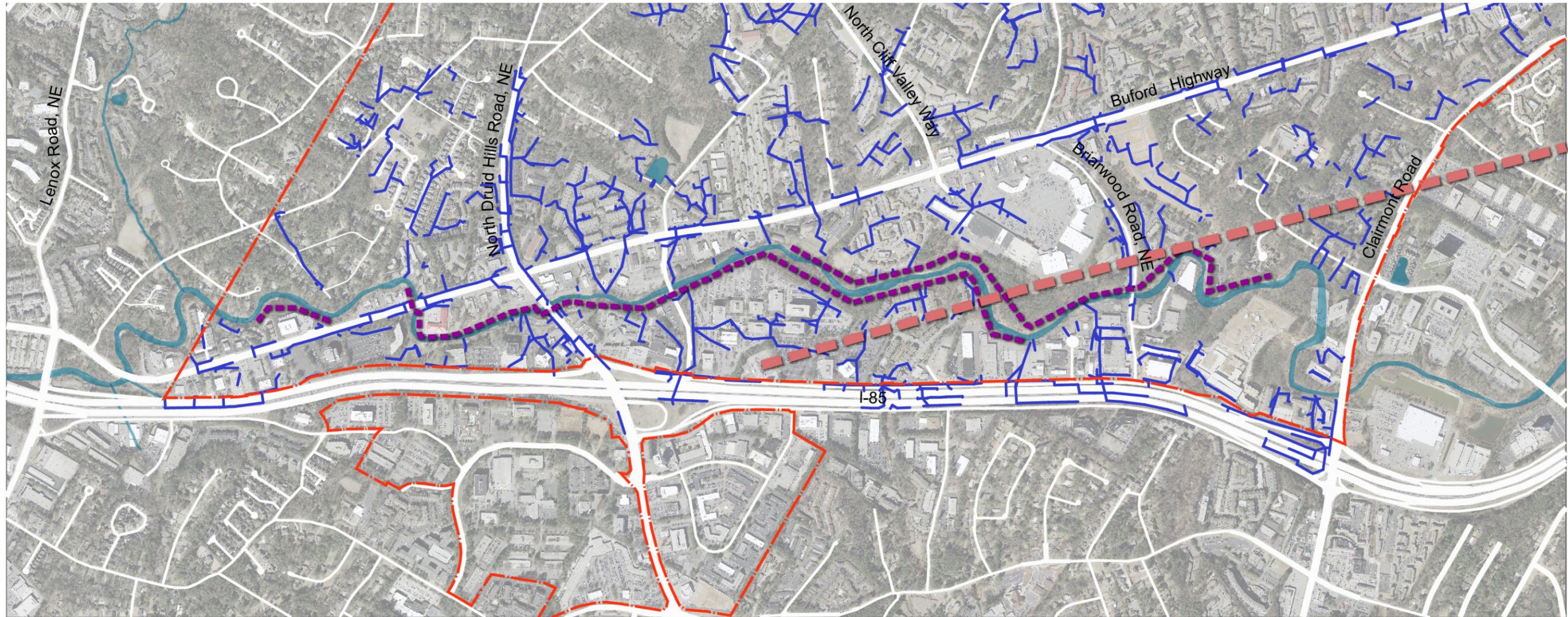
Figure 2.2k - Property Ownership Diagram



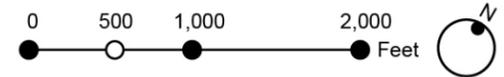
The strategy for the development of the greenway seeks to capitalize on sewer and power line easements which follow and intersect with Peachtree Creek along most of its length, as illustrated in Figure 2.2I. The easements, however, are not public but rather for utilities only. While

public access can be negotiated, assembling all needed pieces of land along the entire greenway corridor will likely prove difficult.

Figure 2.2I - Utilities Diagram



- Legend**
- City of Brookhaven
  - Sewer Main Line
  - Power Line
  - Stormwater Infrastructure



Land along Peachtree Creek is predominantly commercial, accounting for 35 parcels. Multi-family housing (five parcels) and apartments (eight parcels) comprise most of the remaining property along the creek. In addition, some open space currently exists, including a large tract of undeveloped forest near Briarwood Road and a smaller

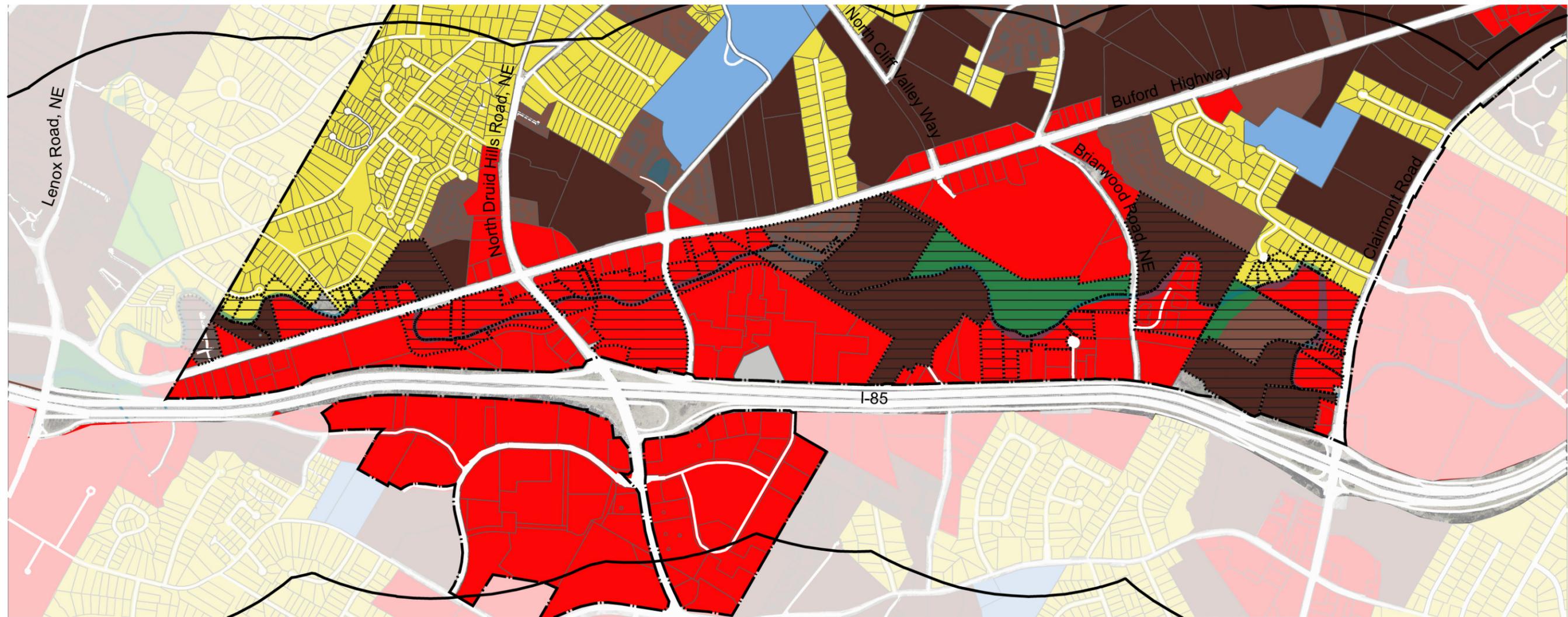
forest parcel further east. A total of 17 single-family homes also back onto the creek along its northern and southern reaches.

The Brookhaven Comprehensive Plan describes the City's vision for the future of the land around the creek as part of

the Buford Highway Corridor Character Area. The corridor is envisioned to become less suburban and auto-oriented and more urban and walkable. As mentioned previously, the redevelopment possibilities are significant along the corridor as aging commercial and residential properties are recognized as not maximizing their full real estate

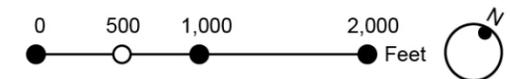
value. The plan identifies 31 under-developed properties – 27 commercial developments and four apartment complexes - based upon an assessment of redevelopment potential, development trends, and previous planning efforts (see Figure 2.2n).

Figure 2.2m - Land Use Diagram



**Legend**

- Forest-Undeveloped
- Park-Recreation-Conservation
- Public-Institutional
- Single-Family Residential
- Multi-Family Residential
- Commercial-Office
- Transportation-Communication-Utilities
- City of Brookhaven
- Creek
- Creek-Side Parcel
- Apartments



The plan states that large shopping centers in this area are appropriate for mixed-use redevelopment. The plan underscores the need, however, for the City “to balance opportunities for land use transformation, redevelopment and economic investment with the desire to preserve and maintain affordable housing options and cultural diversity within the city” (Brookhaven Comprehensive Plan, 72).

The plan acknowledges that this area also currently lacks park space and supports the vision of creating the Peachtree Creek Greenway, in addition to other, smaller pocket parks, to provide an amenity for the area’s residents.

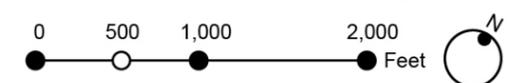
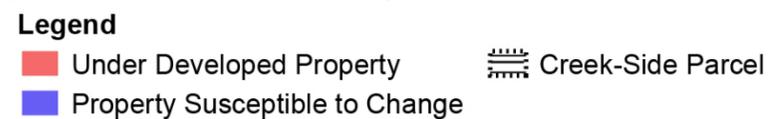
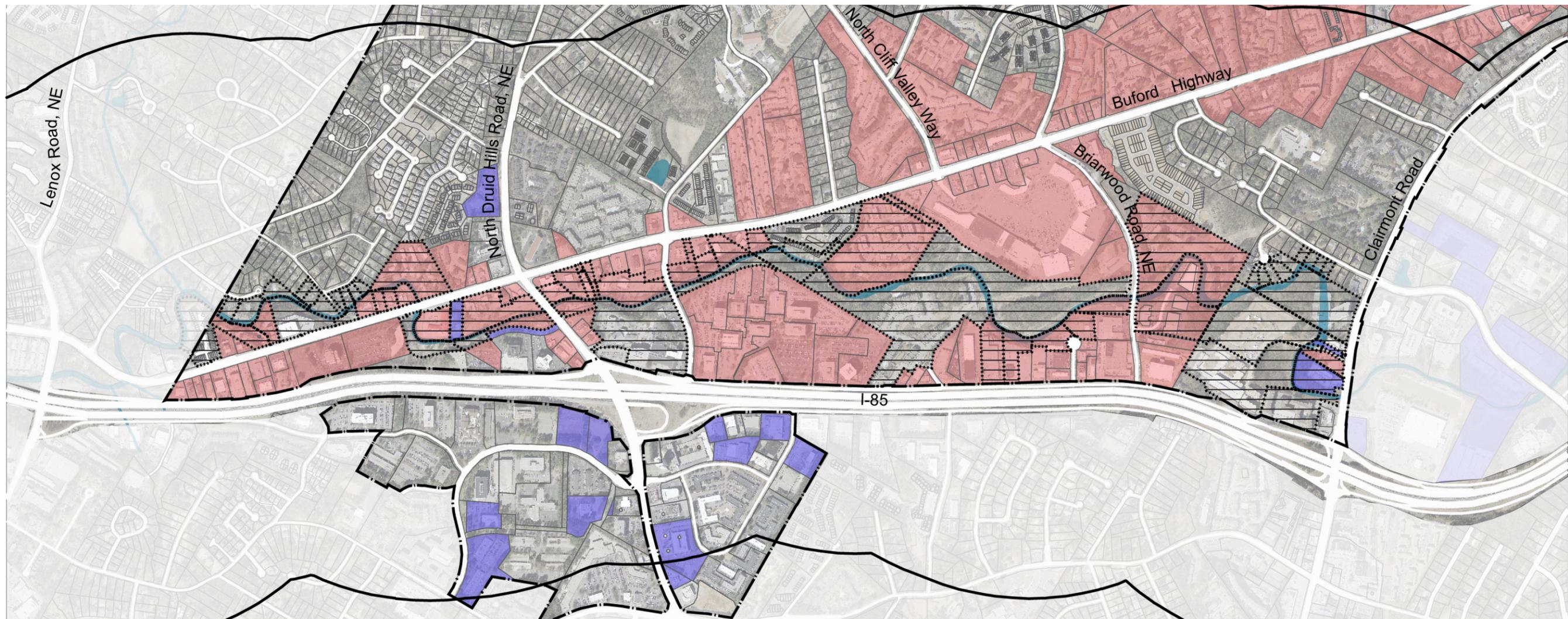
Future land uses deemed appropriate for this area are listed in Figure 2.2o.

The highest intensity uses should be located between Peachtree Creek and I-85. Use intensity should step down as redevelopment approaches existing and proposed lower-intensity residential areas. Medium-intensity uses, therefore, should be located between Buford Highway and Peachtree Creek, and low-intensity uses to the west of Buford Highway. Recommended residential densities and building heights are shown in Figure 2.2q.

Figure 2.2o - Appropriate Proposed Future Land Uses

Appropriate Proposed Future Land Uses	
• Office	• Neighborhood Commercial
• Townhomes	• Single-Family Residential
• Hotel	• Multi-Family Residential
• Mixed-use	• Industrial
• Retail	• Parks and Recreation
• Institutional	

Figure 2.2n - Undeveloped Areas



The Comprehensive Plan identifies two special areas along the corridor, however, which veer from this pattern: the Druid Hills Activity Node and the Briarwood Activity Node. These areas, each encompassing a ¼ mile walking radius, are focused for redevelopment where higher intensity uses than their neighboring parcels will be allowed.

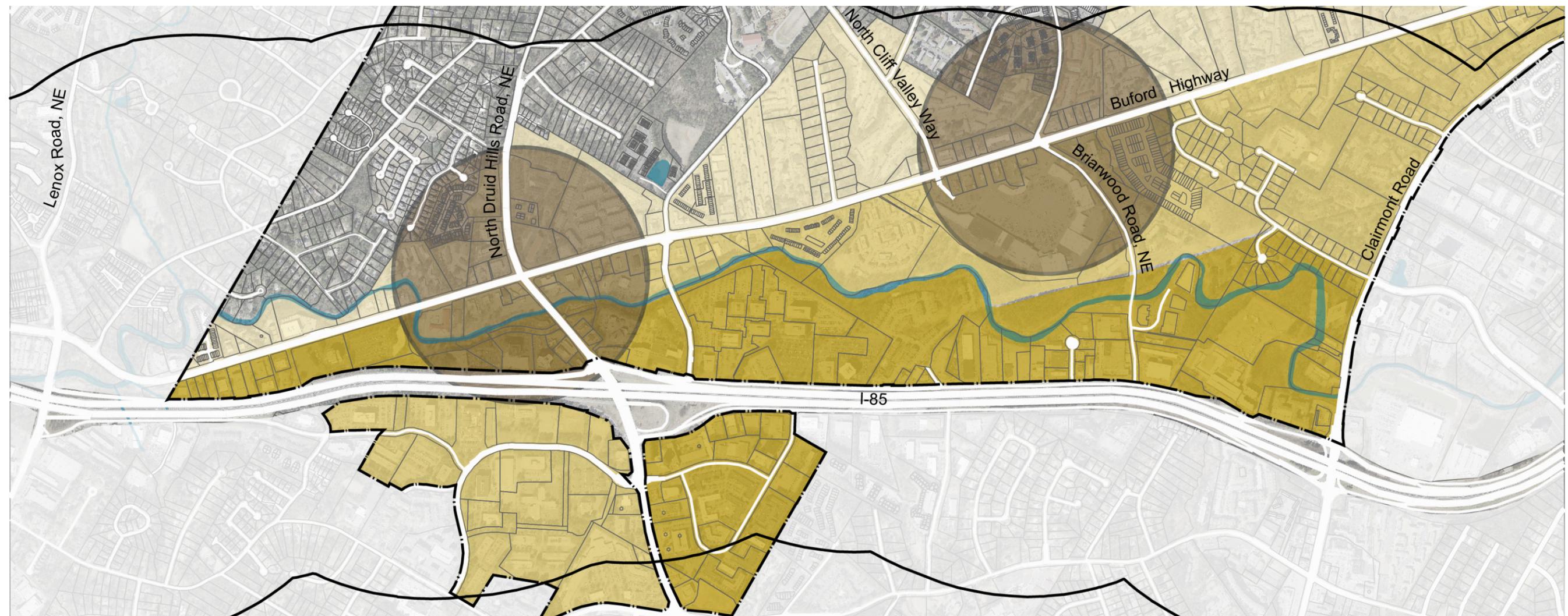
The Druid Hills Activity Node is envisioned as a gateway to Brookhaven. According to the Buford Highway Improvement Plan, a hotel with conference facilities and offices catering to international clientele and Atlanta embassy guests are planned here, as is some new retail and a luxury apartment complex.

The plan describes the Briarwood Activity Node becoming a neighborhood center, featuring the redevelopment of Northeast Plaza (a 442,000 sq ft shopping center) into a mixed-use development with a residential component. A new civic space is also proposed to enliven the area. Should they come to fruition, development of both activity nodes will be adjacent to the Peachtree Creek.

Figure 2.2q - Proposed Corridor Density and Building Heights

Proposed Corridor Density and Building Heights			
	High Intensity	Medium Intensity	Low Intensity
Dwelling Units per Acre	100-150	50-100	10-50
Building Heights	10+	5-10	1-5

Figure 2.2p - Proposed Development Intensity Diagram



- Legend**
- City of Brookhaven
  - Medium Intensity
  - High Intensity
  - Low Intensity
  - Activity Node



## 2.3 Existing Conditions Analysis Summary

Informed by the site visits and evaluation of study area data, following is a summary of key findings.

### Existing Conditions Analysis Summary

- Peachtree Creek is a beautiful scenic corridor with opportunities for quality 1 - 4 hour hiking, biking, and nature experiences.
- Peachtree Creek affords opportunities for a unique urban promenade, greenway-oriented commercial and multi-family redevelopment while also providing creek-side multi-purpose and nature trails.
- The creek is “trail-ready” in many places, including along sewer line easements.
- This Peachtree Creek Master Plan provides an opportunity to help build the Brookhaven brand.
- Through the Peachtree Creek Greenway, the City of Brookhaven has an opportunity to meet many of the top recreational and social needs of City residents.
- The project provides opportunities to attract residents, businesses, and visitors, create jobs, and generate tax revenue.
- The area around Peachtree Creek features varied topography and extreme slopes, making obtaining access to the trail potentially difficult; however, this affords opportunities for overlooks.
- Peachtree Creek has a varied floodplain, floodway widths and fluctuations vary along the creek and need to be better documented to understand implications for planning and design.
- Peachtree Creek has poor water quality, but opportunities for improvement exist through erosion control, stormwater treatment, and litter control.
- Overgrown vegetation, including both natives and exotics, are present throughout the corridor. There is an opportunity to improve views, habitat, and recreational experiences by managing the vegetation as a natural resource.
- Large urban blocks comprised of busy, wide roads predominate, with only a limited network of local streets located near the creek. This limits opportunities for trailheads, parking and access to the creek and trail corridor. Redevelopment plans for the area, however, offer opportunities to enhance the existing network through the application of Complete Streets principles and expanded bicycle and pedestrian amenities.
- While key intersections are at capacity, Buford Highway as a whole is currently operating under capacity – and is projected to keep operating under capacity in the future. This extra capacity allows for higher density, greenway-oriented redevelopment.
- Multiple property owners along the creek pose challenges to gaining trail access across the entire corridor. Ways to negotiate access via sewer and power line easements should be explored.
- Underdeveloped, aging commercial development provides the opportunity to catalyze redevelopment and generate higher property values.
- The unique international character of the corridor as well as its diversity and access to affordable housing should be safeguarded as well as celebrated to differentiate the area.

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