STATE OF GEORGIA
COUNTY OF DEKALB
CITY OF DORAVILLE

RESOLUTION NO. 2026-24

A RESOLUTION BY THE MAYOR AND CITY COUNCIL OF THE CITY OF DORAVILLE, GEORGIA TO ADOPT THE 2026 CITY OF DORAVILLE COMPREHENSIVE PLAN DEVELOPED BY TSW AND TITLED DORAVISION.

WHEREAS, the Mayor and Council of the City of Doraville ("Council") are charged with the protection of the public health, safety, and welfare of the citizens of the City of Doraville ("City"); and

WHEREAS, the City is required to update its Comprehensive Plan every five (5) years per the Georgia Department of Community Affairs ("DCA"); and

WHEREAS, the City last updated its Comprehensive Plan in 2021 and its Parks Master Plan a decade ago; and

WHEREAS, to encourage cooperation and systematic thinking between its departments, the scope of the Comprehensive Plan has been broadened beyond the minimum standards outlined by DCA, to include other plans and policy documents used by City Council and staff for decision-making and planning purposes; and

WHEREAS, this includes, in addition to the minimum requirements of DCA, an update to the Parks Master Plan, integration of the City's trail and transportation plans, an updated paving and stormwater assessment, an updated sidewalk conditions report, and a housing study; and

WHEREAS, the City awarded ITB 25-007 to a consultant team headed by TSW to update these plans; and

WHEREAS, the process of updating the Plan has met and or exceeded the standards set by DCA; and

WHEREAS, the draft plan has been approved by DCA and the Atlanta Regional Commission ("ARC"); and

WHEREAS, all required public hearings have been held;

NOW THEREFORE BE IT RESOLVED that the Mayor and City Council of the City of Doraville, Georgia officially adopt the 2026 City of Doraville Comprehensive Plan - entitled "DoraVision" - to serve as the city's guiding policy document.

SO RESOLVED, ADOPTED AND EFFECTIVE this 21st day of October, 2026

CITY OF DORAVILLE, GEORGIA

HONORABLE JOSEPH GEIERMAN,
Mayor, City of Doraville

Approved as to form:

Cecil McLendon, City Attorney

Attest:

Shanta Bingham, City Clerk



DoraVISION

City of Doraville Comprehensive Plan

2046

Adopted
October 2026

Acknowledgments

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THE CITY OF Doraville
Diversity, Vitality, Community

TSW
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halff

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What is DoraVision?

Overview

Straddling I-285, Doraville is a suburban city on the brink of tremendous change. With a recent annexation, forthcoming city center, and a flurry of other redevelopment projects, the City is realizing its long-laid plans. DoraVision—an overhaul to the City's Comprehensive Plan—sets a shared vision for what comes next. It acts as a roadmap for future development that lays out how Doraville will grow, connect, and invest through the year 2046.

The Comprehensive Plan

- **Recreation & Parks Master Plan**
- **Stormwater Assessment**
- **Transportation & Mobility Focus**

Intent

DoraVision acts a bit differently compared to typical comprehensive plans. It integrates the City's key documents into a multidisciplinary synthesis, making the comprehensive plan truly comprehensive.

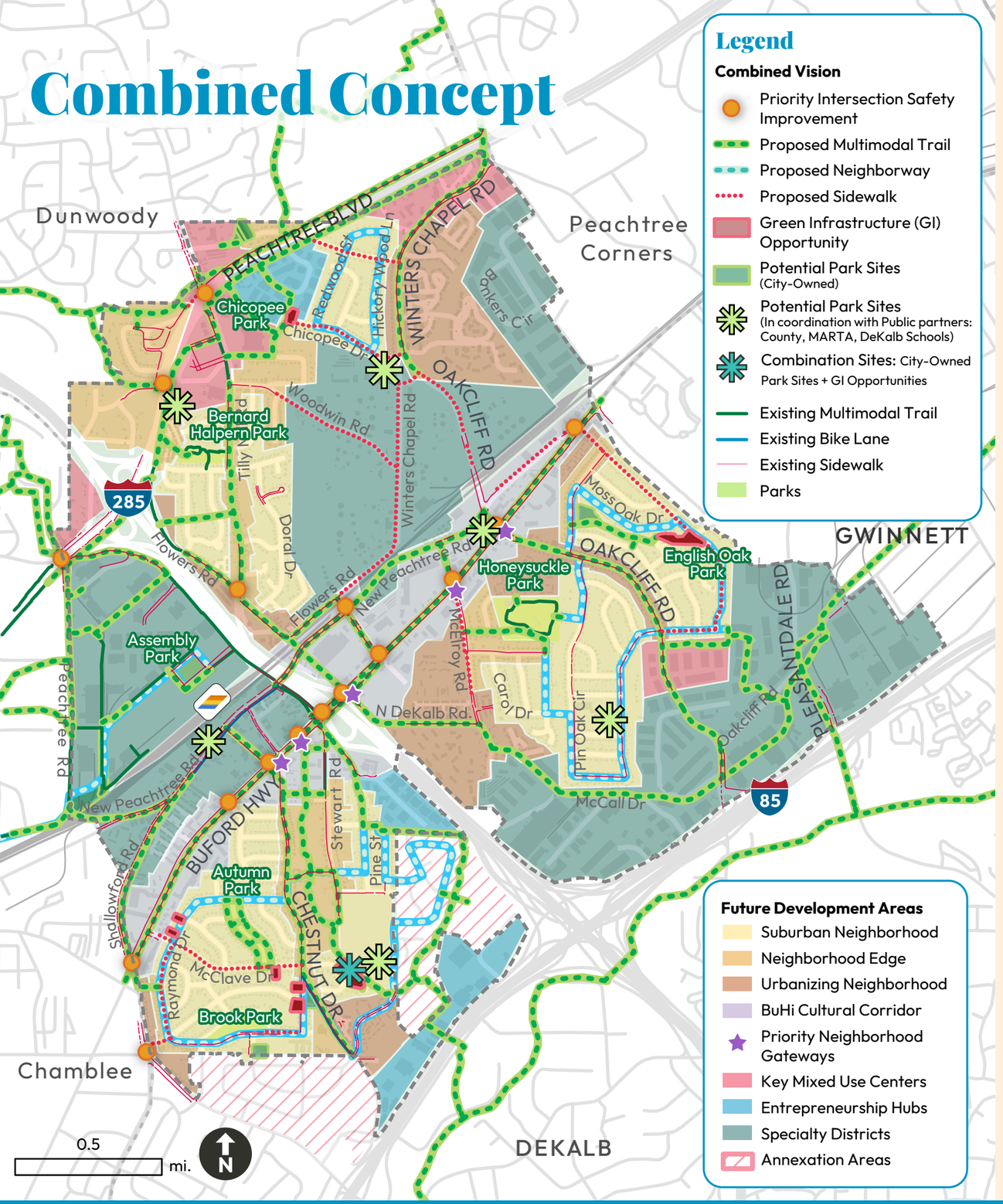
The heart of any comprehensive plan is setting renewed policy to guide future development decisions, but in addition to this core function, DoraVision:

- Updates the City's Recreation & Parks Master Plan
- Folds in a stormwater assessment and identifies green infrastructure opportunities
- Provides a deeper analysis of transportation needs while updating the City's existing transportation Plan

These focus areas layer together, culminating in the combined concept map on the next page.



Combined Concept



Community Goals Drive the Plan

Along with these focus areas, DoraVision addresses four community goals. Through a robust community engagement process, these four goals kept rising to the top of comments, discussions, and other touchpoints.



Protect and enhance cultural diversity and community identity



Expand housing mix and affordability



Reconnect communities and improve walkability



Preserve and recreate natural systems

Organization

The document is largely organized by these four community goals, with related chapters examining key existing conditions, identifying needs and opportunities, setting policy, and identifying implementation strategies and short-term action items.

The plan is organized into 11 chapters:

- **Chapter 2: City Snapshot**
- **Chapter 3: Community Engagement & Priorities**
- **Chapter 4: Culture, Diversity, & Arts**
- **Chapter 5: Housing**
- **Chapter 6: Mobility**
- **Chapter 7: Stormwater and Natural Systems**
- **Chapter 8: Recreation & Parks**
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Chapter 2

City Snapshot

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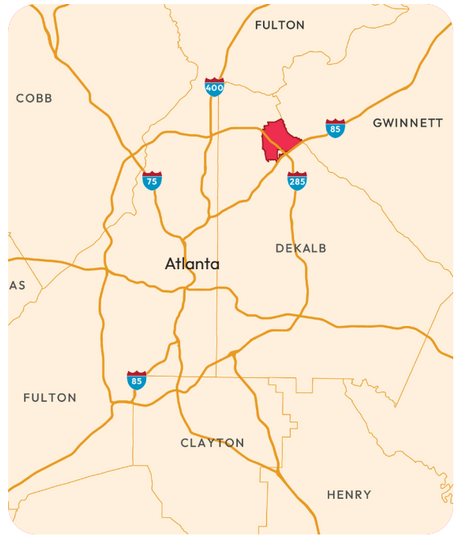
Diversity, Community, Vitality

To plan Doraville's next phase, it is important to understand its starting place. The following city snapshot captures Doraville at a moment in time—the outset of the project at the tail end of 2025. From the bustling businesses on Buford Highway to the charming mid-century neighborhood of Northwoods, this snapshot paints a picture of Doraville's diversity, vitality, and community.

This snapshot is organized in the following way:

- **Doraville at a Glance:** distills key demographic figures and other information
- **What is Going on in Doraville?**: provides an overview of Doraville at this moment in time
- **Key Conditions:** highlights key findings from existing conditions analysis
- **Key Investments**: Identifies key public and private investments in development and infrastructure from the recent past and near future

Regional Context Map





Source: City of Doraville/ Kaufman Capital Partners

Doraville at a Glance...

14,723 people*

24% population growth 2013-2023

Compared to 9% in DeKalb County

4,694 households



Annexed **271** acres of land in 2024

3.0 average household size

Compared to 2.6 in DeKalb County

51% speak spanish

Median household income:

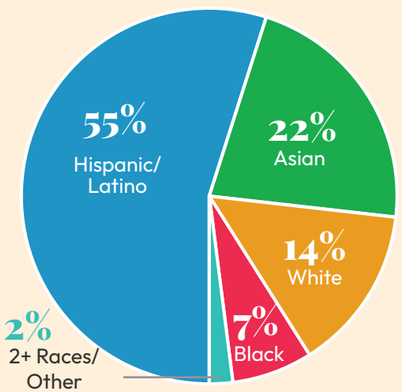
$47,343

Compared to $77,683 in DeKalb County

26% hold a bachelor's degree or higher

Compared to 47% in DeKalb County

Racial/Ethnic Composition



Compared to DeKalb County:

Hispanic/ Latino: 10%

Asian: 6%

White: 28%

Black: 51%

Other: 0.5%

*(*ESRI Business Analyst ACS, 2023)*

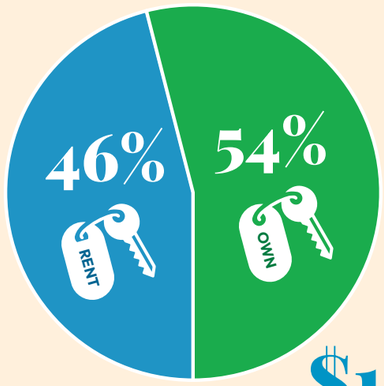
Doraville at a Glance...

5,622 housing units

2,976	468	51	1,266	861
single family	townhouses	duplex	apartments (small-scale)	apartments (large-scale)

$359,392 typical home value[x]

Compared to $334,886 in DeKalb County



Compared to DeKalb County:

Own: 41.5%

Rent: 58.5%

$1,700 median rent

Compared to $1,348 in DeKalb County

Top Industries
(for number of employees and businesses)

- Retail
- Other Services
- Manufacturing
- Wholesale Trade

*(*Zillow HVI, 2025)*

What is Going on in Doraville?

Doraville features a unique mix of legacy suburban forms—both commercial strip malls and residential neighborhoods—with a budding blend of new, compact development styles. The heart of the community is Buford Highway, where a cluster of unique restaurants draw regional visitors, all wanting a taste of authentic cuisine from around the world.

Doraville's access to a regional transportation network positions the City well for redevelopment opportunities. Despite this prime location, Doraville has yet to see the redevelopment rate of its neighbors like Chamblee and Dunwoody. With catalytic investments like Assembly and a recent annexation, Doraville is building momentum to transform itself from an auto-centric suburban town to a connected community.







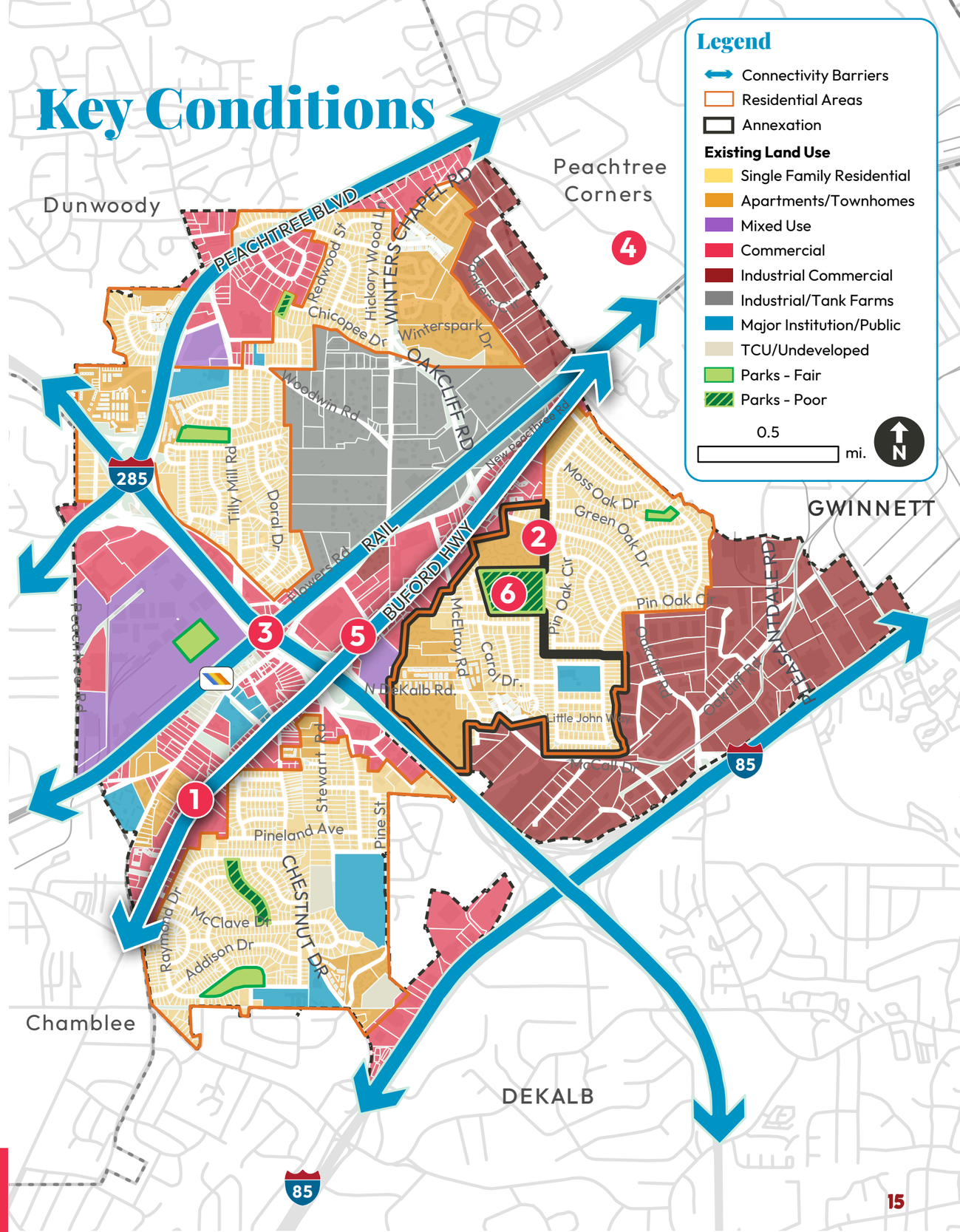
Key Conditions

1 Diverse in Culture, People, and Businesses

A key strength of the Doraville community is its diversity. Over half of its population is Latino and nearly a quarter is Asian (see page 4). International restaurants and businesses cluster along Buford Highway, welcoming diverse residents and regional visitors. Because of this restaurant cluster, retail ranks as a top industry for number of employees and businesses. **While Doraville remains relatively affordable, gentrification and development pressures endanger this diversity, particularly for lower-income groups that often make up the restaurant and retail workforce.**



Key Conditions



2 Deceptive State of Housing







With nearly 4,700 households, it seems at first blush that Doraville's 5,700 housing units would accommodate them; however, these numbers do not consider housing quality, which impacts housing availability. For instance, nearly 90% of Doraville's housing stock in 2023 was constructed before 2000. This includes the recently annexed part of the City that contains a mix of small-scale apartments and single-family homes from the mid-century era. While some of these may be well-maintained historic structures, this percentage generally indicates an aging housing stock.

The City's housing supply also appears affordable, as its typical home value in 2025 was nearly $360K—just north of DeKalb County's $335K. Its neighboring cities—like Chamblee, Peachtree Corners, and Dunwoody—put this number into even more perspective, reaching values exceeding $465K and up to $650K. With interest rates over 6%, buying a home in Doraville remains difficult, despite this relative affordability.

Doraville's housing mix features over 1,250 small-scale apartments, many of which serve as naturally occurring affordable housing (NOAH). Despite this existing affordable supply and newer affordable units, 68% of renters are cost-burdened, meaning they are contributing more than 30% of their household income to housing expenses. Compared to the rest of the county, Doraville's median rent is about $350 more expensive per month.

Doraville's housing story is more complicated than meets the eye. While supply seems high and prices low, maintaining and creating housing affordability—as well as ensuring housing quality—remains a top issue and a City priority.

3 Regional Access but Limited Local Connections

Doraville is uniquely positioned in the Atlanta Metro and is well-connected in many regional destinations via interstates, Buford Highway, and transit.

Shown on the map on page 7, the City's southern boundary is I-85, and it is bisected roughly north to south by I-285. These interstates provide vehicular access to the Atlanta region and beyond. Similarly, Buford Highway is a state route that connects many communities from Brookhaven all the way to—as the name suggests—Buford. The City also serves as the last MARTA rail stop on the gold line, making it a regional transit hub for transit riders from nearby communities and the outer reaches of Metro Atlanta. Bus transit is also widely used; Route 39, that starts at the Doraville MARTA station and continues along Buford Highway, consistently ranks as a top-ridership route.

Despite this incredible access to regional transportation networks, these major routes often pose significant barriers to local connectivity and walkability. For instance, the 7-lane wide Buford Highway combined with the rail line make it difficult to connect the northern part of the City to the southern half, particularly on foot or bike.



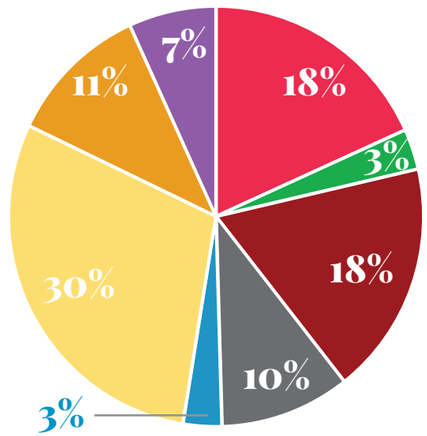
4 Land Use Mix Unlike Its Neighbors

The City's land use mix is much different than its neighboring bedroom communities. Like most bedroom communities, single-family neighborhoods represent the highest land use share by acreage. The annexation of predominantly residential land recently supplemented this share.

Despite this addition, Doraville's land use mix is more balanced than most residential-heavy suburban cities. A significant share represents industrial uses that support thriving manufacturing and warehousing industries (page 4). This reflects Doraville's blue-collar legacy that was historically anchored by the GM plant (now Assembly). Doraville's industrial sector is now anchored by "tank farms" northeast of the railroad tracks. Representing 10% of the City's land use mix alone, these tank farms store and deliver a significant amount of the region's oil and gas.

This strong mix yields a healthy, balanced tax base and supports city services; however, its arrangement can pose conflicts, as these industrial districts border residential areas.

Land Use Breakdown



- Single Family Residential
- Apartments/Townhouses
- Mixed Use
- Commercial
- Industrial Commercial
- Industrial
- Institutional/Public
- Parks/Open Space/TCU



5 The Delicate Balance of Buford Highway





Buford Highway is major corridor that is home to regionally famous multicultural cuisine. It is the heart of Doraville's diverse culture, but it also represents an incredible redevelopment opportunity given its aging building stock and Doraville's limited greenfield redevelopment opportunities. The corridor has a typical suburban form, with strip shopping malls with ample surface parking in front. This lends itself to affordable commercial spaces that foster a small, international business community; however, it creates a hostile environment for both pedestrians and bicyclists.

Redevelopment is already occurring as detailed in the next section. **The City must be careful to strike a delicate balance with its policy and development regulations, as new development typically kick starts gentrification and in turn, pushes out the small, international businesses that make Buford Highway special.**

6 Parks Are Well Distributed, But Could Use Some Polish

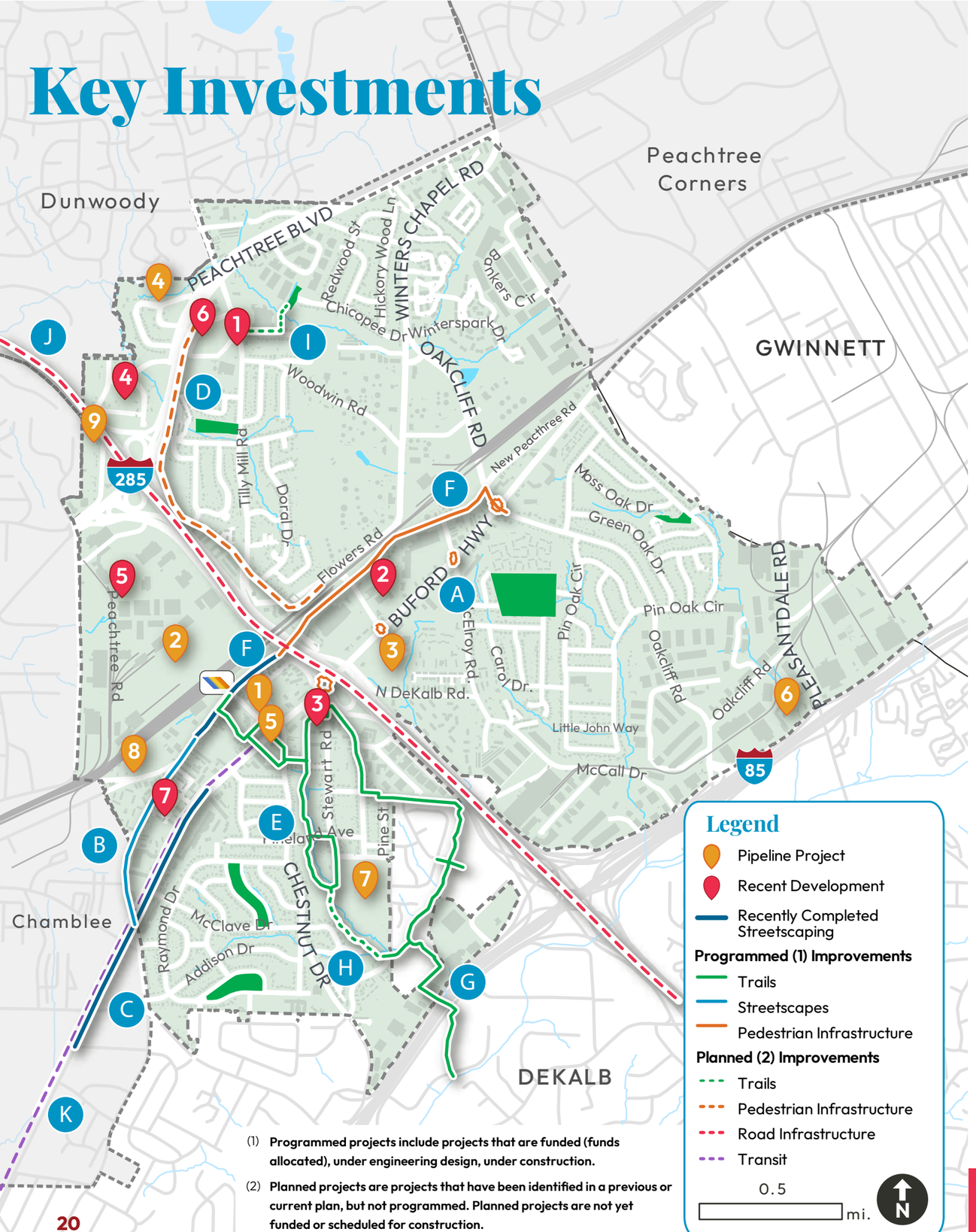
The Doraville recreation and parks system has seven parks totaling just over 47 acres. These facilities are fairly well distributed throughout the City, with some potential gaps in coverage in the northern and eastern-most neighborhoods.

In general, parks have good lighting and visibility and a healthy tree canopy. The facilities are fair in terms of their overall attractiveness and maintenance; in many cases the facilities are well maintained but simply old and nearing time for replacement. Recreational programming is especially strong for seniors, young people, and specialty groups.

There are opportunities to improve pedestrian access to parks, create more flexibility in spaces and mix of uses, and improve how well parks function as part of the overall environmental system. **Recent City efforts like the new master plan for Honeysuckle Park and purpose-built civic open spaces at the new City Hall will significantly boost the quality of the system and diversity of experiences it offers.**



Key Investments



(1) **Programmed projects include projects that are funded (funds allocated), under engineering design, under construction.**

(2) **Planned projects are projects that have been identified in a previous or current plan, but not programmed. Planned projects are not yet funded or scheduled for construction.**

Key Investments

Doraville is growing. Over the past five years, new development has concentrated along its major corridors, like Buford Highway, advancing the vision set in the previous Comprehensive Plan. Denser "missing middle" neighborhoods, new multifamily and mixed-use communities, and a steady pipeline of planned projects will bring over 1,200 more housing units and retail options in the coming years. At the same time, recently completed and upcoming transportation improvements—shaped by both the Comprehensive Plan and the subsequent Mobility Plan—are strengthening these same areas. Together, these initiatives—detailed in the following section—illustrate a clear and coordinated trajectory: growth is happening where Doraville intended it to.

Redevelopment

1 Lumen Doraville

The Lumen Doraville Apartments are among the first vertical mixed-use developments in the city. The project features 320 units over 3,500 square feet of commercial space with enhanced streetscaping on Tilly Mill Road.



2 Exhibition Hub

This adaptive reuse project enhances Doraville's arts and culture offerings, as promoted in the previous comprehensive plan. Completed in 2022, the venue features rotating, immersive, augmented-reality and projection-based exhibits, as well as a café.



3 Camino at BuHi

Completed by private multifamily developer Range Water in 2025, this project provides 300 multifamily units and townhouses. The development has strong placemaking features, including a mural and a planned connection to the future Peachtree Greenway Trail.



Key Investments

Redevelopment

4 Carver Hills

Completed in 2021, this new residential neighborhood includes 197 townhouses and 51 single-family homes with green spaces and pedestrian amenities. The plan adds new medium-density housing types to the northern corner of the city.



5 Veranda at Assembly

Veranda at Assembly hosts 100 housing units reserved for seniors 55 years and older. Located at the back of the Assembly master planned site, the development provides seniors with pedestrian access to Assembly's rail trail that runs along its western border.



6 Interim City Hall

The City led this redevelopment project to create a temporary civic facility during City Center construction, as outlined in the City Center Implementation Plan. The 42,000 square foot strip-style retail center converted a veterinary clinic into city hall offices, police offices, a library, and retail.



7 Legacy North

This project features the redevelopment of fire-damaged multifamily buildings on the northeast corner of the site, as well as several new buildings in the southwestern corner, adding units and a face-lift to a naturally occurring affordable housing development.



Key Investments

Infrastructure

A Buford Highway Pedestrian Improvements

First identified in the Buford Highway LCI, the City is currently in design phase to make safety and pedestrian improvements to Buford Highway. This project focuses on improving walkability and multimodal access with an emphasis on equity along this multicultural corridor.



B Shallowford Road Streetscape

This project focuses on improving safety, ADA accessibility, and visual appeal along Shallowford Road. It aligns with recommendations from the Shallowford Scoping Study and is being implemented by the City of Doraville. Estimated cost: $120,630. Engineering and right-of-way acquisition are in progress.



C BuHi Walk

This completed project delivered pedestrian and streetscape upgrades along Buford Highway to improve safety and accessibility.

BuHi Walk was recommended in the Buford Highway Master Plan and implemented by the City of Doraville.



Key Investments

Infrastructure

D Flowers Road Multiuse Path

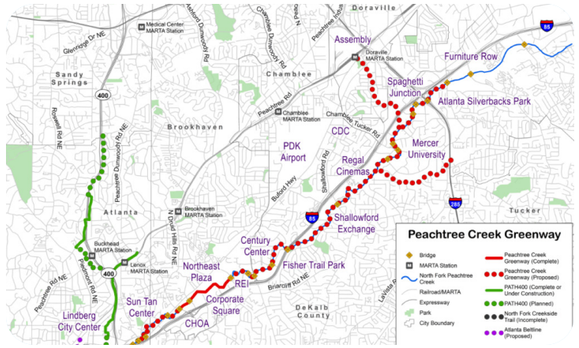
This mobility investment expands trail access in a historically underserved area. Identified in the Doraville Comprehensive Plan, it is being implemented by the City of Doraville at an estimated cost of $1,685,696. Planning continues, with construction expected in two to three years once funding is secured.



Source: Keck & Wood

E Peachtree Creek Greenway

The goal is to strengthen a key regional trail connection, improving access for recreation and daily commuting. Identified in the Peachtree Creek Greenway Master Plan, it advances a broader multimodal greenway network. The project is led by DeKalb County and the City of Doraville. The total projected cost for implementation is $18,794,000 over a period of 10 years.



Source: Peachtree Creek Greenway.org

F New Peachtree Road Multiuse Path

This project improves multimodal access along a vital corridor, enhancing safe and comfortable walking and cycling connections. Originating in Doraville's 2022–2042 Comprehensive Plan, it focuses on the north side of New Peachtree Road from Stewart Road to Oakcliff Road. Design is complete, with construction expected to begin soon.

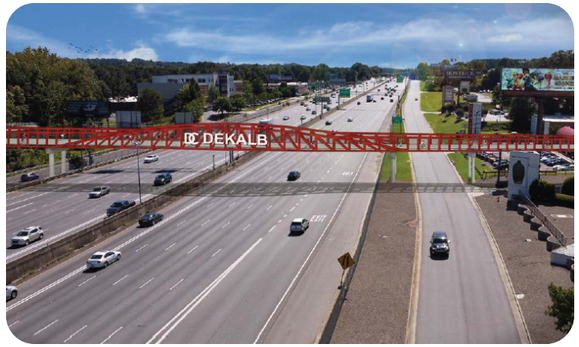


Key Investments

Infrastructure

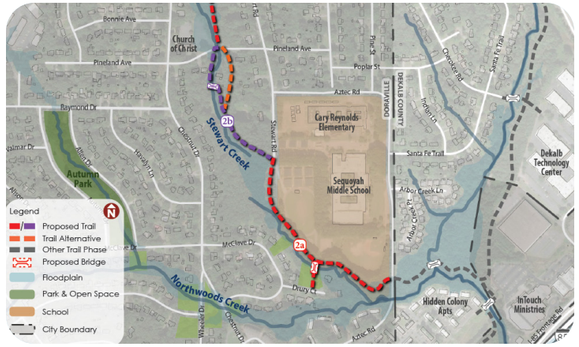
G Peachtree Creek Greenway – I-85 Bridge

This trail crossing provides the essential link over I-85 needed to complete regional connectivity. Highlighted in the Peachtree Creek Greenway Master Plan, it is being advanced by GDOT and DeKalb County and strengthens community connections while improving multimodal access.



H Peachtree Creek Greenway – Model Segment 2A

This demonstration segment is intended to set the standard for future trail design along the Peachtree Creek Greenway. Identified in the Master Plan and led by the City of Doraville, it establishes the look, feel, and functionality of the broader network while expanding safe and accessible multimodal connections for nearby neighborhoods.



I Chicopee Trail

This east–west trail link strengthens mobility between Chicopee Park and the Lumen Doraville development on Tilly Mill Road. Highlighted in Doraville's 2022–2042 Comprehensive Plan as the "Chicopee Trail," it is now in the planning phase.



Key Investments

Infrastructure

J I-285 Top End Express Lanes

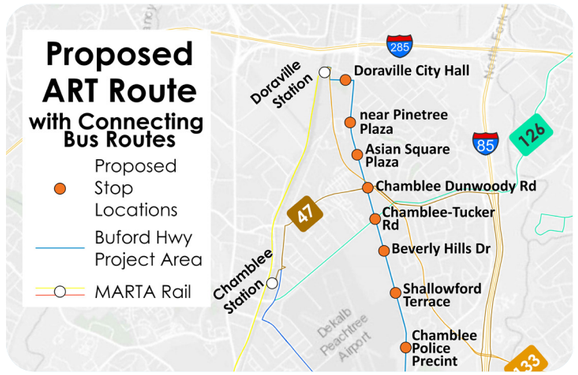
Led by GDOT under MMIP framework for express-lane expansion, this project is currently in the environmental-study /design-procurement phase; a Draft Environmental Impact Statement (EIS) was published in 2024. The overall project cost is estimated at approximately US$9.5 billion as part of the state's Major Mobility Investment Program (MMIP) and its impact on the City remains to be determined.



Source: https://majormobilityga.com/i-285-express-lanes/

K Buford Highway ART

The Buford Highway ART project, led by MARTA in coordination with GDOT, will upgrade the existing Route 39 corridor into a higher-frequency, transit-priority line between Lindbergh Center and Doraville. It is currently in concept and final design with station planning and agency coordination underway, is expected to begin operations around 2028, and carries an estimated capital cost of about $40 million.



Source: MARTA

L Honeysuckle Park Improvements

Honeysuckle Park is the City's largest park and boasts several recreational amenities. Over the last five years, the City has added a walking trail and made some other exterior renovations. It anticipates additional changes like a new pool facility. Currently, they are conducting a master plan to guide improvements.



Key Investments

Pipeline Development Projects

1 City Center

As a key catalytic project, the new City Center will redevelop downtown Doraville to feature a new library, City Hall and government offices, a café and restaurant space, creator studios and private event space surrounding a public lawn. Led by its own master planning document, the area will become the civic heart of Doraville, replacing the former downtown that was demolished for the MARTA station in the 1990s.



Conceptual Rendering of New City Hall

2 Assembly Doraville

Another catalytic project, Assembly is the redevelopment of the old GMC Plant site into a 130 acre mixed-use regional destination. The full master plan includes a 30-acre studio campus, offices, hotels, 700 residential units, a retail village, and 5-acre park. Phase 1, featuring the studio campus, offices, and park space, was completed in October 2023. Full buildout is currently paused due to market conditions.



Completed Phase 1

3 Former Commercial Site

This project redevelops a large former commercial site to meet housing and mixed-use goals from the Buford Highway Master Plan. Preliminary site work is underway.



Conceptual Rendering, Source: Urbanize

Key Investments

Pipeline Development Projects

4 Towns at Creekside

This project will provide 85 new townhouses, increasing the city's supply of medium-density housing. The development is currently under construction and is expected to be completed by 2026.



Construction Progress as of Fall 2025

5 New Multifamily Building

This new multifamily building will stand between four and five stories containing 240,000 square feet of new residential space with an additional 7,000 square feet of amenity/management office space. The building will bring between 240-260 units in one-, two-, and three-bedroom configurations.



Aerial of future project location

6 Extended Stay Redevelopment

This project will redevelop the former Lodge Atlanta extended stay hotel site into a future multifamily building with economy units. Construction is underway, with expected completion in 2026. This is a creative example of the City's commitment to creating affordable housing.



Construction Progress as of Fall 2025

Key Investments

Pipeline Development Projects

7 Sequoyah Middle & High School Redevelopment

This new high school campus will replace the overcrowded Cross Keys High, and relocate Cary Reynolds Elementary. The site will also have future Greenway access. The project, led by DeKalb County School District, broke ground in 2025, and is expected to be completed by Fall 2028.



8 Edmund Doraville

Edmund Doraville is a LIHTC housing community for seniors 55 years and older. Edmund will host 68 housing units at market-rate and affordable costs. Its location on New Peachtree Road will be easily accessible to the Doraville MARTA station. A mixed-income phase II is coming later in 2026.



Conceptual Rendering, Source: Geheber Lewis Associates

9 Rhythm

This project will provide 84 new townhouses, increasing the city's supply of medium-density housing. The development is currently under construction and expected to be completed by mid-2027.



Aerial of future project location

Chapter 3

Community Engagement & Priorities

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Overview

Comprehensive plans often try to tackle every community need and opportunity identified in the process, spreading its attention thin. While this is indeed inclusive, this approach can lead to surface-level evaluations and recommendations that are vague and challenging to execute.

DoraVision opts for a different strategy. Instead of covering every community need and opportunity at a high level, this community assessment conducts a deep dive on a few key community priorities. Considering existing conditions and findings from community engagement, the following community goals continued to bubble up throughout the process:

- Protect and enhance cultural diversity and community identity
- Expand housing mix and affordability
- Reconnect communities and improve walkability
- Preserve and recreate natural systems

This is not an exhaustive list of community priorities, and there are many other worthy needs and opportunities identified in this process. The graphic on the next page documents these topics, showing key interconnections.

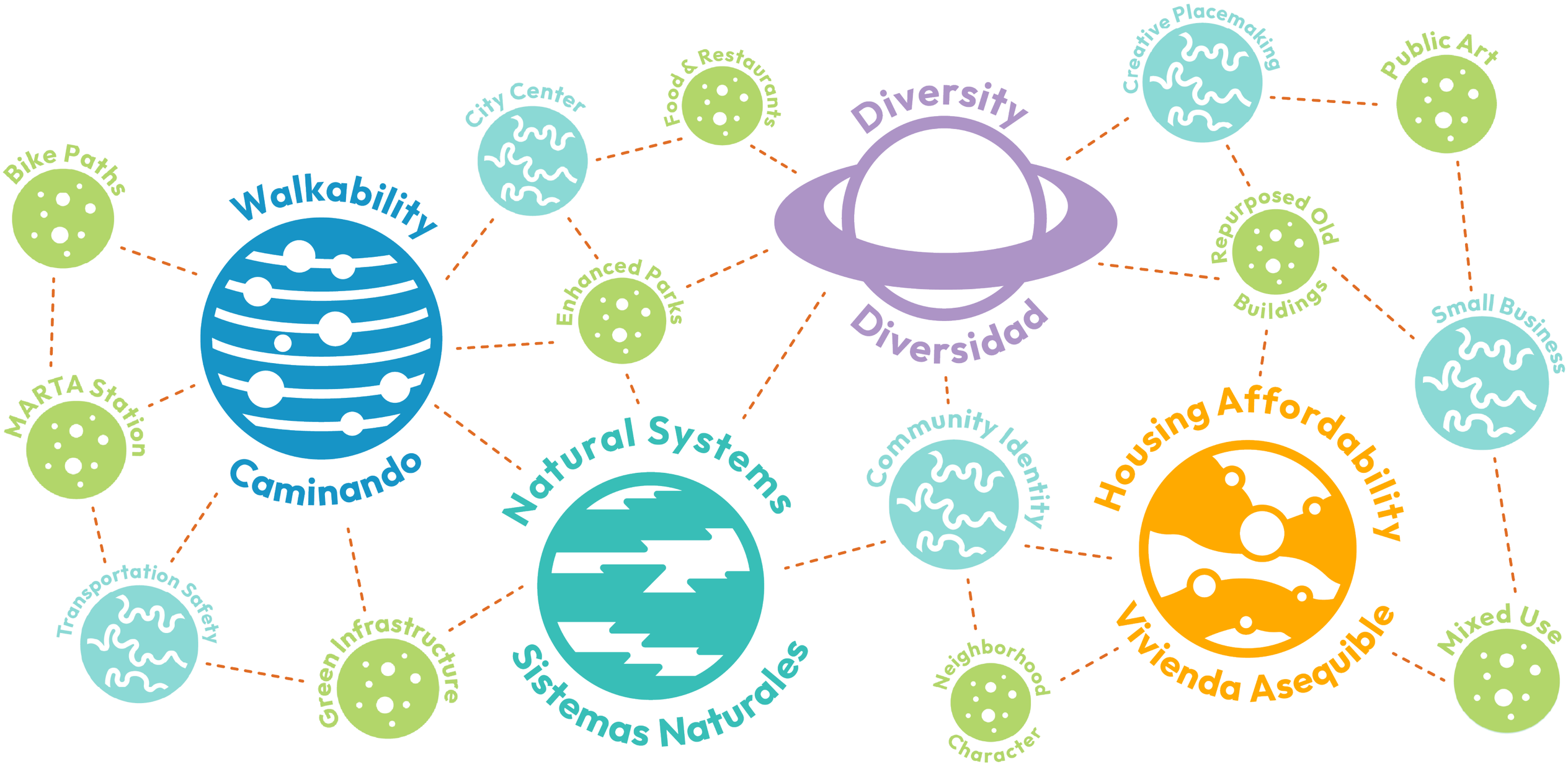
The four following chapters explore each of the key community priorities in more depth. At a minimum, it provides the following:

- An overview with relevant needs and opportunities
- Key findings and analysis
- Major interconnections
- Implementation strategies





The "Doraverse" of Needs and Opportunities



Engagement Methods & Results

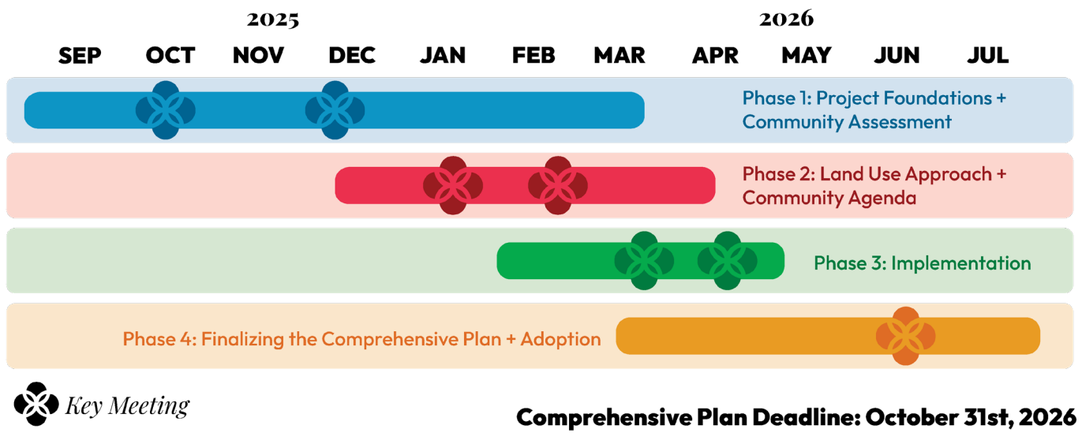
Overview

Engaging a wide audience of diverse residents was a key component for developing this plan. Engagement was designed to connect with the community efficiently and creatively through an intentional and streamlined process. Activities were designed to be fun, meaningful, and multi-layered, allowing participants to explore ideas through interactive exercises while continuously reinforcing key themes and priorities across the planning process. The engagement strategy included:

- Stakeholder interviews
- Public workshops
- Steering Committee meetings
- Pop ups
- Online survey
- Mailed, statistically valid survey



Timeline



Comprehensive Plan Deadline: October 31st, 2026

Engagement Methods & Results

Stakeholder Interviews

The planning team interviewed elected officials, planning commissioners, property owners, developers, business representatives, and community organizations to better understand Doraville's opportunities and challenges. Additional focus groups included residents, arts and culture stakeholders, affordable housing developers, and transportation representatives.

Key Takeaways

- Improving connectivity and walkability is Doraville's most consistent priority. Stakeholders repeatedly cited Buford Highway, limited sidewalks, poor pedestrian safety, neighborhood disconnections, and difficult access to MARTA as major challenges.
- Stakeholders view Doraville's cultural diversity as its greatest asset and want growth that protects affordability and prevents displacement.
- Support exists for additional housing and redevelopment, particularly near transit and commercial corridors, when paired with community preservation goals.

Public Workshop

The public workshop was held at the Exhibition Hub and featured a series of interactive activities focused on Doraville's past, present, and future. Participants contributed to a community timeline, created vision boards for the future of Doraville, explored recreation and parks priorities, as well as mapped connections, sidewalk gaps, and areas where safety improvements are needed.

Key Takeaways

- Workshop participants expressed strong support for a more walkable, bike-friendly, and connected community.
- Cultural diversity and inclusivity emerged as defining elements of Doraville's identity.
- Visioning activities revealed strong interest in adaptive reuse, mixed-use development, redevelopment of underutilized properties, and the activation of vacant commercial spaces.
- Participants envisioned a future Doraville that balances growth with community character while creating more opportunities to live, work, and connect locally.



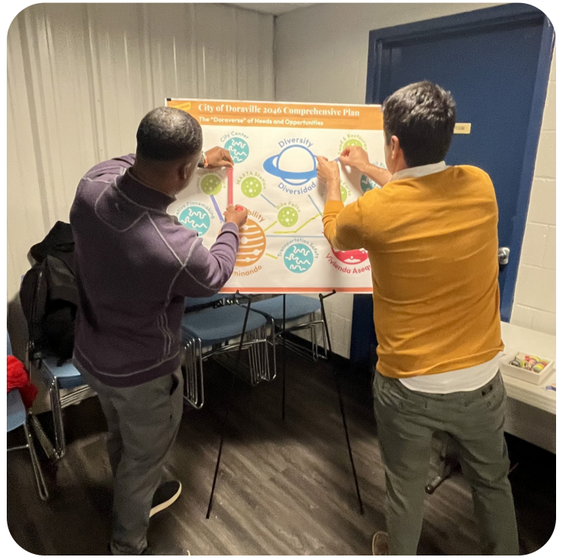
Engagement Methods & Results

Steering Committee Meeting 1

The first Steering Committee meeting introduced the comprehensive planning process and provided an overview of the project's goals, schedule, and engagement strategy. Committee members participated in a holiday needs and opportunities activity to identify Doraville's greatest challenges and assets.

Key Takeaways

- The top 3 themes that organized the plan emerged: diversity, walkability, and housing affordability.
- Members emphasized the importance of overlapping and interrelated themes and encouraged an integrated process moving forward.



Steering Committee Meeting 2

The second Steering Committee meeting focused on exploring connections between community priorities and examining future opportunities for neighborhoods, parks, and mobility. Through the "Doraverse" activity, committee members mapped relationships between identified needs and opportunities, demonstrating how many community issues overlap and influence one another. Participants discussed key investments, and completed a neighborhood-level mapping exercise focused on community connections and future parks improvements.

Key Takeaways

- The discussion reinforced the importance of connectivity throughout Doraville. Committee members consistently identified sidewalk improvements, safer pedestrian routes, and improved transit access as critical investments.
- Participants also expressed interest in creating more neighborhood-scale destinations, such as parks, gathering spaces, and small businesses that residents can easily access without driving.



Engagement Methods & Results

Steering Committee Meeting 3

The third Steering Committee meeting focused on housing, redevelopment, and future land use. The planning team introduced the overall land use approach and discussed how different areas of the city could accommodate future growth while preserving community character. Committee members reviewed housing needs, housing types, redevelopment opportunities, and strategies for creating more walkable and mixed-use environments.

Key Takeaways

- The committee acknowledged the need for additional housing options, particularly housing that remains affordable for current and future residents.
- Members generally agreed that increased density in appropriate locations, especially along major corridors such as Buford Highway and near MARTA, will be necessary to meet future housing needs and on busy residential streets..
- Mixed-use development, walkable environments, and strategic redevelopment emerged as key components of the community's long-term vision.

Pop Ups

The pop up events were attended by City of Doraville staff. These meeting were intended to engage residents and visitors that may not attend a traditional public event and meet community members at events they planned and supported. During these events, staff handed out postcards with project information and worksheet activities for children and adults offered in English and Spanish.

Events

- Eggcellent Bunny Bonanza | Saturday, March 28th
- Doraville's Autism Awareness Caravan and Event | Saturday, April 4th
- Doraville Car Show | Saturday, April 11th
- Doraville Community Seniors | Wednesday, March 27th and April 24th
- Doraville United Elementary Health Fair | Saturday, April 25th

Key Takeaways

- Improving sidewalks, bicycle facilities, and intersection safety emerged as a priority across all areas of Doraville.
- Expanding parks, open spaces, and access to greenspace was consistently identified as a key desire in each neighborhood.
- Residents across all areas expressed support for walkable, mixed-use development while emphasizing the importance of preserving the unique scale, character, and identity of existing neighborhoods.

Engagement Methods & Results

Online Survey

The online survey was available for five months between Fall 2025 and Spring 2026 and received 323 responses from participants representing a range of age groups. Offered in both English and Spanish, the survey asked residents to share their experiences, perspectives, and priorities related to living, working, and getting around Doraville. Responses helped identify community priorities for future growth, development, and the investments needed to support the city's evolving needs.

Key Takeaways

- 65% of respondents said that Doraville has improved as a place to live or work in the last 5-10 years.
- Citywide priorities for the next 10-20 years are walkability/bikeability, maintaining city services, parks/open space maintenance, neighborhood revitalization, and expanding retail options.
- There is strong support for diverse, accessible, and affordable housing options, especially for new buyers, seniors, and young professionals.

Statistically Valid Mailed Survey for Recreation and Parks

As part of the Recreation and Parks Master Plan update, a statistically valid mailed survey was distributed by a third party, ETC Institute, to a representative sample of Doraville households to gather resident feedback. While the survey primarily focused on parks and recreation needs, it also included several questions related to the City's Comprehensive Plan. The results of those broader planning questions are summarized below.

Key Takeaways

Question: What are the top three needs/issues the comprehensive plan needs to address?

Top 5 responses:

- Create a walkable downtown Doraville.
- Preserve neighborhood character.
- Improve safety for pedestrians & cyclists.
- Connect destinations via trails.
- Improve/preserve housing affordability.

Question: Thinking of Doraville's development future, what would you most like to see?

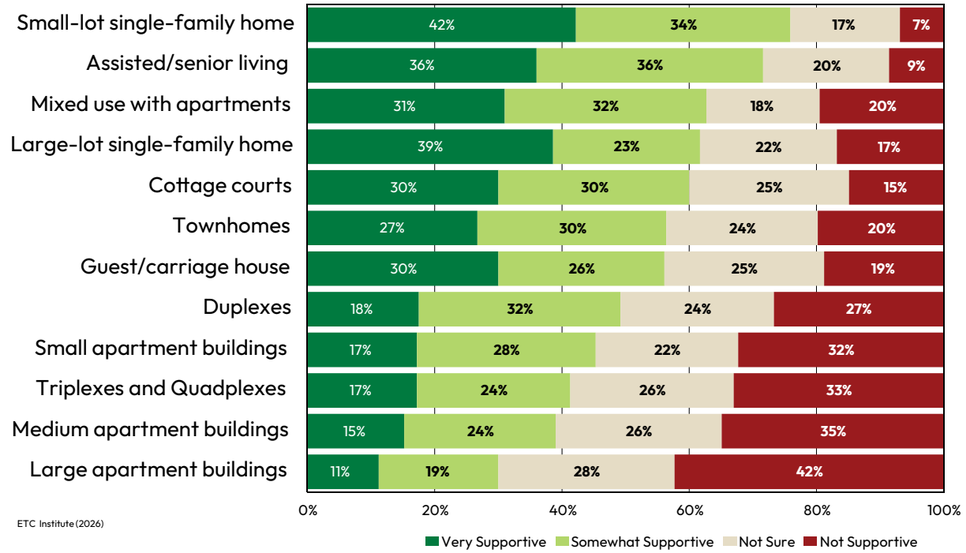
Top 3 responses:

- More greenspaces & preservation of natural resources.
- Neighborhood preservation.
- More gathering places like town greens & plazas.

Engagement Methods & Results

Key Takeaways Continued:

Question: Please indicate how supportive you would be of each of the following housing developments in Doraville.



ETC Institute (2026)



Chapter 4

Culture, Diversity, & Arts

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Cultural Diversity

Community Goal:

Protect and enhance cultural diversity and community identity

Overview

Doraville's cultural identity is rooted in its cultural diversity, investment in local art, international cuisine and small local businesses. This diversity is both a defining strength and a critical consideration as redevelopment pressures increase and affordability becomes a concern. This requires intentional strategies to preserve affordability, support minority-owned businesses, and sustain the community's culturally diverse base. With 30% of residents speaking a language other than English, Doraville's cultural landscape is deeply multilingual and supported by a wide network of civic organizations, grassroots groups, and regional partners that contribute to arts, programming, and advocacy. Moving forward, the City supporting cultural and heritage organizations have an opportunity to strengthen coordination, expand inclusive initiatives and programs, and better connect cultural assets through placemaking, public art, and activated public spaces. By aligning arts and culture with economic development, housing, transportation, and parks, Doraville can reinforce its identity as a regional hub for global culture while ensuring that growth enhances,



Analysis

Small Business Analysis

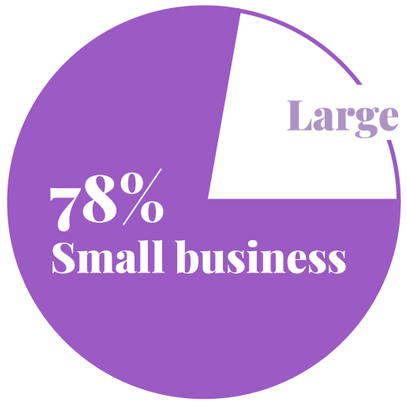
Doraville's business landscape is an important component of its cultural identity, particularly through its concentration of international restaurants and locally owned establishments that reflect the community's diversity. These businesses not only serve as economic drivers, but also as cultural anchors for the City.

Compared to DeKalb County, Doraville's business composition reflects a distinct economic structure. In 2023, approximately 78% of businesses in Doraville had fewer than 20 employees, compared to 87% countywide, making the majority of businesses in Doraville small businesses. Similarly, 42% of Doraville businesses were minority-owned, compared to 59% across DeKalb County. While these figures suggest a lower share of small and minority-owned businesses relative to the county, they still represent a strong majority of the businesses that shape Doraville's economy. Doraville's strong industrial base may explain some of this difference and set Doraville apart from many of its neighbors. While nearby areas may have higher concentrations of small-scale and minority-owned businesses, Doraville's economy is more mixed, balancing industrial employment with a growing ecosystem of small, culturally diverse enterprises.

Importantly, Doraville's small and minority-owned businesses play an important role in shaping the city's identity. These businesses often operate at a neighborhood scale, fostering social connection, supporting local entrepreneurship, and celebrating different cultural traditions. As Doraville continues to grow and redevelop, there is a critical opportunity to strengthen and expand this ecosystem. Supporting small and minority-owned businesses through affordable commercial space, targeted assistance, adaptive reuse, and inclusive economic development strategies will be essential to preserving the city's unique character while ensuring that its economic growth remains equitable and reflective of its diverse community.

Small business:
Less than 20 employees

Large business:
More than 20 employees



Compared to DeKalb County:

Small business: 87%

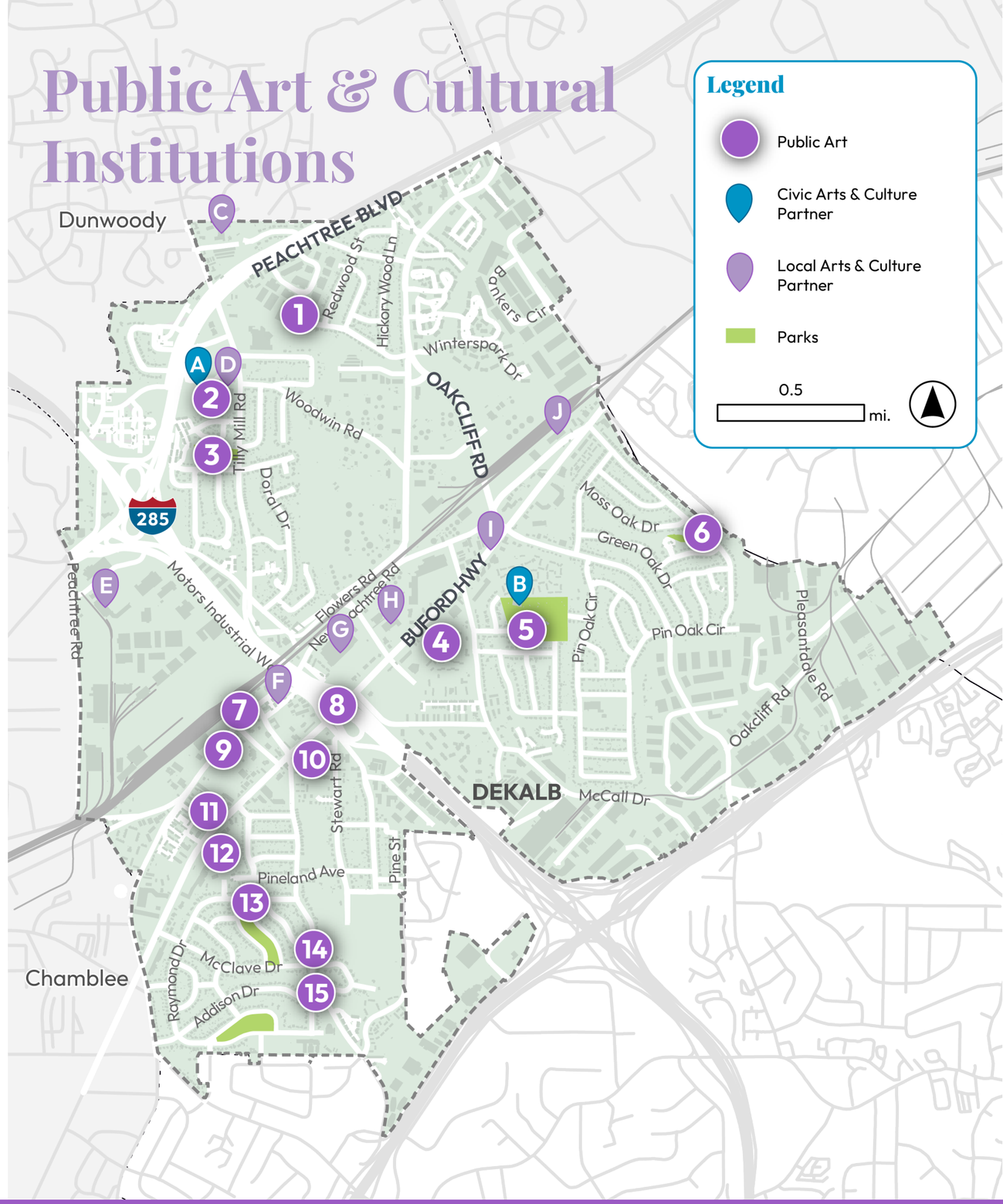
Large business: 13%

42% Minority owned businesses

Compared to 59% in DeKalb County

*(*ESRI Business Analyst, 2023)*

Public Art & Cultural Institutions



Analysis

Public Art & Cultural Institutions

Doraville's cultural strengths lies in its diversity and community-oriented focus. The next step is not creating culture, but better supporting, connecting, and sustaining the cultural assets that already exist. There is a robust public art and partnership ecosystem that currently supports art and culture in Doraville, but these systems are not always working together. This section explores Doraville's partnership ecosystem and how they could strengthen collaboration and implementation.

Public Art

1 Put it in a Bin Bench



2 Minhwa Spirits Mural



3 Halpern Park - Mini-Pitch Futbol Mural, Rain Dance Bench, & Flora V





4 Glaze Tea Mural



5 Honeysuckle Park - Forest Fleming Arena Mural & Untitled Stormwater Bench





6 Dora the Dinosaur



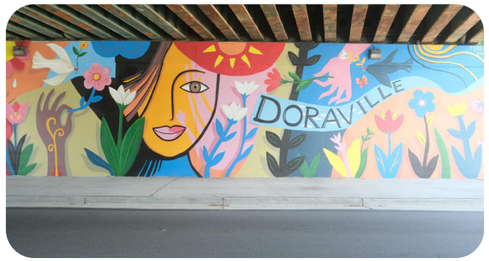
Analysis

Public Art

7 Park Ave Scramble



8 Martha From Doraville



8 Doraville Dream



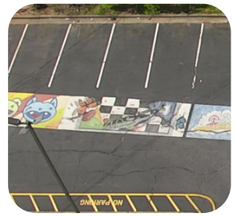
9 Music History Tribute



10 Pájaros Que Anidan



11 Korean Town Pedestrian Walk & El Rey Del Taco





12 Pinetree Plaza Mural



13 Stormwater Park Benches



Analysis

Public Art

14 Chestnut & McClave Drive Colorful Crosswalks



15 Untitled Stormwater Bench



Partnership Ecosystem: Civic

A Art Commission

Doraville's Art Commission works to expand and promote public art by supporting projects that reflect community identity, enhance sense of place, and leverage the arts for cultural engagement and economic vitality.



A Doraville Chamber of Commerce

They support and advocate for local businesses by fostering economic growth, promoting the city as a destination, and strengthening connections between the business community and residents.



B Recreation, Parks, & Cultural Affairs

This department provides and maintains parks, programs, and community spaces that promote active living, environmental awareness, and inclusive cultural engagement across the city.



Analysis

Partnership Ecosystem: Local

C Evolve Soccer

Evolve Soccer Atlanta is an indoor training facility for youth and adults, featuring a futsal court and turf field. From classes, camps, tournaments, and pickup games to private training, rentals, and birthday parties.


Photo credit: Evolve Soccer

D Doraville Art (DArt)

Serves as a local arts anchor by providing accessible creative space, education, and exhibition opportunities that cultivate local talent and expand community participation in the arts.



E H-Mart Doraville

Offering a wide selection of Asian groceries, fresh foods, and specialty products, H Mart serves residents from across Doraville and the region while helping make Buford Highway a hub for food, culture, and community.



Photo credit: H-Mart

F Merely Players Presents

Merely Players Presents functions as a community-based performing arts organization that provides accessible theater productions and creative opportunities for local artists and residents.


Photo credit: Merely Players Presents

Analysis

Partnership Ecosystem: Local

G Buford Highway Farmers Market

Serves as a cultural anchor, hosting international food events and highlighting global cuisines and chefs.



H Exhibition Hub

Hosts immersive, large-scale exhibitions that attract local and regional visitors and position Doraville as a destination for experiential arts and culture.



I We Love Buford Highway

We Love Buford Highway, Inc. is a 501(c)3 nonprofit preserving the multicultural identity of Atlanta's Buford Highway. They have supported several projects in Doraville such as the BuHi Walk and Pinetree Plaza Mural.



J Atlanta Eagles Arena

Atlanta Eagles Arena is a versatile, multi-use venue designed to bring the community together. From sporting events and conventions to parties, concerts, and special events, the arena provides a flexible space for a wide variety of gatherings and experiences.



Photo credit: Atlanta Eagles Arena

Analysis

Partnership Ecosystem: Nearby

1 Amigos de la Comunidad

Located just outside of Doraville, Amigos de la Comunidad is a 501(c)(3) nonprofit organization dedicated to supporting Latino families in Georgia. They prove resources, support, and opportunities to improve community members' lives.



Photo credit: Amigos de la Comunidad

2 Los Vecinos de Buford Highway

They are a 501(c)(3) organization founded by three community leaders, focused on supporting Latino families, connecting the community, and amplifying their voices.



3 YMCA of Metro Atlanta

The YMCA offers a free Early Learning Readiness Program for caregivers and children ages 0-5 in Spanish in two different locations in Doraville; Fleming Forest Arena and Salvation Army International Corps.



Photo credit: Cowart Family YMCA

Needs & Opportunities

Community members and stakeholders emphasized the importance of fostering an inclusive community that celebrates Doraville's cultural diversity and unique identity. This includes addressing certain needs and exploring opportunities.

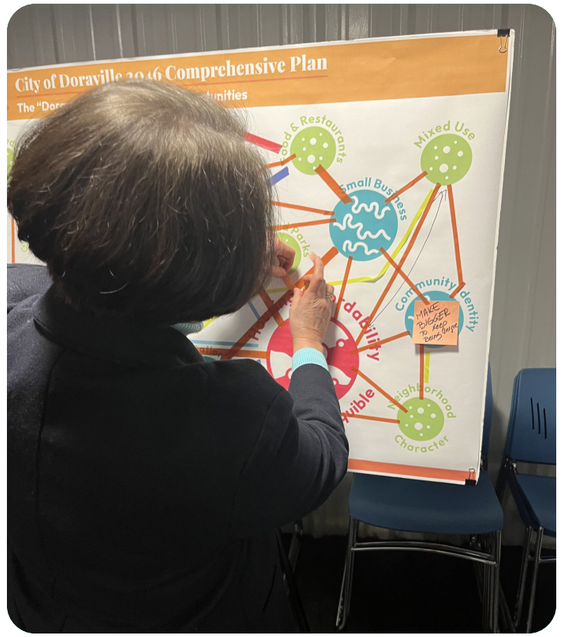
Needs

- Expand community programming and inclusive engagement (including language and translation services, such as hiring bilingual staff)
- Support the local arts and culture ecosystem (through grants, fundings, community events and festivals, children and adult classes, public art projects, etc.)
- Strengthen leadership and coordination for arts and culture

Opportunities

- Leverage Doraville's cultural diversity along Buford Highway to center the regional hub for global culture, food, and experiences
- Activate parks in each quadrant of Doraville through arts, events, and festivals
- Use public art to shape Doraville's identity, placemaking, and gateways
- Support existing small businesses and cultural assets





Policies

While Doraville's cultural diversity is one of its greatest strengths, preserving and celebrating that identity requires intentional action. As the City continues to grow and evolve, it has the opportunity to support local businesses, invest in cultural programming and public art, strengthen community connections, and ensure all residents feel welcome and represented.

Specifically, this Comprehensive Plan advances these efforts through four key focus areas:

Supporting culturally significant businesses, strengthening Doraville's identity and brand, expanding parks and community programming, fostering inclusive leadership and community engagement, and investing in public art and placemaking.

Cultural Diversity

- Prioritize inclusive cultural events and programming that reflect Doraville's diverse communities and create opportunities for residents to connect across cultures.
- Support locally owned and culturally significant businesses through affordable and flexible commercial spaces that encourage entrepreneurship and economic opportunity.

Housing Affordability

- Consider allowing multi-generational housing through policy and legal changes required to accommodate it, as other cultures may have different household structures and therefore, needs.
- Prioritize long-term housing affordability, as it allows people with a diversity of incomes and backgrounds to live in Doraville and prevents displacement of more vulnerable groups.

Walkability/Connectivity

- Expand accessible and flexible transportation options to key destinations, services, and employment centers for residents of all backgrounds and income levels.
- Increase walkability to reduce reliance on car ownership and provide safer travel for all road users, lowering household transportation costs and supporting a more inclusive and livable community.

Parks/Natural Systems

- Welcome people of diverse cultures into parks, trails, and other greenspaces through multi-lingual signage and other accessible features.
- Continue hosting cultural events in parks and other public spaces, such as along trails and future linear parks.

Implementation

Strategies:

A. Partner with nonprofits/universities/colleges to launch a small business incubator and support the initiative

B. Encourage smaller, flexible commercial spaces in mixed-use developments that can include affordable spaces for artists

C. Develop a cohesive branding and gateway strategy to promote Doraville as a regional food and cultural destination

D. Support and expand recurring cultural programming, community events, and festivals

E. Establish a grant writing and resource development role to expand funding opportunities

F. Diversify representation in arts and cultural leadership

G. Implement Doraville Art Master Plan Key recommendations:

- Commission public artworks that respond to themes of diversity, vitality, community, and transformation
- Prioritize and support local artists
- Align the goals and strategies for public art with other relevant City plans
- Make decisions about public art projects efficiently, avoiding redundant and/or extra steps in process, and reducing delays
- Seek diverse, reliable, and stable funding for public art through the City of Doraville

Relevant CWP Items

These implementation strategies translate to the following short-term (five year) action items that appear in the community work program in Chapter 10.

Relevant Strategies	CWP No.	Project Description
From previous comprehensive plan	CDA.1	Establish Doraville ambassador program using trainees from the Doraville 101 program to recruit and engage others in Doraville.
From previous comprehensive plan, F	CDA.2	Develop a diversity plan utilizing the City of Decatur's Diversity Plan as a precedent.
From previous comprehensive plan	CDA.3	Carry out and implement Buford Highway Livable Centers Initiative Study.

Relevant CWP Items (Cont'd.)

Relevant Strategies	CWP No.	Project Description
From previous comprehensive plan, A, E	CDA.4	Grow the online incentives & tax credits toolbox outlining available local, state, & federal tax credits, financial assistance, and business start-up / support organizations.
G	CDA.5	Update and implement Doraville Art Master Plan
C, D	CDA.6	Launch a coordinated branding, placemaking, and year-round cultural programming effort that celebrates the city's diverse communities.
C,D	PR.9	Develop a standardized multi-lingual park signage package with entry, regulatory, and wayfinding signage.
C,D	PR.10	Implement multi-lingual signage in all parks.
C,D	PR.11	Establish a parks events committee to expand multicultural events and markets and increase coordination with partner departments and organizations. Committee should seek to expand volunteerism, community awareness, and collaborative resource sharing.
B	FD.2	According to recommendations in the comprehensive plan, revise zoning code to make it easier to build and incorporate mixed-use developments.

Chapter 5

Housing

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Overview

Community Goal:

Expand housing mix and affordability

With limited resources, the City has been a local leader in diverse housing policy, particularly with proactive rezonings to add gentle density, abolishing exclusive single-family zoning, and allowing accessory dwelling units (ADUs) in every residential district. **The City should continue pushing the needle to build an ecosystem of housing affordability.**

Briefly explored earlier in the City Snapshot, Doraville's current state of housing seems deceptive, as supply exceeds the current number of households. Rental and for-sale housing is much more affordable in Doraville compared to its neighbors. Many of Doraville's newcomers cite the City's affordability as the chief reason they moved there. So, what is the problem? This chapter explores these issues, opportunities, and recommendations to better expand housing mix and affordability.



Analysis

AMI and Pricing

Upon a closer look, Doraville is becoming less and less affordable. The chart below examines median rent and median sale prices compared to various area median income (AMI) levels for metropolitan Atlanta.

Except for those at 50% AMI or below, most income levels can afford median rent in Doraville. On the other hand, only households making above 100% AMI can afford to buy in Doraville based off typical home values.

On top of that, Doraville's median income falls very short of the Atlanta metro's AMI, indicating deeper affordability issues.

Income Comparison

Doraville median household income:

$47,343

Compared to $80,644 in DeKalb County

Atlanta Metro AMI:

$117,800

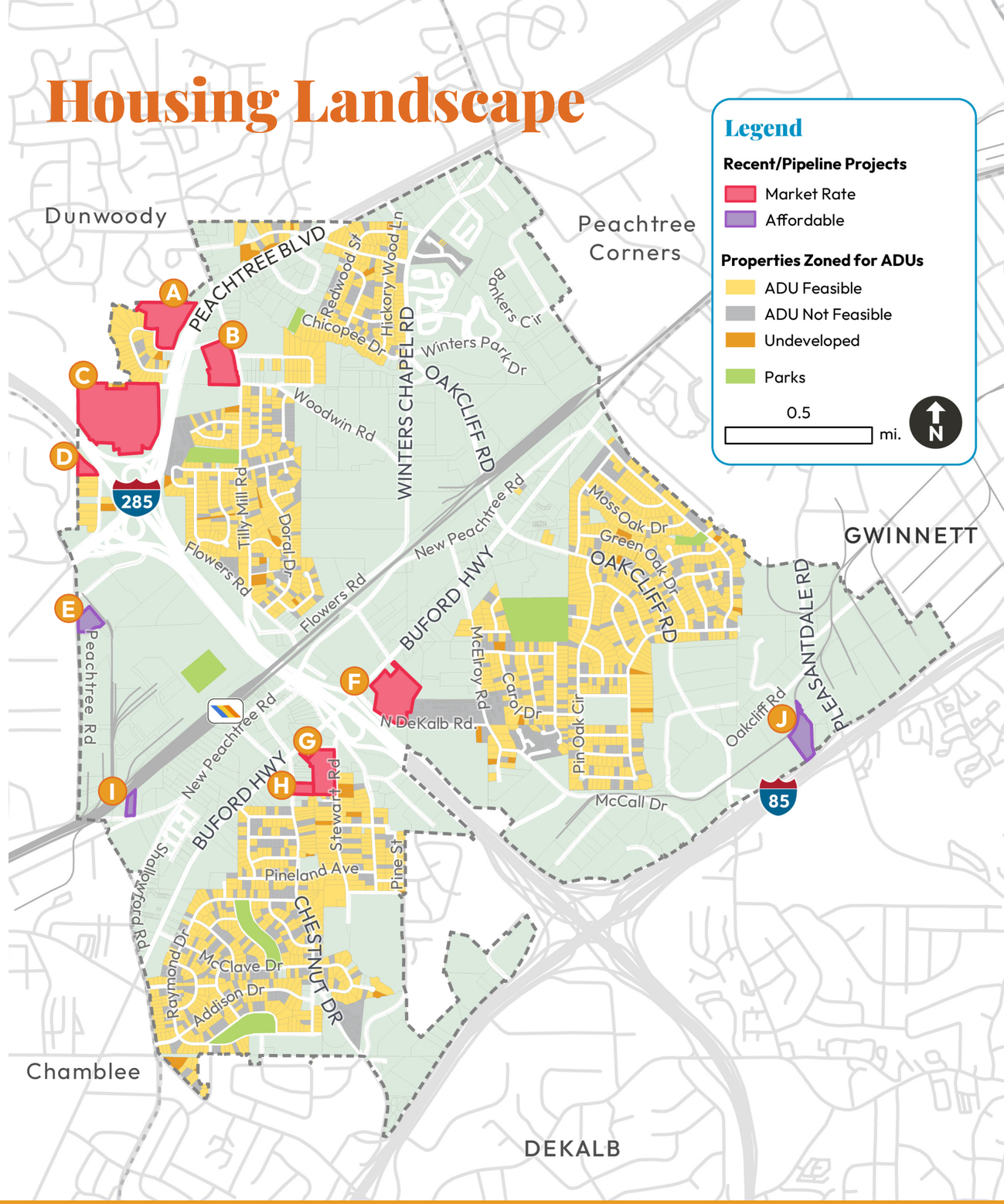
for a four-person family

The U.S. Department of Housing and Urban Development (HUD) uses the Metro AMI—depending on household size—to determine subsidized rates for all of Metro Atlanta, including Doraville.

Annual Wages of Atlanta-Metro Professions Compared to Doraville Housing Costs

AMI	Household Income	One Person Household	Two Person Household	$1,700 Doraville Median Rent — Afford. Rent	$359,392 Doraville Typical Home Value — Afford. House
120%	$141,360	Aerospace Engineer ($146,710) Pharmacist ($139,250)	Speech Language Pathologist ($97,230) + Bank Teller ($44,390)	$3,534	$388,192
100%	$117,800	Architect ($117,560) Financial Risk Specialist ($118,940)	HVAC Installer ($60,460) + Event Planner ($56,960)	$2,945	$328,668
80%	$94,250	Aircraft Mechanic ($95,160) News Reporter ($95,470)	Security System Installer ($57,480) + Restaurant Cook ($35,780)	$2,356	$273,377
50%	$58,900	School Social Worker ($56,330)	Teaching Assistant ($31,720) + Barista ($27,800)	$1,473	$191,415

Housing Landscape



Analysis

Recent Housing Development

Housing development is active in Doraville with both recent and upcoming projects delivering nearly 2,500 additional units to the City. Shown below, these include apartments, townhouses, and single-family developments.

The majority of these projects are market-rate. Starting at around $500,000, for-sale townhouses and single-family exceed "affordable" prices for households making 100-120% AMI levels. Market-rate rentals prove more affordable for renters—even those making 50% AMI—with some offering smaller, studio apartments at rents as low as $1,400.

Doraville has welcomed three major subsidized projects, with two reserved for seniors. Veranda at Assembly offers the deepest level of affordability, offering units to adults over 55 at AMI levels as low as 30%.

This recent flurry of housing development has advanced Doraville's goal to expand housing and even to some degree, affordability. In terms of mix, these projects fall mostly at two ends of the housing spectrum, either single-family or high-density apartments. Only a few projects offer options—like townhouses and garden-style apartments—in between, suggesting there is more work needed to expand Doraville's future housing mix.

Recent/Upcoming Housing Development: Market Rate vs. Affordable

#	Name	Units	Pricing/Description	Status
A	**Towns at Creekside**	85	For-sale townhouses selling at around $500K	Complete
B	**Lumen Doraville**	320	For rent apartments ranging from $1400/mo (studio) up to $5,156/mo (2-bed)	Complete
C	**The Heights at Carver Hills**	248	For-sale mix of townhouses and single-family $500K-850K	Complete
D	**Rhythm**	84	For-sale townhouses - pricing TBD, but no plans for affordable units	Under Construction
E	**Veranda at Assembly**	100	Affordable senior living (55+) for 30, 60, & 80% AMI; 20 market-rate units	Complete
F	**Lotus Grove**	778	Apartments - pricing TBD, but no plans for affordable units	Pipeline
G	**Camino at BuHi**	300	For-rent apartments and townhouses ranging from $1,482/mo (studio) to $3,379/mo (3-bed TH)	Complete
H	**Unnamed Multifamily**	250	Apartments - pricing TBD, but no plans for affordable units	Pipeline
I	**Edmund Doraville**	68	Mixed Income, senior living (55+)	Under Construction
J	**Parc @ Doraville**	198	Micro-units (300 average square feet) starting at $1,200/mo	Under Construction
Total		**2,431**	Market-Rate Subsidized	

Analysis

ADU Feasibility

In 2024, the City issued an ordinance allowing ADUs in all residential districts. The City also supplied pre-approved ADU plans to further remove barriers and encourage developers and homeowners alike to build ADUs in their own backyards. Despite these tremendous regulatory strides forward, the City has not witnessed an influx in ADU permit applications like it hoped.

As a part of this plan, the team conducted a high-level feasibility assessment to test existing setbacks to determine if ADUs were dimensionally feasible under the current code and considering stream buffers. **This analysis found that over 85% of single-family properties could reasonably accommodate a 300-square foot ADU (the minimum prescribed by the ordinance).**

While there are some lots with challenging dimensions, many of the "unsuitable" properties had existing accessory structures that could realistically be replaced by an ADU.

Because ADUs seem dimensionally feasible, the lack of ADU development is likely due to financial and regulatory hurdles. Since 2020, construction costs and loan interest rates have ballooned, making it difficult for ADU development to pencil out. The City has little agency over these external factors, but simplifying permitting processes goes along way to reduce the cost of a project.

What is an ADU?

An Accessory Dwelling Unit (ADU) is a small, independent housing unit located on the same property as a larger, principal unit, most often a single-family house. Sometimes they are referred to as backyard cottages, granny flats, or mother-in-law suites. They typically appear in two forms, detached or attached to the primary house.



Needs & Opportunities

Community members and stakeholders prioritized expanding housing mix and affordability as a key community goal for Doraville. Under the umbrella of this goal, there are specific housing needs and opportunities that this plan aims to address, documented below.

Needs

- Existing unsubsidized housing (NOAH) should be preserved.
- Additional affordable housing options, particularly at lower AMI levels are needed.
- The City and its partners need to dedicate new and expanded local funding sources to support housing development.

Opportunities

- Recent successes in housing development projects provides momentum.
- Existing, good partnership with Housing Authority of DeKalb County and Dekalb Land Bank can continue to be built upon to support affordability.
- Vacant and/or underutilized sites along Buford Highway have potential for small multifamily and dense townhouse development.
- The Doraville MARTA station is a key asset that provides affordable access to regional job centers and other destinations.



Older, garden-style apartments like this one often serve as NOAH.

Policies

The City can only do so much to encourage diverse and affordable housing. Several factors are at play that impact housing affordability: the market itself, ballooning construction costs, high interest rates, and antiquated financing system that favors single-family housing development. Despite these outward forces, the city should focus on the policy and regulatory levers that it can control.

Specifically, the comprehensive plan can address these issues from a policy perspective in three key ways, outlined below.

Housing efforts do not occur in a vacuum; other community priorities influence housing outcomes, and vice versa. The remaining policies highlight how the other community goals and efforts can also impact and/or enhance housing strategies.

Housing Affordability

- Preserve existing naturally occurring affordable housing.
- Encourage subsidized housing development, particularly deeply affordable units.
- Continue expanding allowable housing types in more places in the City with an emphasis on missing middle.

Cultural Diversity

- Consider allowing multi-generational housing through policy and legal changes required to accommodate it, as other cultures may have different household structures and therefore, needs.
- Prioritize long-term housing affordability, as it allows people with a diversity of incomes and backgrounds to live in Doraville and prevents displacement of more vulnerable groups.

Walkability/Connectivity

- Prioritize connectivity to key assets (i.e. walking paths and bike trails), as it ensures residents can access the things that make a community great.
- Develop housing near transit, as it can further reduce living costs. Transportation, particularly using a personal vehicle, is a major cost of living that is often unaccounted for compared to housing prices.

Parks/Natural Systems

- Invest in public amenities including parks, natural greenspaces, and greenways, as it drives housing demand in ways individual developers cannot replicate.
- Encourage both market-rate and affordable housing developers to include public greenspace and natural stormwater management.
- Balance tree preservation goals with reducing housing development costs

Implementation

Strategies:

A. Revise code to be easier to understand, as it is currently confusing, at times redundant, and may result in the need for a lot of variances.

B. Create more resources to put back into housing deals, such as a housing opportunity bond, more TADs (local), land banks, or affordable housing trust fund.

C. Collaborate with county and state; sales tax exemptions for materials for construction like Birmingham, Alabama and Denver, Colorado.

D. Reduce minimum square footage requirements to allow home sizes that align with the smaller homes being replaced.

E. Continue to proactively rezone to allow multifamily downtown, near existing transit, and along busier local streets.

F. Increase the number of zoning areas where townhouses, detached small lot / zero lot line homes, duplexes, house-plexes, and ADUs are allowed by right. Allow lot splits for additional density.

G. Reduce time to permitting – operate as a "one stop shop" for all city-side approvals and provide a designated point of contact to DeKalb County for Land Disturbance Permits. Offer express permitting pathway for cosmetic rehabilitations and prioritize approvals for affordable housing developments.

H. Offer city-controlled land at below-market prices for housing.

I. Consider revisions to the tree ordinance, including more selectivity around the health/importance of existing trees and reducing the root impact zone for trees on neighboring properties.

J. Prepare desired development concepts with community input for key redevelopment areas.

K. Proactively pursue environmental remediation where necessary.

L. Provide exemption to ground-floor retail requirements for affordable housing developments.

M. Explore partnerships for smaller rental providers who wish to maintain below-market rents.

Relevant CWP Items

These implementation strategies translate to the following short-term (five years) action items that appear in the community work program in Chapter 10.

Relevant Strategies	CWP No.	Project Description
From previous comprehensive plan	HA.1	Establish a policy for new housing developments to provide a certain percentage of units at affordable workforce housing rates.
B	HA. 2	Explore feasibility of funding for housing deals, like housing opportunity bond, more TADs (local), or affordable housing trust fund.
E	HA.3	Identify additional rezoning opportunities to expand housing options, particularly near City Center and transit.
G	HA.4	Create a coordinated interdepartmental program that forms a "one stop shop" for all city-side approvals as well as express permitting pathways for affordable housing developments.
G	HA.5	Designate a liaison to DeKalb County for coordination of land disturbance permits.
H, J	HA.6	Identify city-controlled land that may be suitable for affordable housing development with integrated greenspace and develop redevelopment concepts.
K	FD.1	Utilize EPA and CDBG revolving loan funds to remediate, address blight, and create jobs.
A, D, F, L	FD.2	According to recommendations in the comprehensive plan, revise zoning code to be easier to understand, encourage affordable housing, etc.

Chapter 6

Mobility

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Overview

Community Goal:

Reconnect communities and improve walkability

Mobility plays a central role in Doraville's future, influencing how people access jobs, schools, parks, businesses, and one another. As the City continues to evolve, creating a transportation system that is safe, connected, and accessible for people of all ages and abilities will be essential to supporting its long-term vision.

While Doraville's transportation assets provide tremendous regional access, they also create some of the City's greatest mobility challenges. Major roadways, rail infrastructure, and interstate corridors divide neighborhoods and make it difficult to travel between different parts of the City, particularly for people walking or biking. These corridors are not only physical obstacles but also psychological ones, often discouraging residents from making short trips without a vehicle and reinforcing separation between neighborhoods.

The recommendations in this chapter build upon these strengths while addressing the barriers that limit everyday mobility. Together, they establish a framework for creating a transportation network that better connects neighborhoods, expands travel choices, and supports Doraville's continued growth as an accessible and vibrant community.



Analysis

Barriers

Residents and businesses in Doraville benefit from excellent access to regional transportation corridors, but the city is also physically divided by interstate highways, multi-lane arterial roadways, railroad corridors, and industrial areas. While these facilities are essential to regional mobility and the local economy, they often separate neighborhoods from schools, businesses, parks, and transit, making many short trips difficult to complete on foot or by bicycle.

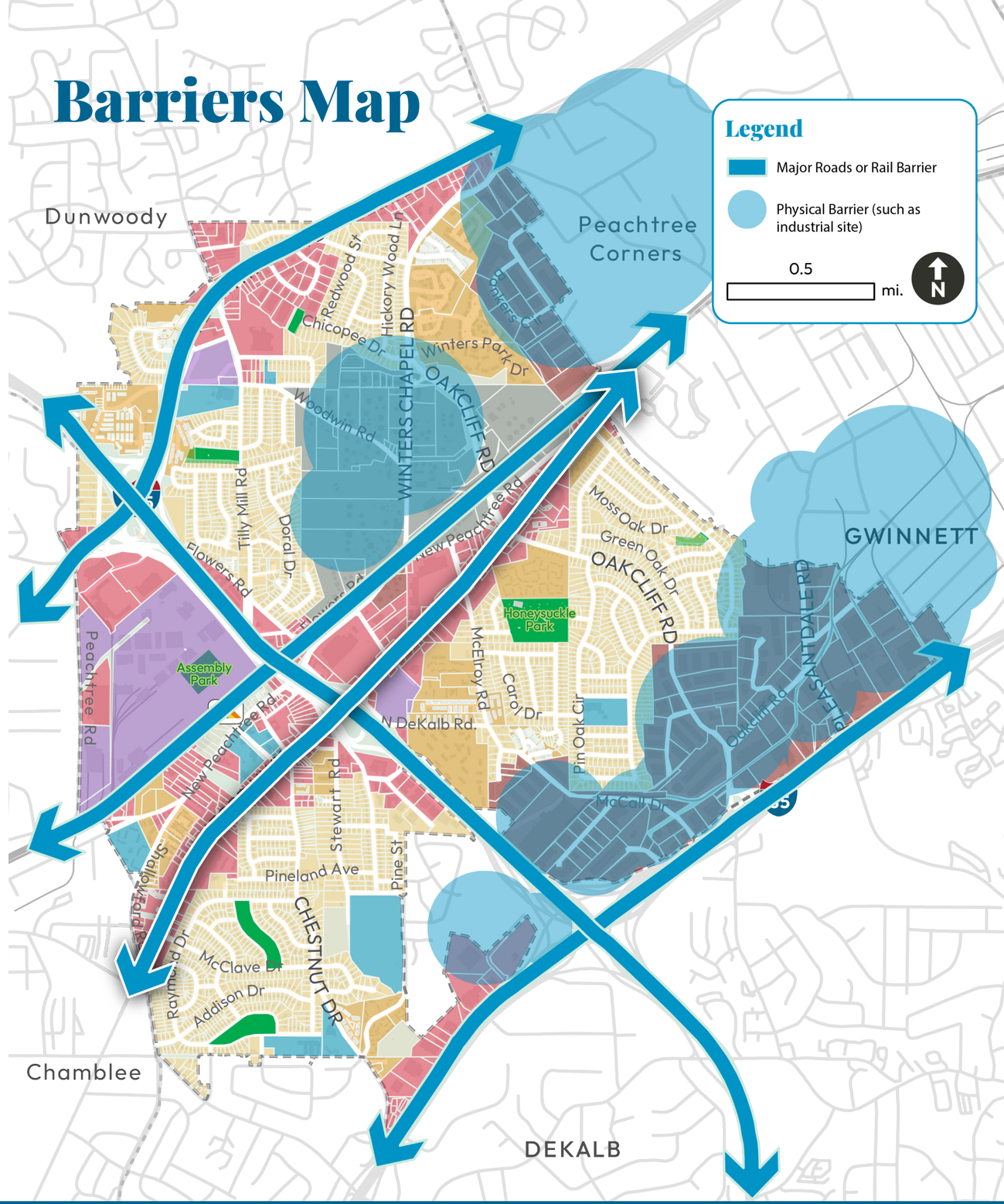
These barriers reduce neighborhood connectivity, hinder convenient access to the Doraville MARTA Station, and create challenges for emergency response by limiting access routes. Long distances between safe crossings encourage risky pedestrian behavior, while large intersections with high traffic volumes and turning vehicles can be intimidating for people walking and bicycling.

Improving connectivity will require a combination of transportation and land use strategies. Additional signalized crossings, pedestrian hybrid beacons, and intersection improvements—such as removing channelized right-turn lanes, reducing curb radii, adding pedestrian refuge islands, increasing pedestrian crossing times, and shortening crossing distances—can improve safety along major corridors. New shared-use paths through industrial areas, additional neighborhood connections, and pedestrian and bicycle bridges over highways and railroad corridors can help overcome many of Doraville's most significant physical barriers.





Barriers Map



Analysis

Sidewalk Conditions

Sidewalks are a vital part of Doraville's transportation network, providing safe and convenient connections for residents walking to schools, parks, businesses, neighborhoods, transit stops, and the Doraville MARTA Station. The accompanying map illustrates the City's existing sidewalk network and its general condition, ranging from good to poor based on factors such as sidewalk width, pavement condition, obstructions, and overall usability. In addition to this assessment, the City completed an Americans with Disabilities Act (ADA) sidewalk evaluation in 2024 that identified accessibility deficiencies and prioritized recommended improvements based on the estimated cost to achieve ADA compliance.

The inventory shows that sidewalks are generally present along many of Doraville's major streets, providing an important foundation for pedestrian travel throughout the city. However, many of these sidewalks are in fair or poor condition or do not fully meet current ADA accessibility standards. Along many busy corridors, sidewalks are located immediately adjacent to high-speed traffic with little or no landscaped buffer, reducing pedestrian comfort and perceived safety. Many of these same corridors also lack street tree canopy, leaving pedestrians exposed to direct sunlight and heat during the warmer months, which can significantly reduce walking comfort and usability. Sidewalks have also been added along some local streets, particularly near schools, but most residential neighborhoods still lack a connected sidewalk network. Pedestrian travel is further challenged by major barriers, including wide, high-traffic roadways, railroad corridors, and limited crossing opportunities. Improving sidewalk conditions, expanding the sidewalk network, providing landscaped buffers and street trees where feasible, and creating safer crossings of major roadways will be essential to creating a more connected, accessible, and walkable community.





Sidewalk Conditions



Analysis

Paving Conditions

Maintaining pavement conditions through a consistent resurfacing and maintenance program is one of the most cost-effective investments a city can make. As pavement deteriorates, the cost of restoring it increases significantly. Streets in good condition often require routine maintenance or resurfacing, while streets that decline into poor condition may require costly rehabilitation or reconstruction. By maintaining a regular paving schedule, the City can extend the life of its roadway network, reduce long-term costs, and provide a smoother, safer experience for all users.

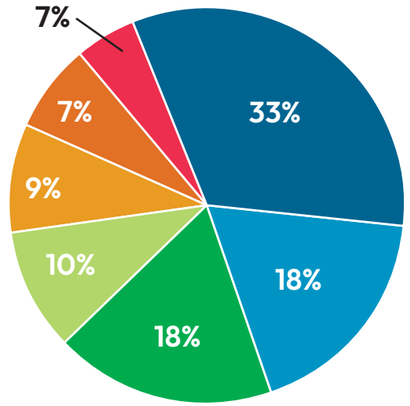
The City's pavement conditions are evaluated using the Pavement Condition Index (PCI), an industry-standard rating system that scores pavement quality on a scale from 0 to 100, with higher values indicating better conditions. PCI assessments are completed by scanning the roadway network with specialized equipment to identify pavement distress. These assessments are typically repeated every few years to monitor pavement conditions, prioritize maintenance, and guide capital improvement investments.



Paving Condition Index

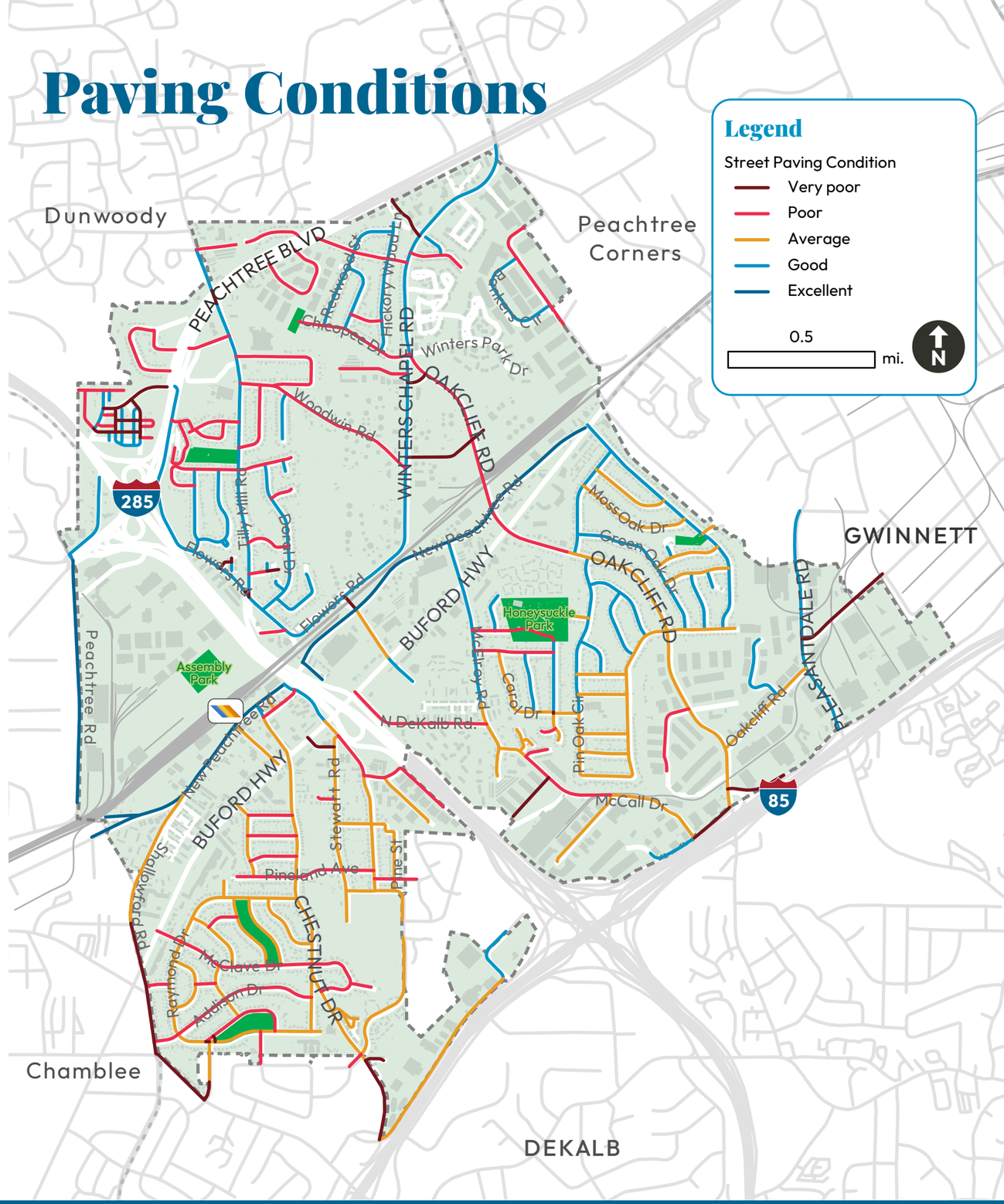
Doraville's overall PCI score of 66 indicates the street network is in good condition and compares favorably with many peer communities. The results show a large share of streets in excellent condition, but also a notable number rated poor or very poor, some of which may require rehabilitation beyond simple resurfacing. Major arterials are generally in the best condition, largely because many are state-maintained routes and carry the highest traffic volumes. In contrast, local streets contain the greatest concentration of poor and very poor pavement conditions. This reflects the common practice of prioritizing collector and arterial streets because of their importance to regional mobility, transit, freight movement, and emergency access.

Paving Conditions



- Excellent (85-100)
- Very Good (70-85)
- Fair (50-60)
- Marginal (40-50)
- Marginal (40-50)
- Poor (25-40)
- Very Poor (0-25)

Paving Conditions



Needs & Opportunities

The community identified the following specific needs and opportunities related to walkability and connectivity:

Needs

- There is limited connectivity from MARTA station to key destinations within Doraville.
- Gaps in sidewalk and trail networks as well as major barriers make it difficult to access daily needs without a car.
- Increase transportation access for pedestrian, bike, bus, and micro-mobility (scooters, bike share) to increase alternative travel options

Opportunities

- Leverage the MARTA station as an asset
- Abandoned railways present opportunities to expand Doraville's trail network
- Regional trail projects, like the Peachtree Creek Greenway, will connect Doraville to the region via trails



Policies

Public feedback consistently prioritized improving mobility and connectivity as a key community goal for Doraville. Connecting neighborhoods, parks, businesses, and transit through sidewalks, bicycle facilities, trails, and safer intersections will make it easier for people of all ages and abilities to move throughout the city. This chapter outlines the policies and strategies needed to create a safer, more connected, and more accessible transportation network.

Walkability/Connectivity

- Improve walkability within Doraville's four quadrants and focus of creating key connections across major barriers.
- Improve links between transit, Downtown, neighborhoods, and employment centers through sidewalks, bike facilities, and micro-mobility.
- Link existing and planned trails to improve recreation, transportation options, and overall quality of life.

Cultural Diversity

- Expand accessible and flexible transportation options to key destinations, services, and employment centers for residents of all backgrounds and income levels.
- Increase walkability to reduce reliance on car ownership and provide safer travel for all road users, lowering household transportation costs and supporting a more inclusive and livable community.

Housing Affordability

- Prioritize connectivity between housing developments and key assets (i.e. walking paths and bike trails), as it ensures residents can access the things that make a community great.
- Develop housing near transit, as it can further reduce living costs. Transportation—particularly using a personal vehicle—is a major cost of living.

Parks/Natural Systems

- Leverage trail projects, like the Peachtree Creek Greenway, to restore riparian areas
- Encourage streetscaping with green infrastructure and overstory trees in areas with high impervious surface cover
- Improve walkable access to existing natural areas and other greenspaces through sidewalk connectivity and trails.
- Continue aligning stormwater and transportation infrastructure projects

Mobility Concept



Implementation

The Transportation Recommendations Map presents an interconnected network of proposed multimodal improvements designed to create a healthier, safer, and more connected Doraville. Rather than viewing sidewalks, trails, intersections, and neighborhood streets as independent projects, the recommendations combine these elements into a unified transportation system that provides safe and convenient travel for people of all ages and abilities. The network is connected through safer, redesigned intersections and strategic pedestrian and bicycle bridge crossings that overcome the barriers created by interstate highways, railroad corridors, and major arterial roadways, helping to reconnect neighborhoods with schools, parks, businesses, transit, and one another.

Multimodal Trails

Multimodal trails form the backbone of the proposed active transportation network. These shared-use paths, typically 10 feet or wider, are designed to comfortably accommodate people walking, running, bicycling, scooting, and other non-motorized modes in both directions.

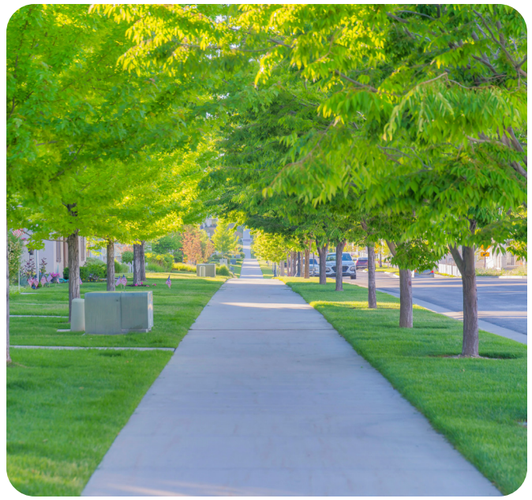
Some trail segments follow natural corridors, while others parallel major roadways to provide direct connections between neighborhoods and key destinations. Notably, there is an abandoned east-west rail corridor that presents a rail-to trail opportunity in the southeastern part of the City.

Together, these facilities create continuous transportation corridors across the city while also forming recreational loops that encourage walking, running, and bicycling as part of everyday life.



Sidewalks

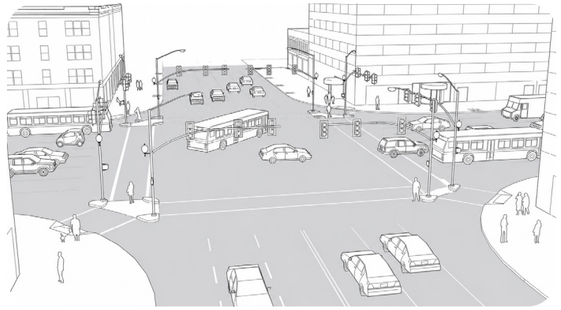
The recommended sidewalk network focuses on closing gaps in the existing system to create continuous, accessible pedestrian routes throughout Doraville. Priority improvements connect neighborhoods with schools, parks, businesses, transit stops, and other daily destinations while expanding the City's compliance with the Americans with Disabilities Act (ADA). Most proposed sidewalks are located along primary neighborhood streets where they strengthen local connectivity and provide safer walking routes for residents of all ages and abilities.

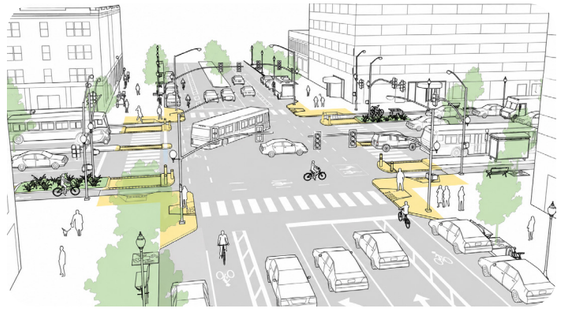


Implementation

Intersections

Safe intersections are fundamental to improving mobility throughout Doraville because they reconnect areas currently separated by major transportation corridors. While several major intersections, including Peachtree Industrial Boulevard at Peachtree Road, are planned for operational reconfiguration to improve traffic flow, most recommended projects primarily focus on improving safety for all users. Proposed treatments include removing channelized right-turn lanes, reducing curb radii, adding pedestrian refuge islands within medians, increasing pedestrian crossing times, shortening crossing distances, and incorporating other context-sensitive design features that improve safety and comfort for people walking and bicycling.





Neighborways

Neighborways, also known as bicycle boulevards or neighborhood greenways, are low-speed, low-volume residential streets that are enhanced to prioritize walking, running, and bicycling. Rather than constructing new infrastructure, these routes build upon streets that already provide comfortable conditions by adding wayfinding signage, branding, mileage markers, and traffic calming measures where appropriate. In Doraville, neighborways are envisioned primarily as neighborhood recreation loops that encourage healthy activity while also providing local traffic calming benefits. Existing walking, running, and bicycling patterns identified through Strava heat map data helped determine the recommended routes, ensuring the network builds upon corridors that residents already use.



Implementation

Complete Street Policies

A strong policy framework is essential to guide transportation planning and design decisions across both the public and private sectors. Doraville should adopt a Complete Streets Ordinance requiring new transportation and development projects to safely accommodate people walking, bicycling, using transit, and driving. The ordinance should also reference nationally recognized guidance, such as the NACTO Urban Street Design Guide, for the design of multimodal facilities.

The City should also update its zoning and subdivision regulations to improve connectivity and multimodal access. Future regulations should establish connectivity requirements for new neighborhoods, strengthen access management standards for new development, and set design standards for streets, sidewalks, and shared-use paths. Updated zoning regulations should also establish minimum bicycle parking requirements for new development, ensuring that convenient, secure bicycle parking is provided alongside automobile parking. These updates will help ensure future development contributes to a safer, more connected, and more walkable Doraville.

Transit

Transit improvements should focus on making bus and rail service more accessible, comfortable, and convenient for residents. Bus stops throughout the city should be upgraded with shelters, benches, lighting, trash receptacles, and other amenities that improve the rider experience. Expanding sidewalks, shared-use trails, and bicycle connections to bus stops and the Doraville MARTA Station will improve first- and last-mile access, while safer intersections and strategically placed mid-block crossings will make transit stops easier to reach. Future land use should also support transit by encouraging higher-density, mixed-use development around the MARTA Station and along the city's higher-frequency bus corridors, creating walkable destinations that strengthen transit ridership and expand transportation options.



Relevant CWP Items

The mobility concept and the other implementation strategies translate into the following CWP items:

No.	Project Description
MB.1	Establish and formalize more school resources in Doraville that support safe, convenient, and equitable access to schools.
MB.2	Create and adopt a complete streets ordinance with standards to be applied to appropriate roads.
MB.3	Implement New Peachtree Road multi-use path improvements, outside the Perimeter.
MB.4	Create a safe, continuous route for pedestrians and cyclists accessing Assembly along Peachtree Industrial Boulevard from Flowers Road to North Peachtree Road by adding sidewalks with signalized crosswalks.
MB.5	Implement high priority sidewalk projects as are outlined in the Doraville Citywide Mobility Plan.
MB.6	Improve Shallowford Road corridor with a sidepath, sidewalks, and signalized crosswalks, with a focus on the intersection at New Peachtree Road.
MB.7	Coordinate with MARTA to establish plan for and implement bus stop enhancements.
MB.8	Study feasibility of and implement a connector trail from Chicopee Park to Halpern Park.
MB.9	Implement multi-use trail along Flowers Road, connecting Tilly Mill and Carver Circle neighborhoods to the Doraville MARTA Station via New Peachtree Road.
MB.10	Study feasibility of and implement a western greenway loop from the Doraville MARTA Station to DeKalb Technology Parkway via Clearview Parkway and Chestnut Drive.
MB.11	Study feasibility of an eastern greenway loop connecting Nexus and Buford Highway to the Oakcliff neighborhood.
MB.12	Install bicycle racks at City-owned locations to encourage bicycle use.
MB.13	Establish a current traffic and stormwater priority list, study the feasibility, and implement the identified projects.
MB.14	Realign Chestnut Drive with Park Avenue at Buford Highway to decrease vehicular accidents at Central Avenue.

Relevant CWP Items (Cont'd)

No.	Project Description
MB.15	Construct a new vehicular, pedestrian, and cycle track bridge connecting Buford Highway to Peachtree Industrial Boulevard and Assembly over the existing rail corridor via Shallowford Road and Peachtree Road.
MB.16	Host a regular business forum (quarterly or other interval as determined appropriate) as part of a Doraville Business Association or Chamber of Commerce.
MB.17	Realign 5-way intersection of Peachtree Boulevard, Peachtree Road, North Shallowford Road, and Parsons Drive to improve operations and multimodal connectivity.
MB.18	Shallowford Road Enhancements (DK-468)
MB.19	Chestnut / Buford Highway Intersection Realignment (DK-480)
MB.20	Buford Highway Pedestrian Improvements at I-285 (DK-476)
MB.21	Implement pedestrian safety improvements at 4 intersections along Buford Highway
MB.22	Realign Shallowford / Chamblee-Tucker Intersection
MB.23	Establish neighborhood bike routes with wayfinding and mileage signage
MB.24	New sidewalks on McLave Dr, Raymond Dr and Addison Dr to fill network gaps
MB.25	Connections to Honeysuckle Park with trail connection at the end of Timber Oak Dr and multimodal lane on Pleasant Valley Dr
MB.26	New sidewalk on Chicopee Dr to connect to Chicopee Park
MB.27	Develop plan for spur-line rail-to-trail and implement first phase
MB.28	Implement multi-use trail loop along Peachtree Industrial Blvd, Peachtree Square, Beacon Dr and Tilly Mill Rd to connect to Chicopee Park and transit stops

Chapter 7

Stormwater & Natural Systems

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Overview

Community Goal:

Preserve and recreate natural systems



Due to its suburban development history, the City of Doraville is largely built-out, covered in impervious surfaces, and as a result, lacks many pristine natural areas. Community surveys ranked creating more greenspaces and preserving existing natural resources as a top priority for the City's long-term future. **The City should focus on conserving and restoring its remaining natural amenities as well as recreating natural systems to improve stormwater management, resiliency, and quality of life.**

This chapter documents Doraville's remaining natural and environmentally sensitive areas, assesses the City's stormwater management system, and explores opportunities for green infrastructure to mimic natural hydrological processes.

A Note on Environmental Planning Requirements

Marked by side tabs, the natural systems inventory and accompanying analysis serves to meet the state environmental planning requirements for comprehensive plans.



Analysis

Remaining Natural Systems

At a high-level, this natural system inventory explores existing hydrological features, greenspace, and tree canopy. It also assesses the current urban environment's impact on these remaining resources.

Local Waterways

Doraville's waterways are predominantly smaller tributaries leading to two main "parent" creeks—Nancy Creek and North Fork Peachtree Creek—both of which reside mostly outside the City. A portion of Nancy Creek just barely snakes beside Peachtree Boulevard at the City's northern edge. To the south, North Fork Peachtree Creek lies entirely outside City limits on the south side of I-85. While the state does not consider Doraville's tributaries themselves impaired, it classifies both Nancy Creek and North Fork Peachtree Creek as such, suggesting that Doraville's tributaries may contribute pollution to these two impaired waterways.

Watersheds and Water Supply

These two parent creeks also serve as the convergence point for surface water, forming two distinct watersheds: Nancy Creek and North Fork Peachtree Creek. New Peachtree Road represents the dividing line between them. Just north of the City, the Scott Candler Water Treatment Plant in Dunwoody supplies DeKalb with water sourced from the Chattahoochee River.

Groundwater Recharge Areas

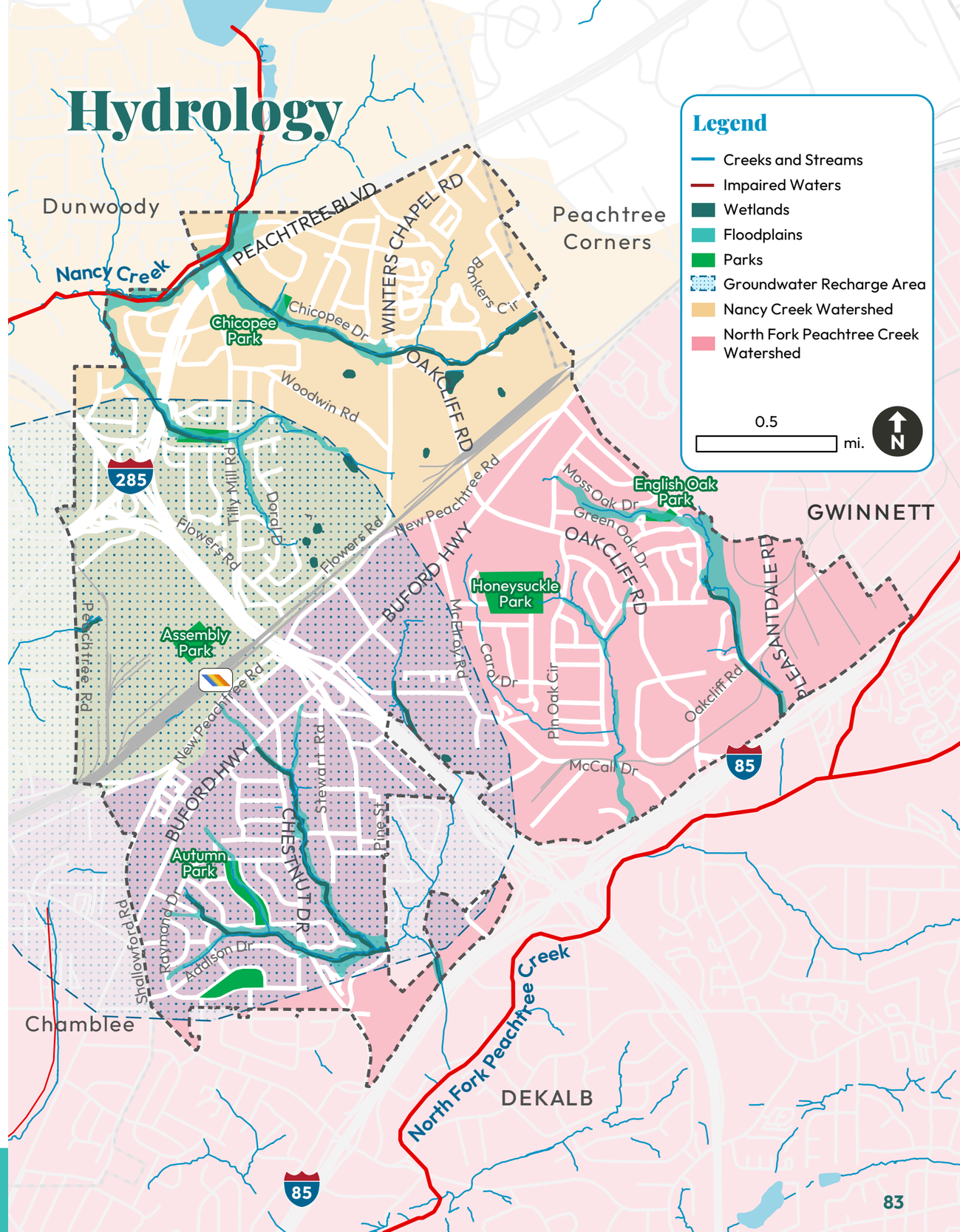
In the City's southwestern half, nearly 46% of Doraville falls within a significant groundwater recharge area. While the City does not rely on groundwater as water supply source, groundwater recharge areas are critical to the hydrological system, particularly for stormwater. These areas possess thick soils that allow rainwater to infiltrate, store temporarily, and slowly filter down to the water table. Discussed later in this section, there is very high coverage of impervious surfaces, like pavement, that prevent this recharge area from absorbing rainwater.

Wetlands, Floodplains, and Greenspaces

Doraville's wetlands and floodplains follow tributaries, aside from small patches of wetlands in the tank farm area. Several of the City's neighborhood parks follow these otherwise undevelopable areas, including Autumn Park, Chicopee Park, English Oak Park. Unprogrammed greenspaces include forested buffers between industrial areas and residential neighborhoods, providing extensive canopy coverage.

Impervious Surfaces and Tree Canopy

Because of its past suburban development pattern, Doraville has widespread swaths of impervious surfaces—or hard building



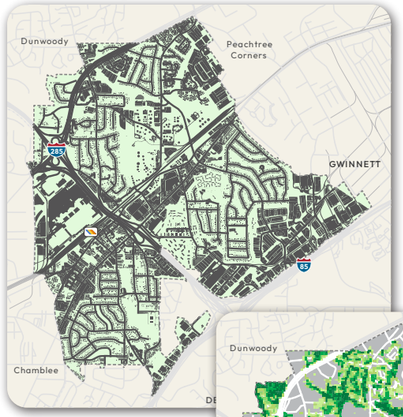
Analysis

materials like asphalt, concrete, and rooftops—that prevent rainwater from permeating into the ground.

These impervious surfaces also absorb and trap heat, contributing to the urban heat island (UHI) effect—a phenomenon where urban areas experience higher temperatures than their rural counterparts because of these heat-absorbing building materials. This is further exacerbated when these covered areas lack tree canopy. Highlighted in the maps below, Buford Highway, Assembly, and a few industrial districts stick out as areas with this severe combination.

Urban tree canopy and street trees counteract some of the negative effects of impervious surfaces. Doraville boasts an extensive urban tree canopy. The coverage appears highest in its historic, residential areas, particularly where established buffers exist between these neighborhoods and industrial areas. A healthy urban tree canopy can serve as a natural stormwater management tool, slowing down and absorbing rain. With shade and inherent cooling benefits, trees also mitigate the UHI effect. Preserving and enhancing this canopy serves as a key resiliency measure to extreme rain events and heat. See page 115 for tree canopy preservation priority areas.

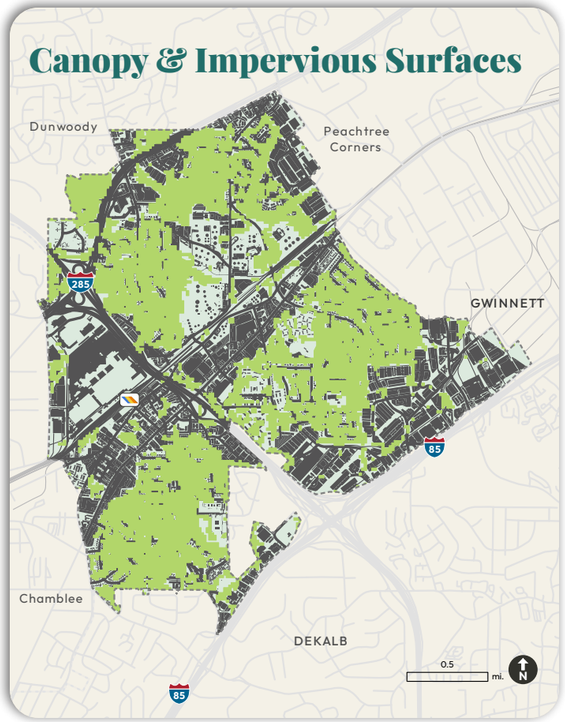
Impervious Surfaces



Canopy



Canopy & Impervious Surfaces



Analysis

Stormwater Assessment

While not a natural system itself, part of the comprehensive planning process included evaluating Doraville's existing "grey" stormwater system in the newly annexed area, adding it to the City existing inventory, and noting system issues.

Doraville's Stormwater Management Plan was first drafted in 2019, updated and adopted in 2021, and updated and adopted again in 2024. The SMP provided a comprehensive, long-term evaluation of the City's urban drainage system and identified opportunities to improve water quality, stormwater management, and system performance. Many recommendations from the original stormwater master planning effort have been implemented, including developing an official Extent of Service Policy and increasing the stormwater utility rate to fund upcoming projects.

Key Findings

Based on reported stormwater complaints from the past two years, the assessment found that most issues appear to be related to failing pipe systems, including sinkholes and catch basin settlement. Within the annexed 250 acres, the team cataloged various maintenance issues, including non-functional or obstructed catch basins, inaccessible or obstructed headwalls—an engineered, retaining structure found at inlets and outlets of culverts and drainage pipes—as well as obstructed pipes. This catalogue of issues will help direct maintenance projects in the coming years.

At a higher-level, less than 2% of the annexed area lies within a mapped floodplain, and no major road crossings, critical infrastructure, or significant wetlands were identified, indicating a relatively low risk of catastrophic flooding in the annexed area.







Green Infrastructure Opportunities



Analysis

Green Infrastructure Opportunities

The team performed an initial screening to identify candidate locations for potential green infrastructure projects. The screening focused on publicly owned parcels and used multiple datasets to evaluate feasibility and opportunity, including:

- Publicly owned parcel data to identify properties with fewer acquisition constraints and greater implementation feasibility
- Existing land use and zoning data to assess compatibility with green infrastructure practices
- Aerial imagery to visually confirm site conditions, impervious surfaces, and existing drainage features
- Hydrologic and drainage information (e.g., watershed boundaries, flow paths, and low-lying areas) to identify locations where stormwater management practices would provide the greatest benefit

Using these datasets together, the screening identified ten strong candidates for green infrastructure implementation, as shown on the previous page. A couple opportunities stand out:

A. **Property across from the Doraville Unity Garden**: just off Chestnut Drive, this property has higher visibility than others, making it ideal for a pilot project.

B. **Potential future parks**: the Recreation & Parks Master Plan identified the same properties off McLave Drive and Drury Court as potential future park spaces.

What is Green Infrastructure?

Green infrastructure mimics natural hydrological processes to manage stormwater, using a combination of soil, plants, and permeable materials. These systems are designed to absorb, filter, store, and slowly release water back into the environment. Acting like a natural sponge and filter, green infrastructure alleviates pressure on traditional "grey" systems during heavy rain events and improves water quality. It also provides co-benefits of urban cooling, beautification, and even, wildlife habitat. Examples include rain gardens, bioswales, and permeable pavement.



This screening represents a high-level first step to identifying project sites to enhance stormwater management, improve water quality, and increase system resilience. Later steps should evaluate site-specific constraints, including soil conditions, utilities, grading, and maintenance requirements. To fully advance these opportunities, the City should conduct a larger-scale, more detailed study to further assess selected sites and develop a pilot project and ultimately, more advanced capital improvement projects.

Needs & Opportunities

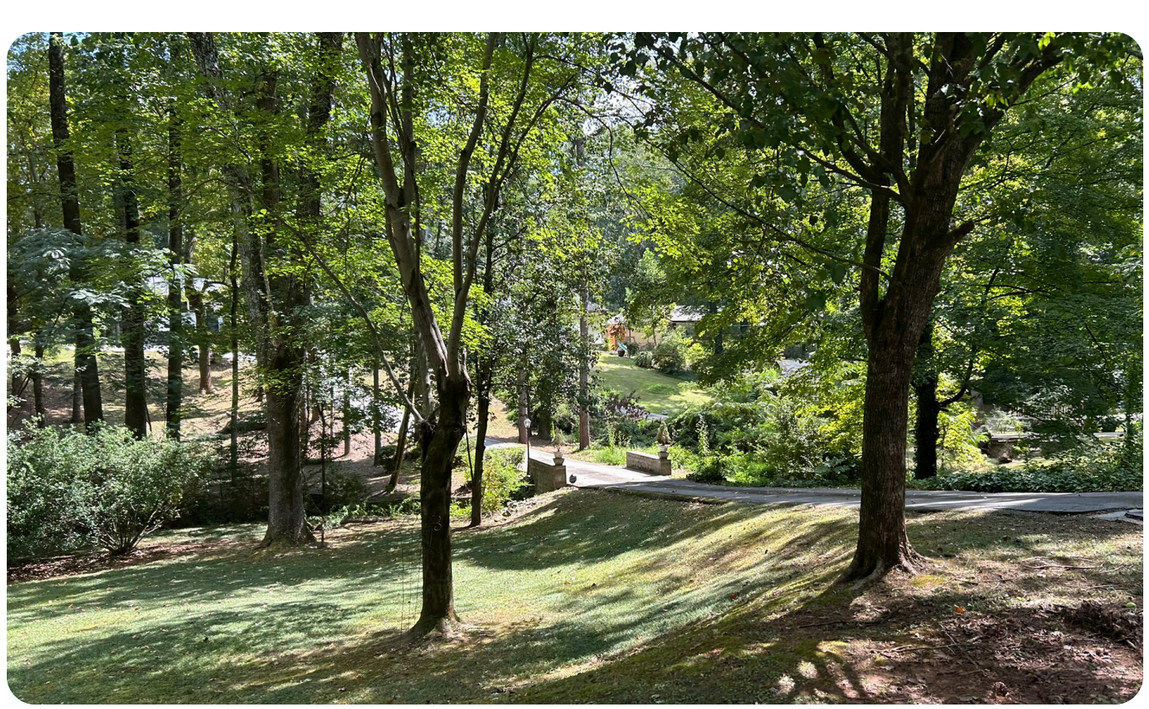
The following needs and opportunities expand upon the community goal of preserving and recreating natural systems, highlighting top concerns and assets upon which to build.

Needs

- Impervious surfaces cover a significant portion of the City, particularly along the Buford Highway Corridor, and pose stormwater challenges.
- The City is fully built out, leaving little to no natural areas and few opportunities to add greenspace.
- There are impaired waters at the City's north and south ends, suggesting that the City's tributaries may contribute to their pollution.

Opportunities

- The City's historic residential neighborhoods like Northwoods boast lush tree canopy and allow stormwater absorption.
- Recent streetscaping projects include street trees and plantings in parts of the City with high levels of impervious surfaces.
- The planned Peachtree Creek Greenway project will offer stream restoration opportunities as well as much needed access to natural areas surrounding the North Fork Peachtree Creek tributaries.



Much of Doraville's historic neighborhoods have lush tree canopy.

Policies

To be effective, it is critical that the city adopt focused, enforceable policies related to stormwater, waterways, and greenspace. In concert with other community goals, the following policies can guide the City in preserving and recreating natural systems:

Parks/Natural Systems

- Encourage developers to include greenspace/green infrastructure in areas with high impervious cover.
- Coordinate with neighboring jurisdictions to improve water quality and leverage joint resources.
- Preserve tree canopy in priority areas (see page 115) and direct tree planting efforts to areas with high impervious surface cover and minimal canopy.

Cultural Diversity

- Welcome people of diverse cultures into parks, trails, and other greenspaces through multi-lingual signage and other accessible features.
- Continue hosting cultural events in parks and other public spaces, such as along trails and future linear parks.

Housing Affordability

- Invest in public amenities including parks, natural greenspaces, and greenways, as it drives housing demand in ways individual developers cannot replicate.
- Encourage both market-rate and affordable housing developers to include public greenspace and natural stormwater management.
- Balance tree preservation goals with reducing housing development costs

Walkability/Connectivity

- Leverage trail projects, like the Peachtree Creek Greenway, to restore riparian areas
- Encourage streetscaping with green infrastructure and overstory trees in areas with high impervious surface cover
- Improve walkable access to existing natural areas and other greenspaces through sidewalk connectivity and trails.
- Continue aligning stormwater and transportation infrastructure projects

Implementation

Strategies:

A. Collaborate with Trees Atlanta to further expand tree plantings in the City's parks, rights-of-way, and areas with high impervious surface coverage.

B. Monitor opportunities for additional property acquisition, particularly along critical hydrological features.

C. Perform a system-wide stormwater asset identification study to evaluate the full stormwater system, verify system connectivity, and improve the quality and consistency of GIS data. The recently annexed area was reviewed as part of the Comprehensive Plan effort, but the same level of verification has not been completed for the entire City.

D. Conduct a pilot stormwater system analysis to assess the current level of service for structures and pipes within a defined area and determine how lining, replacement, or other improvements could affect system performance. This effort would provide a valuable decision-making tool and establish a framework for future expansion, if desired by the City.

E. Execute a stormwater utility study to compare the City's stormwater capital improvement needs with current utility rates and identify whether rate modifications may be needed to support long-term program goals.

F. Develop a green Infrastructure and regional stormwater management plan to dig deeper into the green infrastructure opportunities, other potential locations, and regional stormwater detention or retention facilities. This effort would focus on parcels and right-of-way areas where regional best management practices (BMPs) could be implemented to support redevelopment and improve stormwater resilience.

G. Explore the identified green infrastructure opportunities and funding sources to implement a highly-visible pilot green infrastructure project on city property.

Relevant CWP Items

These implementation strategies translate to the following short-term (five years) action items that appear in the community work program in Chapter 10.

Relevant Strategies	CWP No.	Project Description
C	NS.1	Perform a system-wide stormwater asset identification study to evaluate the full stormwater system, verify system connectivity, and improve the quality and consistency of GIS data.
D	NS.2	Conduct a pilot stormwater system analysis to assess the current level of service for structures and pipes within a defined area and determine how lining, replacement, or other improvements could affect system performance.
E	NS.3	Execute a stormwater utility study to compare the City's stormwater capital improvement needs with current utility rates and identify whether rate modifications may be needed to support long-term program goals.
F, G	NS.4	Coordinate with neighboring jurisdictions to explore the feasibility of developing a green Infrastructure and regional stormwater management plan.
G	NS.5	Review the identified green infrastructure opportunities and funding sources and implement a highly-visible pilot green infrastructure project on city property.
-	MB.13	Establish a current traffic and stormwater priority list, study the feasibility, and implement the identified projects.
B	PR.13	Develop publicly-owned properties into parks, plazas and open spaces -Review list of prioritized projects from Vision and confirm feasibility and priority based on needs, planning level capital costs, and management costs/ implications.
A	PR. 16	Support a healthy urban forest by increasing tree planting and preserving mature tree canopy and environmentally sensitive land - Identify areas for new tree planting and collaborate with partners and volunteers to organize community plantings. Avoid fragmentation of any existing forest patches within parks and enhance edge conditions to expand interior forest where plausible.

Funding Opportunities

A range of federal, state, and regional funding programs support stormwater management, green infrastructure, and water quality improvements across Georgia. These programs provide both grants and low-interest financing for planning, design, and construction of stormwater infrastructure.

The following programs are not intended to represent a comprehensive list; however, they include several funding sources commonly used for stormwater-related projects in Georgia.



Georgia Environmental Finance Authority (GEFA)

Overview:

The Georgia Environmental Finance Authority (GEFA) is a state agency that provides funding for water infrastructure, including eligible stormwater-related projects.

Key Programs:

Clean Water State Revolving Fund (CWSRF)

- Federally funded, state-administered low-interest loan program
- Eligible stormwater activities include:
  - Storm sewer rehabilitation and construction
  - Green infrastructure (e.g., permeable pavement, bioretention, green roofs)
  - Streambank restoration and watershed protection
  - Stormwater control facilities (detention/ retention)
- Offers low-interest loans up to 30 years, with potential principal forgiveness for priority communities

Water Infrastructure Planning Program (WIPP)

- Grants are available for planning activities, with current program guidance identifying a maximum grant of $150,000 per project and a 10% community match.
- Eligible uses:
  - Stormwater master planning
  - Watershed management planning
  - Capital improvement planning

Funding Opportunities

Georgia Environmental Protection Division (EPD)

Overview:

The Georgia Environmental Protection Division (EPD) administers grants focused on reducing pollution from non-point sources such as stormwater runoff.

Key Program:

Section 319(h) Nonpoint Source Grants

- Competitive grant program supporting watershed-based stormwater projects
- Requires 60% federal / 40% non-federal match
- Typical project types:
  - Green infrastructure and BMP installation
  - Watershed restoration and stream stabilization
  - Stormwater retrofit projects



Federal Emergency Management Agency (FEMA)

Overview:

FEMA offers a hazard mitigation grant program focused on infrastructure resilience.

Key Program:

Building Resilient Infrastructure and Communities (BRIC)

- Funds pre-disaster mitigation projects, including flood and stormwater improvements
- Supports:
  - Drainage upgrades
  - Flood control infrastructure
  - Nature-based stormwater solutions

Chapter 8

Recreation & Parks

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8.1 INTRODUCTION

A City at the Crossroads of Opportunity

The development of Doraville's park system mirrored the city's history. Park construction expanded with the city's boom during the 1950s, as agricultural land was transformed into industrial sites, residential neighborhoods, and expanded roadway corridors.

DeKalb County's Parks Department was established in 1953, and over the next few decades, it would be the lead developer of parks in Doraville. By 1979, the Doraville parks inventory included nearly all the parks present today.

Although Doraville's parks system is relatively modest in size, it plays an important role in the daily lives of residents. The city currently maintains parks and recreational facilities that provide opportunities for sports, leisure, and community gatherings.



Source: DeKalb History Center



Source: PP+D

Honeysuckle Park (created by the County in 1961) serves as the city's primary recreational hub, providing athletic fields, playgrounds, and access to the Honeysuckle Recreation Center and Senior Center.

These facilities support youth sports programs, senior activities, and community events that help bring residents together.

As the city continues to grow and evolve, the need for high-quality parks, recreational facilities, and public spaces is increasingly important. Parks serve as gathering places where residents of all backgrounds can connect, recreate, and experience nature within the urbanizing environment.

And as Doraville continues to redevelop, the city has an opportunity to expand and enhance its parks and recreation system to better serve residents and create new connections between neighborhoods, green spaces, and civic destinations.

The Role of Parks & Recreation Planning

Within the context of the broader public realm—including all streets, sidewalks, conservation areas, civic spaces, public transit facilities, and stormwater and other public infrastructure—a city's parks and recreation resources can help create jobs, increase revenues, protect natural resources, shape urban form and character, expand transportation access, improve health and education, and strengthen families, ultimately building a healthier, more vibrant community.

Parks and recreation master planning provides an opportunity to think long-term about how the park system should be improved to help achieve these many benefits.

- Are additional facilities needed, like new ball fields or playgrounds, to serve a growing population?
- Are there forests or significant sites that should be protected before they become developed?
- Could new employees provide opportunities to expand programs or improve the local ecology?
- Is the whole community being served justly, through a balanced and appropriate variety of programs and park spaces?



Source: PP+D

A Framework for the Future

This Parks and Recreation Master Plan section provides a comprehensive roadmap for improving Doraville's parks, recreational facilities, programs, and public spaces.

The plan seeks to achieve three primary objectives:

1. Use a data-driven approach to understand existing conditions and guide decision-making related to parks and recreation investments.
2. Establish a vision for an integrated public realm, including parks, greenways, civic spaces, and recreational corridors, that connects neighborhoods and enhances quality of life.
3. Develop a realistic implementation strategy that aligns available resources with the city's long-term goals for parks and recreation.

Planning Process

Phase 1 – Context Analysis

The purpose of the Context Analysis phase is to examine the existing conditions of both the City of Doraville and its parks and recreation system. **The analysis also reviews previously adopted plans and ongoing public and private investments that may influence the parks and recreation system.**

Phase 2 – Needs and Priorities Assessment

The purpose of the Needs and Priorities Assessment phase is to identify the gaps between existing conditions and the desired future parks system. This phase gathers input from residents, stakeholders, and city leadership to understand community priorities for parks and recreation improvements. Public engagement activities, surveys, and stakeholder discussions help identify the most important needs related to parks, trails, recreation facilities, and programming.

Phase 3 – Vision

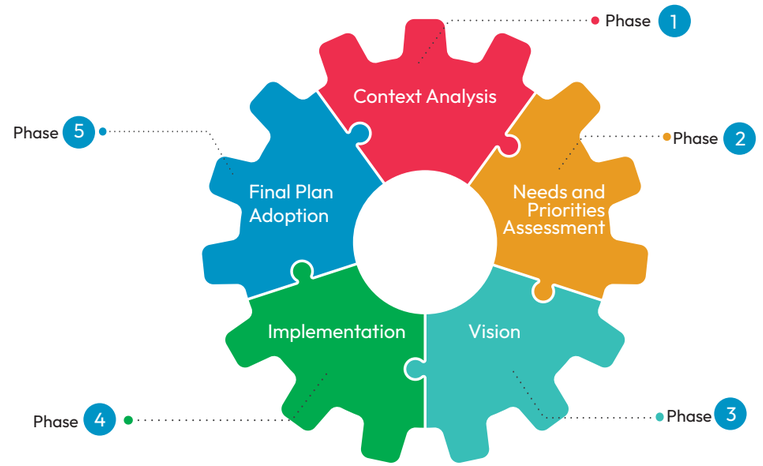
The purpose of the Vision phase is to establish a long-term strategy for improving Doraville's parks and recreation system. The vision builds upon the existing conditions analysis and community priorities identified in earlier phases. This phase outlines recommendations for enhancing existing parks, developing new parks and recreational facilities, expanding trail connections, and improving recreation programs.

Phase 4 – Implementation

The purpose of the Implementation phase is to develop a realistic strategy to carry out the recommendations of the master plan. This phase identifies potential projects, estimates costs, and outlines funding opportunities and phasing strategies.

Phase 5 – Final Plan Adoption

The final phase organizes the planning process, analysis, and recommendations into a comprehensive master plan document. The plan is presented to City staff, stakeholders, and elected officials for review and adoption, providing a roadmap for the future development of Doraville's parks and recreation system.



Public Engagement

From the beginning of this project, a broad public engagement strategy was a priority, with the intention of connecting deeply to the community. Given Doraville's rapid population growth over the last two decades and the city's diversity, elected officials and Department leadership understood the need to hear from as many residents as possible about how the parks and recreation system could better serve their needs.

A multi-pronged outreach strategy was developed using a variety of tools. Collectively, over 400 people have been engaged in the process to date, through the combination of surveys, public events, and interviews.

The following outreach strategies were used, and are summarized in the following section:

- Statistically Valid Survey
- Public Meetings
- Steering Committee
- Focus Group discussions

HIGHLIGHTS FROM PUBLIC OUTREACH

Residents of all ages shared their input at the public meeting at the Doraville Arts Center in January.

The joint Comprehensive Plan/Parks and Recreation Master Plan Steering Committee members participated in a visioning workshop at the Forest Fleming Center, discussing opportunities for infrastructure upgrades and park improvements.







Statistically Valid Survey

Overview

A statistically-representative survey is the most reliable and credible of the needs assessment techniques, as it involves a large, randomly-selected sample of residents. ETC Institute administered the parks and recreation needs assessment survey for the City of Doraville during the winter of 2025/2026. Based on its statistical strength, the survey serves as the baseline source of public engagement data to which other methods are compared.

Investment Priorities

The Priority Investment Rating (PIR) was developed by ETC Institute to provide organizations with an objective tool for evaluating the priority that should be placed on recreation and parks investments. The Priority Investment Rating (PIR) equally weighs

(1) the importance that residents place on amenities/facilities and
(2) how many residents have unmet needs for the facility/amenity.

Facilities/Amenities Priorities

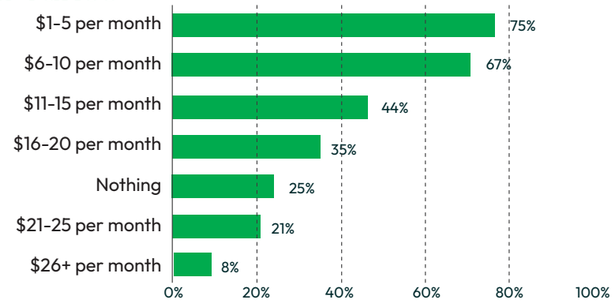


Programs/Activities Priorities



Willingness To Pay Additional Taxes

Respondents were asked to indicate the maximum amount of additional tax revenue they would be willing to pay to develop and operate the type of parks, trails, aquatics, sports, and cultural facilities that are most important to their household.



8.2 SYSTEM ASSESSMENT

Inventory

Parks

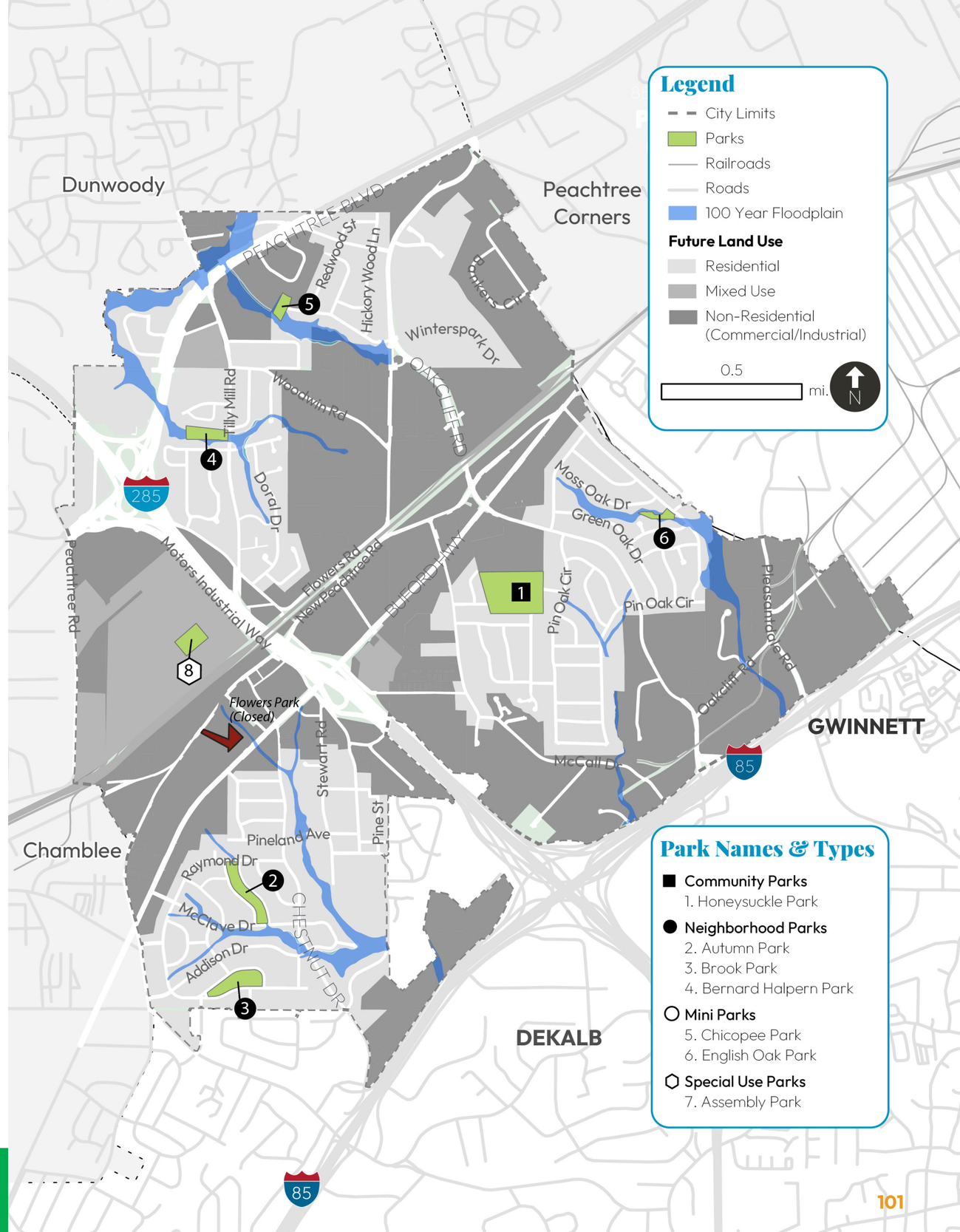
The City of Doraville's parks system is currently comprised of 7 parks, totaling 44+ acres.

Indoor Community Centers

The City of Doraville's parks system currently includes one indoor center, Forest Fleming Arena, located in Honeysuckle Park and totaling ~17,000 square feet.

The Forest Fleming Arena includes two indoor basketball courts, which can serve multi-use needs including indoor pickleball and volleyball. The arena's bleachers can seat up to 600 guests.

The building also includes a multipurpose room/classroom (~600 SF), locker and shower facilities, a concession stand, and the offices for the recreation department.



Park & Facility Evaluations

Research by park experts has shown that all successful parks and public spaces share common qualities:

- They are easily accessible
- They are comfortable and attractive
- They allow users of all ages and abilities to engage in a variety of activities and allow people to gather and meet one another
- They are sustainable – meaning that they help meet existing needs while not compromising the needs of future generations
- Their elements, such as site structures, amenities, furnishings, landscape, and hardscape are in good, functional condition

Considering these qualities, parks were evaluated collaboratively by City Staff and the Consultant Team, with the results compiled below:

3.1 /5
Overall Score

Based on the evaluation of the City of Doraville's parks and recreation system it appears that the parks and recreation system is in fair condition.

PARK NAMES	TYPE	TOTAL SYSTEM AVERAGE	PROXIMITY/ ACCESS/ LINKAGES	Ease In Walking To The Park	Visibility From A Distance	Clarity Of Information/ Signage	Interior Path Connectivity	ADA Compliance	COMFORT AND IMAGE	First Impression / overall attractiveness	Feeling of safety	Lighting	Cleanliness/ overall quality of maintenance (Exterior Site)	Cleanliness/overall quality of maintenance (Facilities Interior)	Comfort of places to sit	Protection from bad weather	Evidence of management/stewardship	Condition and Effectiveness of any Equipment or Operating Systems	Branding	USES AND ACTIVITIES AND SOCIABILITY	Mix Of Uses/ Things To Do	Level Of Activity	Sense Of Pride/ Ownership	Programming Flexibility	Ability Of Facility To Effectively Support The Current Organized Programming	Marketing Or Promotional Efforts For The Facility Or Activities	ENVIRONMENTAL SUSTAINABILITY	Tree Canopy (Coverage)	Invasive Species Impacts	Stormwater Management	Environmental Stewardship	Materials Use	Energy Efficiency	BUILDINGS AND ARCHITECTURE:	Image and Aesthetics	Accessibility	Interior Finishes, Furniture and Equipment	Functioning Dimensions of Spaces	Technology	Activation/ Programming Type: Specialized	Activation/ Programming Type: Active Adult	Activation/ Programming Type: Youth	Activation/ Programming Type: STEAM	Building Systems	Structural Integrity	Modernization	Energy and Sustainability
Honeysuckle Park[1]	Community Park	2.7	2.4	2	2	2	3	1	2.3	2	3	4	3	3	2	3	1	3	1	3.3	4	4	1	4	3	4	3.0	4	4	2	4	2	2	2.7	3	2	3	1	3	4	4	4	2	3	2	3	1
Autumn Park	Neighborhood Park	2.4	2.7	2	3	3	1	2	2.3	3	3	4	3	3	1	3	1	2	3	2.3	2	3	4	1		3	2.2	5	2	1	1	2	2														
Brook Park	Neighborhood Park	3.6	3.7	3	5	4	2	1	3.3	4	5	5	4	4	3	4	1	4	3	2.8	4	4	4	1		3	4.5	5	5	4	5	4	4														
Bernard Halpern Park	Neighborhood Park	3.5	3.3	4	3	3	4	3	3.5	4	3	3	4	4	4	4	3	4	3	4.0	4	4	4	4	4	4	3.2	4	3	4	2	3	3													
Chicopee Park	Neighborhood Park	2.7	1.6	2	1	3	1	1	3.1	2	2		3	4	4	4		3	3	3.0	2	2	4			4	3.0	4	3	3	3	2															
English Oak Park	Neighborhood Park	3.3	2.9	2	2	3	4	2	3.4	3	3		3	4	4			4	3	3.5	3	3	4			4	3.2	4	4	3	3	2															
Assembly Park[2]	Special Use Park	3.6	4.4	2	5	1	5	5	4.1	5	5	5	5		5	1		5	1	2.0	3	2	1				3.8	4	5	5	3	3	3															
TOTALS		3.1	3.0	2.4	3.0	2.7	2.9	2.1	3.1	3.3	3.4	4.2	3.6	3.7	3.3	3.2	1.5	3.6	2.4	3.0	3.1	3.1	3.1	2.5	3.5	3.7	3.3	4.3	3.7	3.1	3.0	2.6	2.8	2.7	3.0	2.0	3.0	1.0	3.0	4.0	4.0	4.0	2.0	3.0	2.0	3.0	1.0

Level of Service (LOS) Analysis

Data that tells the story of Doraville's Parks System

Unlike some infrastructure systems such as roads or utilities, there are no universally mandated standards for establishing Levels of Service (LOS) for parks and recreation systems. Communities instead rely on best practices, benchmarking, and local context to evaluate how effectively parks serve residents.

The National Recreation and Park Association (NRPA) provides widely accepted benchmarks for park access, acreage, and facility provision. Doraville's LOS analysis uses these benchmarks, along with local data, to assess how well the current system meets community needs.

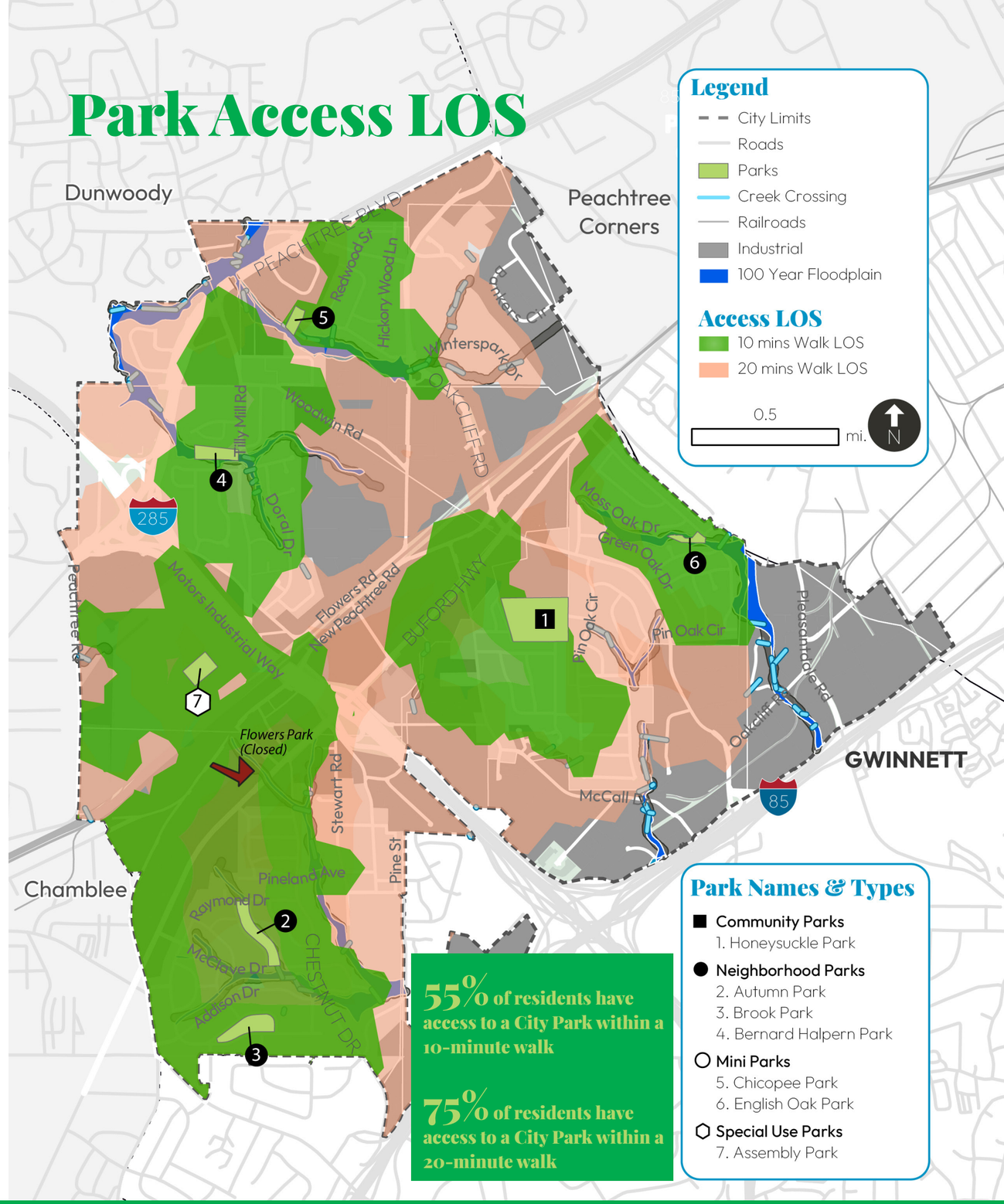
It is important to note that LOS analyses are one tool among many used to evaluate park systems. Findings should be considered alongside community input, demographic trends, and planning priorities.

Four different LOS methods were used to determine how well the Doraville's parks and recreation system is meeting residents' needs:

- **Access LOS: Measures the geographic areas (and population) served by parks or recreation facilities.**
- **Acreage LOS: Measures the quantity of parkland acreage that is available for every 1,000 residents.**
- **Indoor Center Space LOS: Measures the quantity of indoor recreation space available per resident.**
- **Facilities LOS: Measures the number of recreation facilities available per resident.**

It is important to note that these LOS Analyses are just one tool for determining the community's needs. The findings alone may not be indicative of residents' needs and priorities. LOS analyses are based on the gross population of a community, not preferences or priorities based on unique community demographics, lifestyles, or values. The findings from the LOS analyses must be compared to the findings from the other needs assessment techniques in order to verify parks and recreation needs and priorities

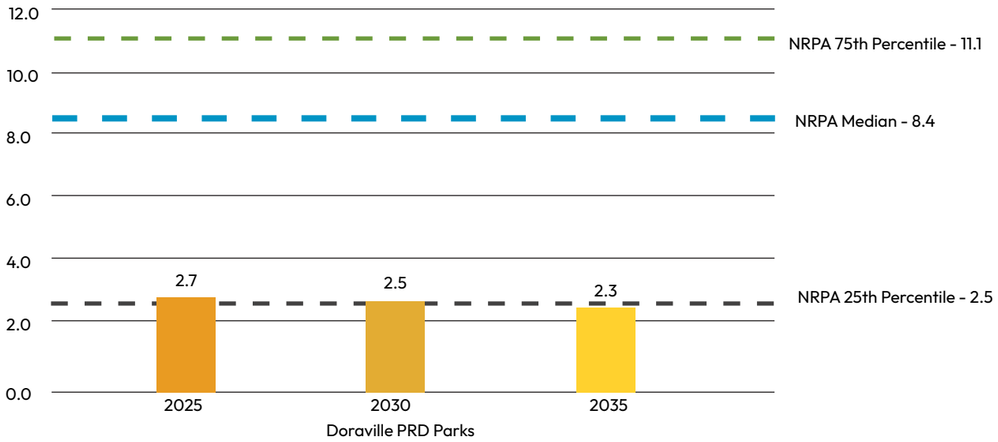
Park Access LOS



Acreage LOS

Acreage Level of Service (LOS) measures the total park acreage available for every 1,000 members of the population. Based on this analysis, Doraville's acreage LOS is approximately 2.7 acres per 1,000 population in 2025, declining slightly to 2.5 acres per 1,000 population by 2030 due to population growth.

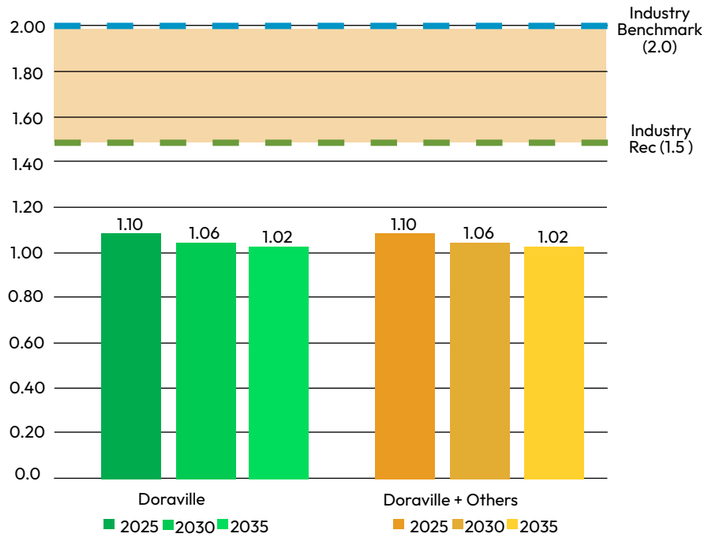
These values fall below the NRPA median benchmark of 8.4 acres per 1,000 population, indicating a deficiency in parkland availability relative to the city's population. This suggests a need to expand park acreage or improve access to publicly available open spaces to better serve community needs.



Indoor Center LOS

Indoor Center Space LOS measures the square footage of indoor community recreation space available per resident in the jurisdiction. This is calculated by dividing the total square footage of all indoor recreation facilities by the population.

Doraville currently offers approximately 17,000 square feet of indoor community center space, primarily located at Honeysuckle Park. This equates to about 1.10 square feet per resident based on Doraville's 2025 population, decreasing slightly through the 2030 and 2035 projections if no new space is added and the population grows as projected.



Facilities LOS

Facilities Level of Service (LOS) measures the number of a certain type of recreation facility (playgrounds, tennis courts, pools, etc.) available to each resident. It is calculated by dividing the population by the total number of that specific facility.

The higher the number, the fewer facilities there are per resident, and the more of a need there may be for that particular recreation facility. The lower the number, the more facilities there are per resident, and the less of a need there may be for that recreation facility.

	Facilities	City of Doraville			NRPA Park Metrics			*Need*/ Surplus
					Aggregated Benchmarks (Pop. 10k-20k; Dens. 2,000-3,000/ sq mi.)			Based on NRPA Median Benchmark
		Inventory	2025	2030	25th	Median	75th	2030
Indoor Facilities	Recreation Centers	1	16,404	16,087	166,981	201,001	220,500	1
	Community Centers	0	-	-	51,980	64,580	83,125	-1
	Gyms	2	3,851	4,022				-
Outdoor Facilities	Playgrounds	9	1,712	1,787	5,248	5,290	6,548	6
	Totlots	0	-	-	4,735	6,346	7,450	-3
	Community gardens	2	7,702	-	111,321	112,000	201,001	2
	Skate park	0	-	-	100,501	166,981	168,001	-1
	Dog park	2	7,702	8,044	40,938	44,100	83,491	2
	Basketball courts	1	15,404	16,087	10,500	10,773	11,586	-1
	Multiuse courts - basketball, volleyball	0	-	-	20,397	22,126	23,856	-1
	Diamond fields: Total	3	5,135	5,362	4,902	5,475	5,895	1
	Rectangular fields: Total	1	15,404	16,087	4,786	8,563	9,304	-1
	Restrooms (Permanent & Semi-permanent)	4	3,851	4,022	5,154	5,859	7,310	2
	Multipurpose synthetic field	0	-	-	44,841	53,149	62,216	-1
	Trail Miles Maintained	0	6	6				-
Golf	Regulation 18-hole courses	0	-	-	237,517	270,345	303,173	-1
	Regulation 9-hole courses	0			220,500	220,500	220,500	-1
Swimming/ Aquatics	Aquatics centers	0	-	-	73,500	73,500	73,500	-1
	Swimming pools (outdoor only)	0	-	-	36,219	40,938	53,969	-1
	Splash Pad/Sprayground	0	-	-	29,241	50,250	66,792	-1
Racquet Sports	Tennis courts (outdoor only)	0	-	-	5,600	5,803	9,136	-3
	Pickleball (outdoor)	0	-	-	11,824	13,915	33,600	-2
	Multiuse courts - Tennis, Pickleball (outdoor)	2	7,702	8,044	19,928	31,660	43,393	2
	Racquetball/handball/squash courts (outdoor)	0	-	-	33,600	33,600	33,600	-1

8.3 VISION & RECOMMENDATIONS



Doraville's Parks and Recreation system is poised for some exciting improvements in the next 10 years. Building on recent upgrades, the Department has the opportunity to ensure that every park reflects its surrounding community and offers residents the amenities and programs they desire.

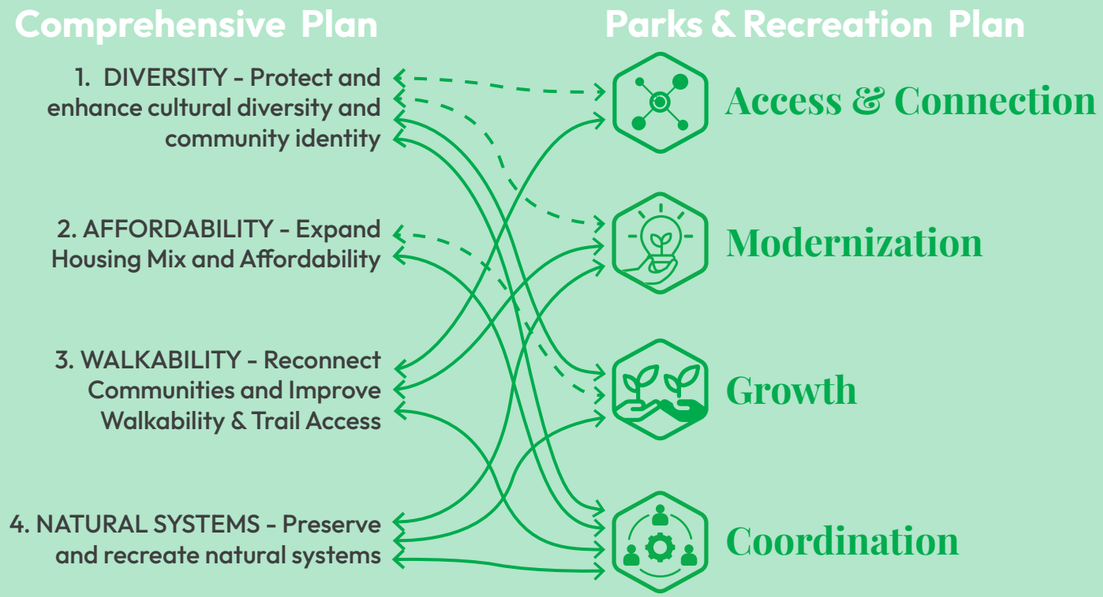
This Vision establishes the framework to make the necessary improvements in the coming years. Like a game plan for the department, the Vision sets goals and lays out a variety of strategies to address the city's challenges and take advantage of opportunities. The Vision's recommendations build on all the previous analysis, including the City Snapshot, Public Engagement, and the Parks & Recreation System Assessment as their foundation.

The findings of those first three phases produced a broad range of needs and opportunities, which generally aligned under four priority themes. These themes then translated into the key Vision Goals, with a description defining the scope and intent of each goal:

THEMES	GOALS
Access & Connection	• Improve **walking and cycling connectivity** throughout the city, integrating recreation amenities and programming into the path and trail network.
Modernization	• Enhance parks as places of **neighborhood infrastructure,** with high-quality **facilities that reflect the community context** and **programs that celebrate Doraville's diversity.**
Growth	• Expand the **total park land and recreation amenities** offered in the city, with an emphasis on preserving the **tree canopy and natural spaces.**
Coordination	• Use parks to **shape redevelopment**, **coordinating across all planning and development initiatives** to support equity, community stability, and economic development, and to maximize limited resources.

A Shared Vision

These two plans have been developed in conjunction and share a vision—naturally, there are strong and important linkages between their goals, both direct and indirect (dashed lines).



Building the Vision

The Vision is built around two key features:

- Goals - what the department is aspiring to achieve over the next 10 years
- Objectives - measurable outcomes that advance the goals

Following the Vision elements are the Community Work Program and CIP, both components of the **Implementation Strategy**, which focuses on project delivery.

- Community Work Program -Action steps and strategies to achieve the objectives
- Capital Improvement Projects (CIP) - facilities-related improvements and new capital construction projects, with accompanying costs and timeline.



1. Access & Connection

Improve **walking and cycling connectivity** throughout the city, integrating recreation amenities and programming into the path and trail network.

OBJECTIVE 1.1

Ensure every park has a **well-designed internal path network** that provides effective connections to the surrounding community.



CONCEPT

Autumn Park (right) provides a prime example of a space that would benefit from a complete network of paved paths and unpaved walking trails linking its amenities and providing safe spaces for walking and biking, in a neighborhood which currently lacks sidewalks.



Walk/Bike Vision



1. Access & Connection

Improve **walking and cycling connectivity** throughout the city, integrating recreation amenities and programming into the path and trail network.

OBJECTIVE 1.2

Leverage the proposed **active transportation network** to enhance walking and cycling connectivity and recreation experiences, such as plazas, park amenities, shade, green infrastructure, etc.

DoraVISION aligned

Trails & Sidewalks

Paved multi-purpose trails and **sidewalks** were the top two priority facility for residents, per the statistically valid survey, and were top priorities across all input.

❖ **This objective aligns with the DoraVISION goals of WALKABILITY & NATURAL SYSTEMS.**





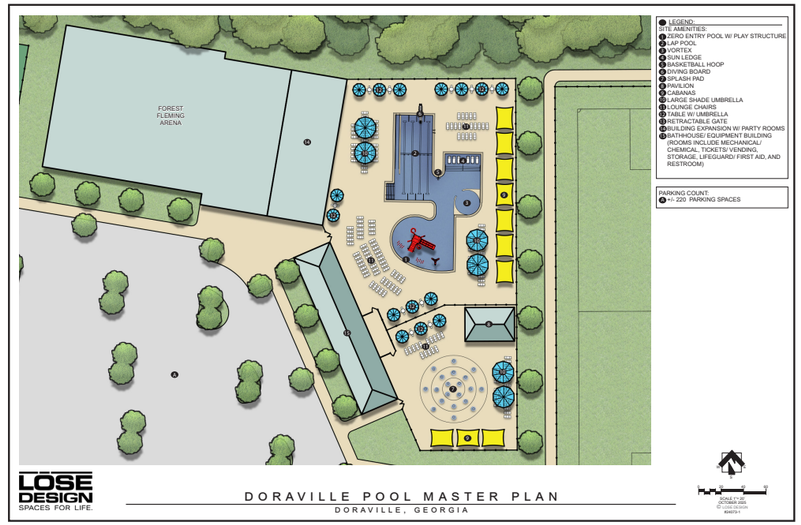
2. Modernization

Enhance parks as places of **neighborhood infrastructure,** with high-quality facilities that reflect the community context and programs that celebrate Doraville's diversity.

OBJECTIVE 2.1

Upgrade **aging park infrastructure**, and **landscaping**, improving overall stewardship and accessibility.

Beginning a phased implementation of the Honeysuckle Park Master Plan (right), is a critical goal in modernizing the system (see pages 107-108).



OBJECTIVE 2.2

Expand use of multilingual signage and outreach, to reinforce City and Department branding.

OBJECTIVE 2.3

Foster recurring multicultural events and markets in parks and civic spaces.

OBJECTIVE 2.4

Refresh year-round core programs and extend operating hours.

OBJECTIVE 2.5

Update policies and procedures to maximize service delivery. maximize service delivery.

DoraVISION aligned

Diversity & Events

Community special events were the top priority program for residents, per the statistically valid survey, and were a high priority across all input.

Continuing to build on the City's existing events like the Block Party (right) will promote **alignment between the Comprehensive Plan's DIVERSITY goal and Objectives 2.3 and 2.4.**

3. Growth

Expand the **total park land and recreation amenities** offered in the city, with an emphasis on preserving the **tree canopy and natural spaces.**

OBJECTIVE 3.1

Develop publicly-owned properties into parks, plazas and open spaces--sites identified in the Growth Vision Map.

CONCEPT

The City-owned parcels on Homeland Drive (right) represent an opportunity for a new park in an area that is currently underserved. The site is already functioning as a de facto park space for neighbors, with soccer goals placed on the open lawn.



OBJECTIVE 3.2

Pursue joint-use agreements with schools to expand public access park space and amenities.

OBJECTIVE 3.3

Leverage conservation easements, partnerships, and other creative strategies to incentivize private property owners to create public parks along Buford Highway, in line with previous LCI recommendations.

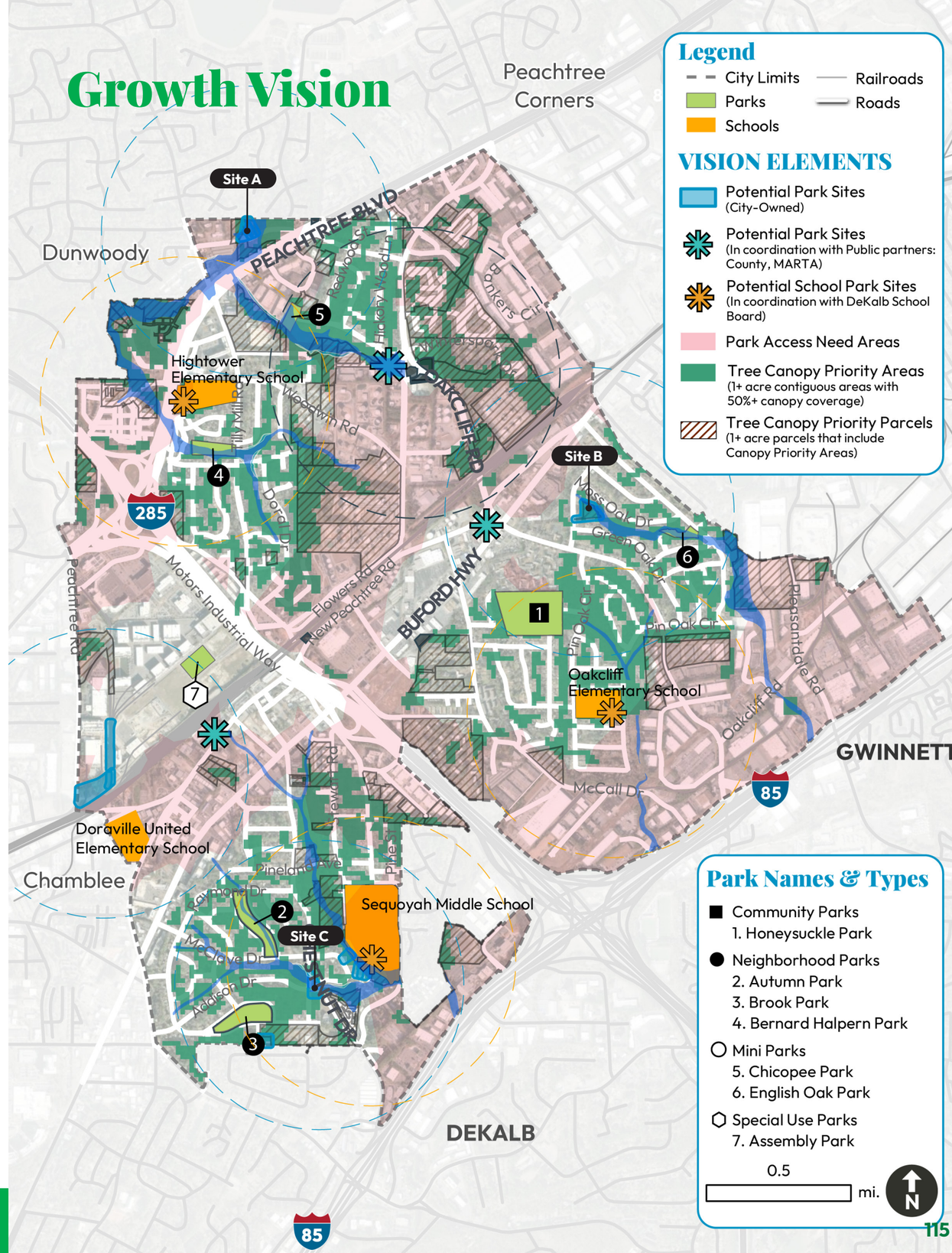
OBJECTIVE 3.4

Support a healthy urban forest by increasing tree planting and preserving mature tree canopy and environmentally sensitive land.

OBJECTIVE 3.5

Fill needed positions and grow staff capacity to address identified needs.

Growth Vision



4. Coordination

Use parks to **shape redevelopment**, **coordinating across all planning and development initiatives** to support equity, community stability, and economic development, and to maximize limited resources.

OBJECTIVE 4.1

Pursue and advocate for strategies to increase funding for parks and recreation, including expanded use of grants.

OBJECTIVE 4.2

Continue to enhance inter-departmental and inter-agency communication and collaboration, to leverage resources and advance implementation of previously proposed projects.

OBJECTIVE 4.3

Require or incentivize publicly accessible greenspace within major redevelopment projects.

OBJECTIVE 4.4

Foster relationships with strategic partners, especially parks and recreation focused non-profit organizations.

TURNING SCHOOLYARDS INTO THRIVING NEIGHBORHOOD PARKS

A win-win for the community

Collaborating with schools to provide park space is an efficient and effective strategy to address park needs (Obj. 3.2).

Atlanta Public Schools has worked collaboratively with Atlanta-based Park Pride and the Trust for Public Land (TPL)--a national non-profit organization that works with communities to create parks and protect land for people--to renovate and open multiple school yards to the public during non-school hours through the Schoolyards to Playgrounds program.



Credit: Park Pride

TPL completed an analysis in 2019 showing that only 10 percent of the approximately 100,000 public schools in the United States provide the general public with formal access to schoolyard sites. The study also suggests that America's public school grounds have the potential to solve the problem of park access for at least 19.6 million people, including 5.2 million children.

The same opportunity exists in the City of Doraville, as many of the city's underserved areas could be addressed through partnerships with schools.

In Atlanta, the non-profit Park Pride has led collaborative design workshops with students at schools within the program, leading to community-driven concepts that support both the school and the neighborhood.

BUILDING ON DORAVILLE'S SUCCESSES

A record of forward thinking strategies

Significant projects will be opening soon in Doraville that will create new opportunities for recreation, and may serve as inspiration for future park design and development.

The new **Doraville City Center**, dubbed "The People's Building" (top), is under construction and will provide residents with a multi-use civic facility that includes:

- A new Doraville library
- City Hall and government offices
- A cafe and restaurant space
- **A public gathering space,** with an open lawn, small amphitheater, and a slide.



At **Assembly Park,** a major new amphitheater was recently completed that will launch with World Cup events and watch parties. The bandshell (right), dubbed "The Pringle," is reported to be the largest timber grid amphitheater in North America.



Future uses are proposed to include movie nights, concerts, and events, and the City has secured an MOU with Assembly to host one event monthly.

8.4 IMPLEMENTATION STRATEGY
From Vision to Reality

The Vision offered a comprehensive program to improve every aspect of the parks system. Fully developing the recommendations is expected to require tens of millions of dollars and may take 10 or more years to fully realize.

Due to the challenges of a limited budget and staff resources, the implementation of the complete vision for the Doraville parks system should be pursued in gradual phases.

The purpose of this chapter is to outline a strategy for implementation that provides the most benefit with available resources, building momentum and buy-in to support future phases of implementation, all while conforming to available funding.

This Implementation Strategy is comprised of two key components:

1. Community Work Program

2. Capital Improvement Projects



Source: PP+D

Community Work Program

No.	Objective	Action Steps	Time Frame
ACCESS & CONNECTION			
1.1	Leverage the proposed active transportation network to enhance recreation experiences, such as trailside plazas, recreation amenities, shaded seating, green infrastructure, etc.	❖ During the feasibility study or conceptual design phase of a trail/sidewalk project, explore and identify opportunities along the corridor to install needed parks and recreation amenities, informed by the Needs Assessment, recommendations from the Vision, and ongoing community engagement.	Ongoing, concurrent with trail projects
		❖ Develop design documents with detailed cost estimates for trailside amenities and identify phased implementation strategy based on available capital and operations and maintenance funding.	Ongoing, concurrent with trail projects
		❖ Construct amenities, preferably in conjunction with trail development.	Ongoing
1.2	Ensure every park has a well-designed internal path network that provides effective connections to the surrounding community.	❖ Review list of prioritized projects and confirm feasibility based on proposed vision, planning level capital costs, and management costs/ implications.	0-1 year
		❖ Develop schematic design in coordination with community, leading to detailed cost estimates and implementation strategy based on available capital and operations and maintenance funding.	1-3 years
		❖ Develop construction documents for phased implementation and construct path improvements.	2-5 years
MODERNIZATION			
2.1	Upgrade **aging park infrastructure**, and **landscaping**, improving overall stewardship and accessibility.	❖ Review list of prioritized projects and confirm feasibility and phased implementation strategy based on proposed vision, planning level costs, and management costs/implications.	0-1 year
		❖ Complete community-based conceptual plans for prioritized projects (when applicable) using the findings from the Needs Assessment and recommendations from the Vision as a starting point for dialogue with the community.	1-3 years
		❖ Develop design documents and implement projects.	2-10 years, per funding availability

No.	Objective	Action Steps	Time Frame
2.2	Expand use of multilingual signage and outreach.	❖ Develop a standardized multi-lingual signage package with entry, regulatory, and wayfinding signage.	0-3 years
		❖ Implement signage in all parks.	3-5 years
		❖ Expand the use of marketing analytics, customer segmentation, and targeted campaigns to improve participation and reach underserved populations.	Ongoing
2.3	Foster recurring multicultural events and markets in parks and civic spaces.	❖ Establish an events committee to increase coordination with partner departments and organizations. Committee should seek to expand volunteerism, community awareness, and collaborative resource sharing.	0-3 years
		❖ Pursue event sponsorhips to support cost recovery.	Ongoing
		❖ Support ongoing initiatives to develop regular event programming at Assembly Park.	Ongoing
2.4	Refresh year-round core programs and extend operating hours.	❖ Implement a structured program development process: » Create a formal program development and evaluation checklist. » Standardize feasibility reviews, pilot testing, and program performance evaluations. » Preserve staff creativity while improving accountability and decision-making.	3-5 years
2.5	Update policies and procedures to maximize service delivery and cost recovery.	❖ Develop a Formal Pricing and Cost Recovery Policy: » Define cost recovery targets by core program area. » Align subsidy levels with public benefit and community values. » Provide staff with clear pricing guidance and training to ensure consistency and sustainability.	1-3 years
		❖ Strengthen the Program Portfolio Through Classification-Based Management: » Utilize program classifications to guide pricing, subsidy levels, staffing priorities, and marketing investments. » Ensure resources are focused on programs that best support departmental goals and community outcomes.	3-5 years

No.	Objective	Action Steps	Time Frame
		GROWTH	
3.1	Develop publicly-owned properties into parks, plazas and open spaces	❖ Review list of prioritized projects from Vision and confirm feasibility and priority based on needs, planning level capital costs, and management costs/ implications.	0-1 years
		❖ Complete community-based conceptual plans for prioritized projects using the findings from the Needs Assessment and Vision as a starting point for dialogue with the community. ❖ Develop detailed cost estimates and identify phased implementation strategy based on available capital and operations and maintenance funding.	2-5 years
		❖ Develop construction documents for phased implementation and implement.	5-10 years
3.2	Pursue joint-use agreements with schools to expand public access park space and amenities.	❖ Coordinate with school administrators and site managers to develop a mutually beneficial site management strategy for properties determined to be suitable for addressing parks and recreation needs. Discuss any Parks and Recreation Department property construction, operations, and management needs in relation to partner(s) needs and expectations.	0-3 years
		❖ Establish appropriate land management strategy agreement that considers any expected construction, operations, maintenance, and asset management.	0-5 years
		❖ Where capital improvements are feasible, complete community-based conceptual plans using the findings from the Needs Assessment and Vision as a starting point for dialogue with the community. Develop detailed cost estimates, identify phased implementation strategy based on funding, and implement projects.	5-10 years
		❖ Meet yearly to discuss land management strategy agreement and revise as needed.	Annually
3.3	Support a healthy urban forest by increasing tree planting and preserving mature tree canopy and environmentally sensitive land.	❖ Identify areas for new tree planting and collaborate with partners and volunteers to organize community plantings. Avoid fragmentation of any existing forest patches within parks and enhance edge conditions to expand interior forest where plausible.	1-3 years
		❖ Ensure that Tree Removal fees and Tree Canopy Replacement trees are maximized on parkland, providing a diverse vertical structure of canopy, midstory, and understory trees, as well as shrubs and groundcover.	Ongoing

No.	Objective	Action Steps	Time Frame
3.4	Fill needed positions, growing staff capacity to address identified needs.	❖ Coordinate with HR to promote and hire for new staff, including: » Park Design Director	1-3 years
		COORDINATION	
4.1	Pursue and advocate for strategies to increase funding for parks and recreation, including expanded use of grants.	❖ Coordinate with the Finance department, City Manager, and elected officials to increase funding from the General Fund, Special Purpose Local Options Sales Tax (SPLOST), and other sources for capital improvements.	Ongoing
		❖ Pursue alternative funding sources including grants, Public-Private-Partnerships (PPP), sponsorships, and others.	Ongoing
4.2	Continue to enhance inter-departmental communication and collaboration, to leverage resources and advance implementation of previously proposed projects.	❖ Establish regular meetings with relevant staff and partners to discuss Parks and Recreation Master Plan advancement. ❖ Coordinate to advance projects that serve multi-functional, shared goals across departments.	0-2 years; ongoing
4.3	Require or incentivize publicly accessible greenspace within major redevelopment projects.	❖ Explore updates to Development Code requiring set asides of public park land for developments that meet certain criteria.	0-5 years
4.4	Foster relationships with strategic partners, especially parks and recreation focused non-profit organizations.	❖ Coordinate with MARTA to advance Vision recommendations, including TOD planning with park space at Doraville station, and pocket park spaces at bus stops.	Ongoing
		❖ Connect with local parks and recreation non-profits, including the Trust for Public Land, The Conservation Fund, and Trees Atlanta, to explore strategies for advancing Vision recommendations.	Ongoing

Capital Improvement Projects

Funding Strategy

The ability to successfully implement the Capital Improvement Projects is directly linked to the amount of funding that will be available over the next 10 years.

The complete project list is projected to cost more than $25 Million to implement. The Consultant Team met with staff to discuss realistic funding strategies for the implementation of the Vision.

These options consider order of magnitude estimates for public funding sources, grants, and potential philanthropic contribution amounts that may be obtained and leveraged.

City Budget Funding

Based on conversations with staff and public funding calculations, the City of Doraville is expected to provide approximately $3.5 million for parks and recreation capital projects over the next 10 years, based on the averages from the last five years. With the addition of grants (discussed further below) the total reaches almost $5 million.

CIP Funding Sources	5-Year Average (2022-2026)	10-year Projection (2026-2035)
General Fund	$55,000	$750,000
SPLOST	$350,000	$2.7 Million
Grants	*$131,000*	*$1.5 Million*
TOTAL		**$4.95 Million**

The SPLOST funding for Capital Projects is derived from the DeKalb County 2023 SPLOST II, which is projected to provide the City a total of about $18 million total through 2030, with 15% currently dedicated to parks and recreation. Because the SPLOST revenue is based on local retail spending the amount the City receives may fluctuate. Additionally, there is the potential that a new SPLOST will be approved in the next five years, which would provide additional revenue through 2036.

Grants

Grants typically support capital improvement projects, and can be a powerful tool for leveraging city funds, often more than doubling the City's investment. The challenge with grants is that they tend to be competitive, meaning other municipalities are also competing for those some grant dollars. This requires the City to complete thoughtful and comprehensive applications in order to be competitive. Additionally, most large grants require a match, meaning the City would have to include funds from their capital budget to obtain the grant.

In certain instances, grants can be "stacked" or combined to draw funding from several sources. The idea of "Grant Stacking" refers to grouping grants of varying levels (federal, state, and local) to support one project. Careful selection of grants can result in one grant providing the matching funds requirement for another grant and vice versa. This process can address acquisition and development in phases to best meet a project's purpose and schedule.

The following pages includes a list of grants totaling over $25 million that are available for parks, greenspace, trail and green infrastructure projects in Georgia. This list includes including grant amounts, match requirements, eligible items, and deadlines.

Grant Opportunities					
Funding Program	**Funding Source**	**Grant Amount**	**Match Requirement**	**Types of Eligible Elements**	**Anticipated Deadline**
Land and Water Conservation Fund Program (LWCF)	Federal	$500,000*	100%	Ballfields, Courts, Trails, Fishing Facilities, Playground, Restrooms, Shade Structures, Lighting, Landscaping	April
Urban Waters Restoration Program	Federal	$35,000*	100%	Urban Wildlife Corridors, Green Infrastructure, Stormwater	April
Outdoor Recreation Legacy Partnership Program	Federal	$15,000,000	100%	Land Acquisition and development for Outdoor Recreation Facilities	TBD
Recreational Trails Program (RTP)	Federal*	$500,000+	20%	Construction of Trails and Support Facilities	April
Section 319(h) Nonpoint Source Implementation Grant	Federal	$400,000*	40%	Stormwater/Water Quality Projects	December
Our Town Grant	Federal	$100,000	100%	Innovative Public Art Projects	July
CDBG	Federal	$100,000*	0%	Open Space & Recreational Facilities	TBD
Building Resilient Infrastructure and Communities (BRIC)	Federal	$1,500,000	25%	Stormwater facility/flood prevention, infrastructure hardening	July
Community Forestry Assistance Grant Program (UFC)	Federal	$20,000	100%	Tree plans/programs and planting projects	December
Transportation Alternative Program	Federal/ State	$450,000	20%	Planning or Implementation of Pedestrian & Bicycle Facility, Traffic Calming Development	June
Georgia Outdoor Stewardship Program	State	$3,000,000	25%	Acquisition and development of conservation and recreation land, water access, trails, habitat	October
Georgia Equity Fund Grants	State	$200,000	-	Water and sewer infrastructure, road, rail and airport improvements, industrial parks, workforce, technology, and tourism	June
Georgia ReLeaf Program	State	$7,500	20%	Tree planting and revitalization projects	September
REBC Grant Program	State	$50,000	0%	ROW landscape enhancements	TBD
Georgia Historic Preservation Matching Grants	State	$10,000	100%	Restoration of historic resources	February

Grant Opportunities					
Funding Program	**Funding Source**	**Grant Amount**	**Match Requirement**	**Types of Eligible Elements**	**Anticipated Deadline**
AAD Shade Structure Grant	Private Org.	$8,000	0%	Shade structures	December
Arbor Day Foundation Grants	Private Org.	$25,000-$300,000	0%	Tree Planting	Rolling
Bank of America Community Resilience Grant	Private Org.	$50,000	0%	Landscaping, Stormwater, LID Elements	March
AARP Community Challenge Grant	Private Org.	$50,000*	100%	Park Improvements, Mobility, Public Health	April
Bloomberg Public Art Challenge	Private Org.	$1,000,000	Varies	Temporary public art projects that celebrate creativity, urban identity and foster partnerships	February
TD Bank Green Space Grants	Private Org.	$20,000	0%	Development of Green Infrastructure such as tree planting and green space expansion	December
Bank of America Community Resilience Grant	Private Org.	$50,000	0%	Landscaping, Stormwater, LID Elements	March
Community Champions Playground Grant	Private Org.	$75,000*	100%	Playground Equipment	October

Grants represent the most significant opportunity for Doraville to expand parks funding. The conservative estimate of $1.5 million in grants over the next 10 years is based on the City's record of securing grants over the past five years. The City's potential grant funding may be many times greater, however, particularly with the support of a dedicated grant writer.

Capital Improvement Projects

Project Prioritization Strategy

Given the focused amount of funding available to implement projects, prioritizing projects is a critical step.

The Project Team collaboratively developed a prioritization strategy to inform how parks, greenspace, trail, and green infrastructure capital projects could be implemented over the next 5 years.

Prioritization criteria were developed for each of the two main categories of parks projects as listed below. The criteria were informed by the findings from the Public Engagement and System Assessment, industry best practices, and staff input. The following tables document the criteria.

Improvements to Existing Facilities

Capital projects related to enhancing and replacing aging and deteriorating parks, greenspace, trail, and green infrastructure facilities, amenities, and spaces such as replacing a playground, removing invasive plants, improving stream banks, or improving the natural turf in a field.

New Parks Facilities

Capital projects related to installing and implementing new facilities that were not previously available in parks such as installing a new playground in an underused space, adding a new restroom building, or installing a splash pad in a new park site.

Prioritization Criteria for: IMPROVEMENTS TO EXISTING PARKS AND RECREATION FACILITIES			
Criteria	**Criteria Description**	**Points**	**Metric**
Previously Proposed Project	Was the project proposed in a previous planning, study, or strategic document?	0,1	No, Yes
Program Support	How well does the project serve Statistically Valid Survey (SVS) Priority Investment Ranking (PIR) program needs?	1,3,5	Low, Medium, High
Priority Facility Need	How well does the project serve Statistically Valid Survey (SVS) Priority Investment Ranking (PIR) facility needs?	1,3,5	Low, Medium, High
Accessibility	Does the project present an opportunity to enhance universal accessibility?	1,3,5	Low, Medium, High
Walk/Bike Network Integration	Does the project support advancement of the walk/bike network?	1,3,5	Low, Medium, High
Social Engagement	Does the project present an opportunity to facilitate multi-generational, multi-cultural, and multi-purpose gathering?	1,3,5	Low, Medium, High
Park Condition	What is the condition of the park where the improvement will occur?	1,2,3,4,5	Inverse of Park score
Facility Condition	Does the project address a facility in poor or fair condition?	0,3,5	No, Fair, Poor
Funding Opportunity	Does the project present an opportunity for funding partnerships?	1,3,5	Low, Medium, High
Staffing and Financial Resources	What is the project's impact to staffing and funding resources?	1,3,5	High Impact, Medium, Minimal

Prioritization Criteria for: NEW PARKS AND RECREATION AMENITIES			
Criteria	**Criteria Description**	**Points**	**Metric**
Previously Proposed Project	Was the project proposed in a previous planning, study, or strategic document?	0,1	No, Yes
Program Support	How well does the project serve Statistically Valid Survey (SVS) Priority Investment Ranking (PIR) program needs?	1,3,5	Low, Medium, High
Priority Facility Need	How well does the project serve Statistically Valid Survey (SVS) Priority Investment Ranking (PIR) facility needs?	1,3,5	Low, Medium, High
Accessibility	Does the project present an opportunity to enhance universal accessibility?	1,3,5	Low, Medium, High
Walk/Bike Network Integration	Does the project support advancement of the walk/bike network?	1,3,5	Low, Medium, High
Social Engagement	Does the project present an opportunity to facilitate multi-generational, multi-cultural, and multi-purpose gathering?	1,3,5	Low, Medium, High
Facility LOS Need	Does the project address a Facility LOS need?	1,3,5	Low, Medium, High
Access LOS Gap	Does the project address an Access LOS gap?	0,3,5	No, Partial, Full
Funding Opportunity	Does the project present an opportunity for funding partnerships?	1,3,5	Low, Medium, High
Staffing and Financial Resources	What is the project's impact to staffing and funding resources?	1,3,5	High Impact, Medium, Minimal

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Capital Improvement Projects

Prioritized Project Lists

The Capital Improvement Project lists in this section were developed based on the Public Engagement and System Assessment and reflect the Vision goals and objectives. The Total Score for each project reflects the sum of points based on scoring of the prioritization criteria, with the highest possible score being 46.

These lists are intended to serve as a starting point for continuing discussions within the Department and with Elected Officials and the public. They are not final and are subject to additional analysis, refined cost estimating, and revisions as projects are completed and new opportunities arise.

Capital Improvement Projects - Upgrade Existing Facilities

Park Site	Project Name	Description	Order of Magnitude Planning Level Costs	Order of Magnitude Planning Level Annual O&M Costs	Total Score	Notes
Chicopee Park	Playground at Chicopee Park	Upgrade existing playground with new equipment, surfacing and landscaping	$250,000	$8,000	34	Potential to incorporate public art
English Oak Park	Playground at English Oak Park	Upgrade existing playground with new equipment, surfacing and landscaping	$250,000	$8,000	34	Potential to incorporate public art
Brook Park	Play Amenities at Brook Park	Upgrade existing play area with new slide and swing equipment, surfacing and landscaping	$100,000	$8,000	34	Potential to incorporate public art
Autumn Park	Repair/Replace benches at Autumn Park	Repair or replace all (6) damaged benches, repaint as needed	$16,000	$225	30	
Halpern	Trash receptacles at Halpern Park	Repair or replace damaged trash receptacles (4)	$7,200	$175	30	
English Oak	Outdoor Fitness Stations at English Oak	Replace aging and deteriorated outdoor fitness stations (3) with new equipment.	$9,500	$585	28	
Brook	Upgrade benches at Brook Park	Make any needed repairs and paint (2) bench swings and (5) standard benches	$8,000	275	28	
Autumn Park	Kiosk at Autumn Park	Replace damaged pieces and repaint park info kiosk.	$1,200	50	26	Potential to incorporate public art
Brook	Outdoor Fitness Station at Brook Park	Upgrade aging pull-up bar with signage and surfacing; add additional fitness amenities nearby.	$7,500	$585	24	
Halpern	Basketball Court at Bernard Halpern Park	Re-surface & re-stripe basketball court; incorporate public engagement to explore artistic court treatment.	$48,000	$3,900	20	Potential to incorporate public art
		UPGRADE EXISTING FACILITIES TOTAL	**$697,400**	**$29,795**		

Capital Improvement Projects - New Parks/Facilities

Park Site	Project Name	Description		Order of Magnitude Planning Level Costs	Order of Magnitude Planning Level Annual O&M Costs	Total Score	Notes
Autumn	Paths at Autumn Park	Develop new walking and multi-use paths throughout Autumn Park, with lighting; 4,000 LF		$2,012,000	$2,600	37	
Brook	Paths at Brook Park	Expand path network with new walking and multi-use paths through Brook Park, to include lighting as needed; 3,000 LF		$1,080,000	$2,200	37	
Site A	Park Site A Development	Advance community planning for Park Site A, leading to final design and development of new park with proposed amenities including paths, open play lawn, playground, pavilion, drinking fountain, etc. (1.4 acres)		$993,000	$25,000	36	
Site B	Park Site B Development	Advance community planning for Park Site B, leading to final design and development of a new natural area park with proposed amenities including paths and benches. (1.5 acres)		$680,000	$16,000	32	
Site C	Park Site C Development	Advance community planning to formalize Park Site C as an official City park, leading to final design and development of a new park with proposed amenities including community garden, paths, pavilion, benches, green infrastructure, and parking spaces (3). (1.5 acres)		$632,000	$25,000	32	
		NEW PARKS/FACILITIES TOTAL		**$5,397,000**	**$70,800**		

HONEYSUCKLE PARK REDEVELOPMENT

The opportunities ahead

The Honeyusckle Park Master Plan completed in 2025 presented a compelling vision to redevelop the park based on community needs and priorities. However, the total cost of the project was estimated at approximately $25 million, well above the City's potential to implement based on current resources.

The City is now exploring opportunities to revise the master plan and consider potential phasing strategies to allow the park to be redeveloped over time based on smaller project scopes. All of the primary elements of the 2025 master plan are still included, with the goal of finding design solutions that frame the project across 3-4 phases.

As City leadership looks out over the next 10 years and beyond, Honeysuckle Park's redevelopment remains a key priority for implementation. The potential to secure addtional funding through grants, future SPLOST, or other sources focused on specific project areas increase the feasibility that the park's complete redevelopment can be brought to fruition, while upgrading the park to a standard that can serve Doraville for another 50 years.

Honeysuckle Park Concept Plan Projects with Planning Level Cost Range and Potential Phasing

Project Name	Description	Order of Magnitude Planning Level Cost Range	Potential Phase
General Site/Common Infrastructure	General Infrastructure costs to redevelop Honeysuckle Park, including improved access roads, parking, shared use paths and walkways, landscaping, stormwater management, and utilities.	$2-4 Million	1
Multi-use Field Complex	Redevelop field area to maximize athletic use for multiple ages and sports, with new restrooms, upgraded stands, field house, lighting, etc.	$2-4 Million	2
Playground area	Upgrade and expand existing playground with new equipment, pavilions and restroom.	$1-2 Million	2a
Pool	Develop a new pool facility at Honeysuckle park, including restroom building, furnishings, plazas, and more.	$5-7 Million	3
Splashpad	Develop a splashpad adjacent to the new pool	$500K-1.5 Million	3a
Fleming Recreation Center Expansion and Upgrades	Expand the Forest Fleming arena with 5,000 SF of new admn/meeting space and complete other upgrades to site	$2-4 Million	4
Basketball courts	Develop 2 new basketball courts per Master Plan	$250K-350K	4
	GRAND TOTAL	**$13M - 24M**	

Honeysuckle Park Concept Plan Potential Phasing Diagram



RIGHT
Maximizing the reuse of existing structures at the park, such as the fieldhouse and historic stands, and redeveloping amenities within the existing layout are two strategies to identify cost savings and accentuate the legacy character of the site while providing the modernized and more multi-purpose space residents have been anticipating.



Chapter 9

Future Development

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Future Development Approach

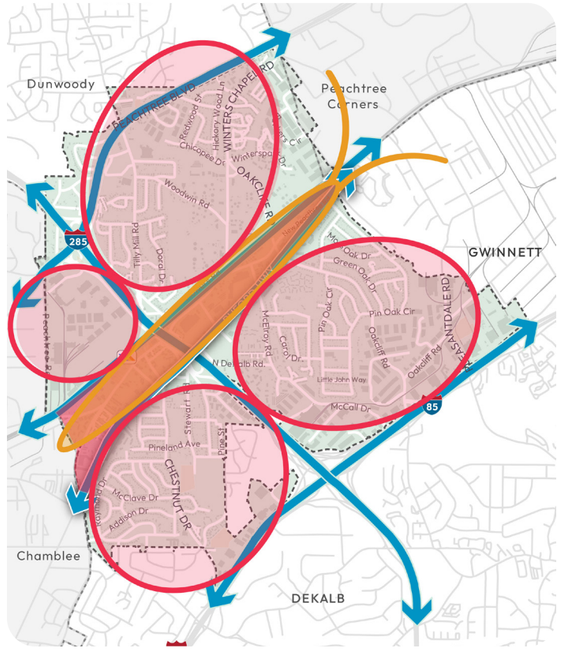
Overview

Future development policy lies at the heart of the comprehensive plan, establishing a long-term vision for how Doraville will grow. The future development approach is rooted in an understanding of Doraville's existing development patterns, transportation network, economic assets, and community vision. The purpose of this effort was to create a future development framework that responds to the city's unique character and realities, builds upon community priorities identified throughout the planning process, and provides clear guidance for future land use and development decisions.

Complete Community Approach

Doraville's development pattern has been heavily shaped by major transportation infrastructure. Interstate highways, rail corridors, and major roadways provide important regional access, but they also create physical barriers that limit local connectivity and walkability. These transportation networks divide the city into four distinct quadrants, with Buford Highway serving as a central corridor, creating what this plan refers to as the "Doraville Butterfly."

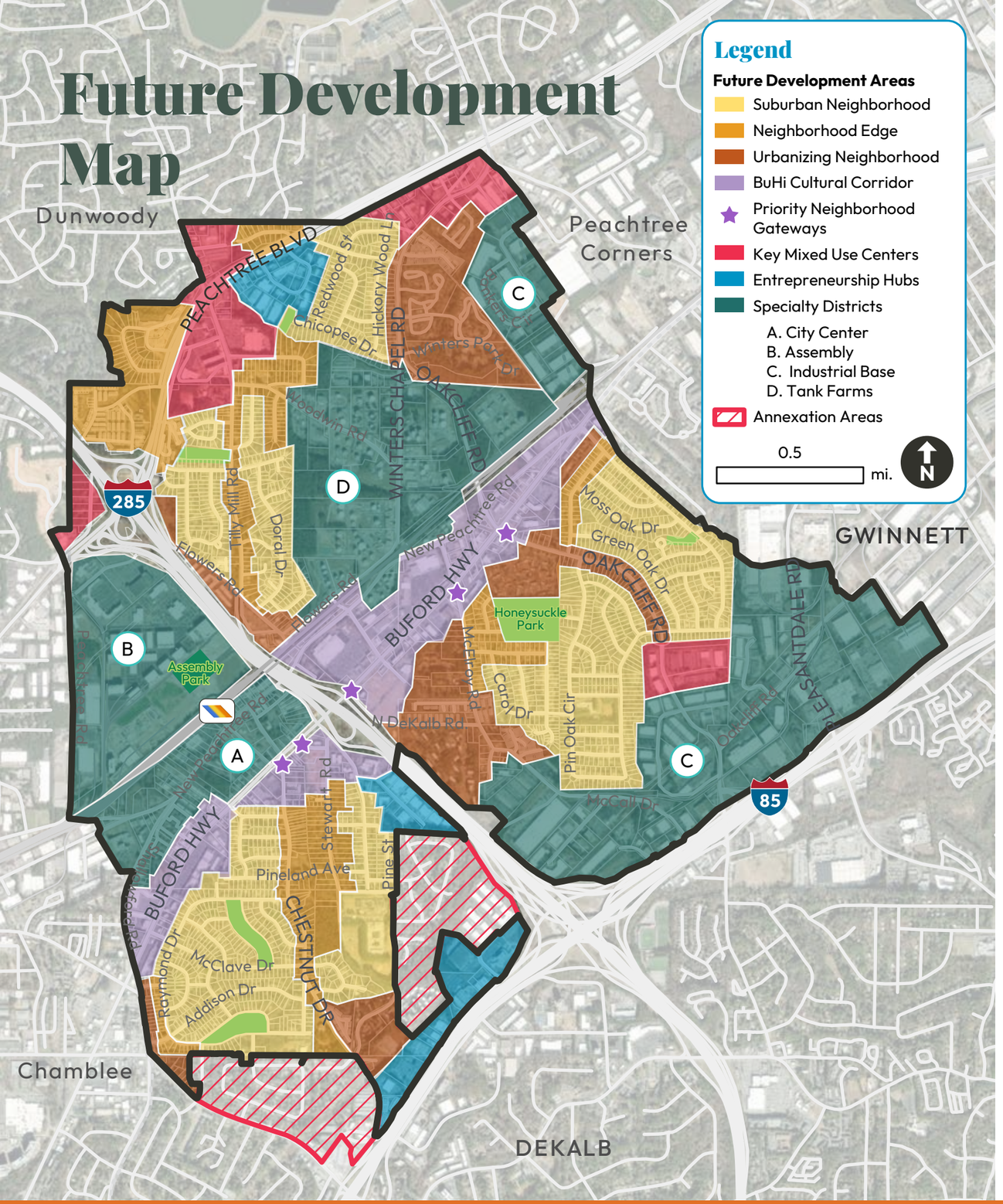
The future development approach recognizes that these barriers are extremely difficult to overcome. To respond to this reality, the approach envisions each "wing" of the butterfly as its own complete community, where residents can reach their daily needs within their own neighborhood. **To achieve this, the land use vision encourages a mix of uses in each of the four quadrants.**



This maximizes transportation dollars by directing walkability investments within each wing while also focusing on developing a few, strategic inter-wing connections.

Many of these wings already contain the essential building blocks of a complete community, including neighborhoods, schools, parks, and community facilities. However, access to other daily needs such as shopping, restaurants, employment opportunities, services, and a variety of housing options is not evenly distributed throughout the city. The land use vision addresses these gaps by strategically encouraging a mix of uses and housing types in each of the four quadrants.

Future Development Map



Future Development Profiles

Overview

The Future Development Map sorts all Doraville parcels into seven distinct character areas based on existing land uses and desired development:

- Suburban Neighborhood
- Neighborhood Edge
- Urbanizing Neighborhood
- Buford Highway Cultural Corridor
- Key Mixed Use Centers
- Entrepreneurship Hubs
- Specialty Use Districts:
  - City Center
  - Assembly
  - Industrial Base
  - Tank Farms

Each of the seven Future Development Map designations serves as a framework for guiding future growth and investment in Doraville. Specifically, the profile describes each designation's intended vision; a targeted range for scale and form (the transect); a table of appropriate land uses (the stoplight chart); and implementation strategies to work toward its vision.

Transect

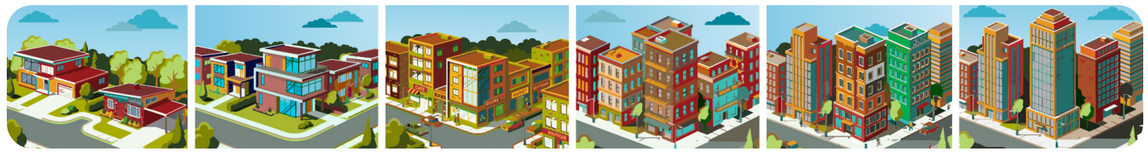
A transect is a visual tool that illustrates a range of development patterns and building intensities, from lower-scale residential areas to more urban, mixed-use environments, and up to industrial uses. The transect used in this plan reflects Doraville's existing and desired development character, showing building types that range from single-story structures to buildings exceeding six stories in height. Each Future Development Map designation references the transect to identify the appropriate scale and intensity of future development.

Stoplight Chart

Each Future Development Map designation includes a stoplight chart to illustrate which land uses are generally appropriate within that character area. Green land uses are encouraged and generally appropriate within the designation, subject to applicable development standards. Yellow land uses may be appropriate in certain circumstances but may require additional review, conditions, or design considerations. Red land uses are generally not appropriate within the designation. Together, these charts provide guidance for property owners, developers, residents, elected officials, and city staff when evaluating future development proposals.

Land Uses

The land use tables define the various development types shown in the stoplight charts. These categories focus on the primary use of a property rather than its scale or intensity. Each category includes representative images to help illustrate its typical character and function, the name, and a short definition.



Land Use Table



Single-Family with ADU

Detached houses on individual lots, often with an accessory dwelling unit (ADU).



Single-Family Cottages

Smaller detached houses, typically 1,200 square feet or less, that may be located on individual lots or arranged around shared open spaces or courtyards.



Duplex

A building that looks similar to a single-family house but contains two separate houses or households.



Tri/Quadplex

A building that looks similar to a large house but contains three or four separate houses or households.



Townhouse

Attached single-family houses, usually two to four stories tall.



Multifamily

Apartments or condominium buildings with more than 4-units.



Live-Work

Buildings designed to combine living and working spaces, allowing residents to live above their professional office, workspace, or storefront.



Senior/ Assisted Living

Residential communities designed for older adults that provide a range of accessibility, personal care services, and supportive amenities (typically 55+).

Land Use Table (Cont'd.)



Horizontal Mixed Use

Intended for larger sites that can support multiple uses, but not at high enough densities to necessitate multiple stories and structured parking.



Vertical Mixed Use

Buildings that combine shops, restaurants, offices, or other commercial uses on the ground floor with houses or offices on upper floors.



Retail/ Entertainment

Storefront operations such as restaurants, movie theaters, shops, and service providers.



Office

Buildings primarily used for professional, administrative, medical, or business services.



Auto-Oriented Commercial

Any commercial use with a drive-through, or those that are auto-centric, such as auto repair shops or car washes.



Hotels

Commercial lodging facilities that provide temporary sleeping accommodations.



Flex/ Light Industrial

Buildings that accommodate a mix of office, research, production, warehousing, and light industrial activities with limited impacts on surrounding properties.



Heavy Industrial

Industrial uses involving large-scale manufacturing, processing, warehousing, distribution, etc. that may adverse impacts.

Land Use Table (Cont'd.)



Public/ Institutional

Government uses at all levels, like City Hall, police, fire stations, libraries, etc. Also includes institutional land uses like schools, daycares, churches, cemeteries, hospitals, etc.



Parks/ Open Spaces

Land dedicated to active or passive recreational uses such as playgrounds, public parks, and nature centers.



Utilities

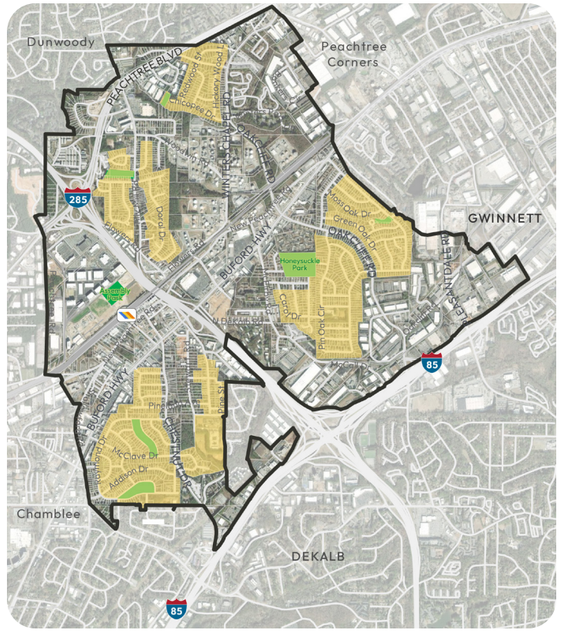
Major transportation routes, public transit stations, power generation plants, railroad facilities, cell towers, or other similar uses.

Suburban Neighborhood

Vision & Intent

Suburban Neighborhood consists of Doraville's most established traditional residential neighborhoods and has the lowest-density housing of the city. Characterized by detached houses, mature trees, and quiet residential streets, these areas serve as important anchors for families, long-time residents, and future generations seeking a traditional neighborhood environment.

Looking ahead, Suburban Neighborhoods are envisioned to remain primarily residential while gradually accommodating changing housing needs. Modest housing diversification, including accessory dwelling units and other context-sensitive housing options, such as duplexes, can provide opportunities for residents to age in place, support multi-generational families, and welcome new neighbors. Future improvements should focus on preserving neighborhood character, strengthening connections to parks and community destinations, and maintaining the natural features that make these neighborhoods attractive places to live.



Character Imagery







Suburban Neighborhood

Transect



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Public/Institutional ❖ Parks/Open Space ❖ Utilities		
Appropriate with Considerations	❖ Tri/Quadplex		Ensure appropriate design and scale to blend into existing single-family residential neighborhood character
Not Appropriate	❖ Townhouse ❖ Multifamily ❖ Live-Work ❖ Senior/ Assisted Living ❖ Horizontal Mixed Use ❖ Vertical Mixed Use ❖ Retail/ Entertainment	❖ Office ❖ Auto-Oriented Commercial ❖ Hotels ❖ Flex/ Light Industrial ❖ Heavy Industrial	

Suburban Neighborhood

Zoning & Implementation

Best Fit Zoning Districts:

- R-1, R-2, R-CH, T-3
- T-4 on a limited basis (allows tri/quads)
- O-I

Implementation Strategies

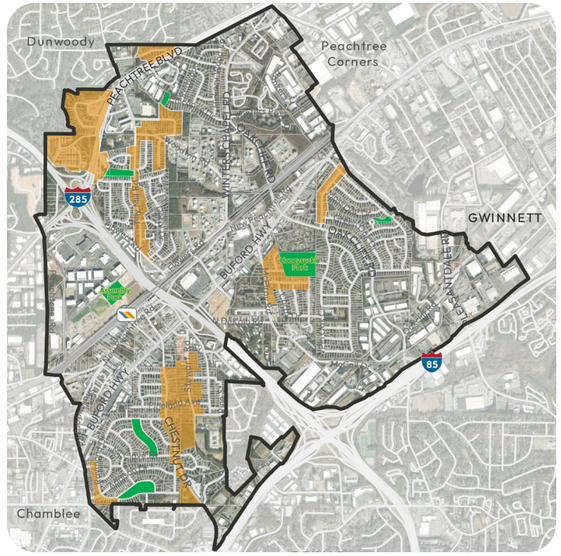
- Allow duplexes by right. See page 176 for other residential-district zoning recommendations
- Allow ADUs to provide additional housing options while maintaining the scale and character of existing residential areas
- Create design guidelines for house-scale plexes to better blend in with single-family character
- Explore potential city-owned and school park sites (Tapestry Public Charter School and Oakcliff Elementary School) in this area for public parks and trails
- Connect Flowers Road to Tilly Mill Road through neighborhood trail connections
- Implement the Peachtree Creek Greenway trail alignment along with inter-park paths in Autumn Park
- Designate bike routes to connect neighborhoods to Honeysuckle Park and Oakcliff Road

Neighborhood Edge

Vision & Intent

Neighborhood Edge areas serve as important transition zones between traditional residential neighborhoods and more active commercial, mixed-use, or employment areas. These locations provide opportunities to thoughtfully increase density and introduce new housing choices that maintain compatibility with surrounding development. Their position between different land use patterns allows them to play a key role in accommodating future growth.

Over time, Neighborhood Edge areas are envisioned as residential environments that offer a broader range of housing types and living options. Townhouses, cottages, small multifamily buildings, and other neighborhood-scaled housing can help meet evolving community needs while preserving a comfortable residential character. Future development should create attractive, connected neighborhoods that provide convenient access to nearby services, employment centers, and community amenities.



Character Imagery



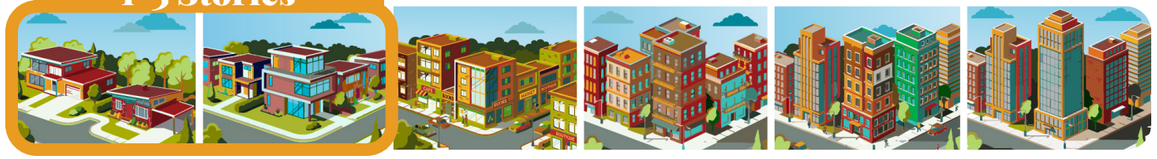




Neighborhood Edge

Transect

Target Density: 1-3 Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Live-Work ❖ Public/Institutional	❖ Parks/Open Space ❖ Utilities ❖ Tri/Quadplex	
Appropriate with Considerations	❖ Townhouse ❖ Multifamily		Only if buildings have a house like scale and appearance to blend into existing neighborhood character.
Not Appropriate	❖ Senior/ Assisted Living ❖ Horizontal Mixed Use ❖ Vertical Mixed Use ❖ Retail/ Entertainment ❖ Office	❖ Auto-Oriented Commercial ❖ Hotels ❖ Flex/ Light Industrial ❖ Heavy Industrial	

Neighborhood Edge

Zoning & Implementation

Best Fit Zoning Districts:

- R-1, R-2, R-CH, T-3
- R-3 (limited) and T-4 (limited)
- O-I (limited)

Implementation Strategies

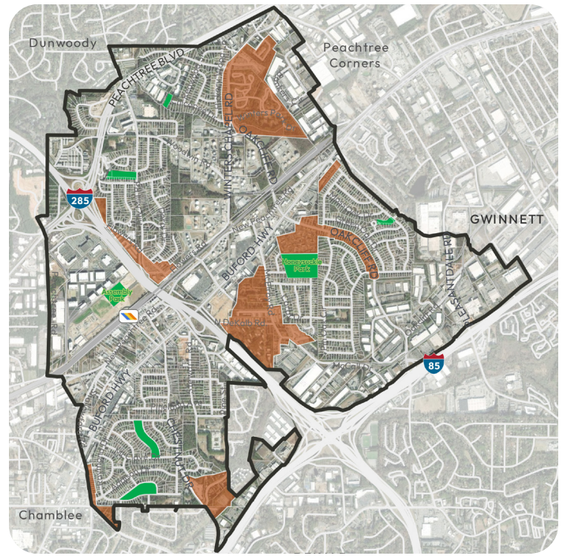
- Follow through with proactive rezonings along Chestnut Drive
- Refer to page 176 for residential-specific zoning recommendations
- Create design guidelines for townhouse and multifamily to better blend in with single-family character
- Implement the Peachtree Creek Greenway trail alignment
- Advance sidepaths along Chestnut Drive and Tilly Mill Road and trail connection between Honeysuckle Park and McElroy Road
- Improve intersections at Flowers Road and Tilly Mill Road as well as Peachtree Boulevard and North Carver Circle Connector
- Explore park and green infrastructure opportunities on City-owned property north Peachtree Boulevard

Urbanizing Neighborhood

Vision & Intent

Urbanizing Neighborhood areas represent locations where Doraville can accommodate growth while creating more connected, walkable, and diverse communities. These areas are primarily residential today but are well-positioned to evolve into neighborhoods that incorporate a broader mix of housing, services, and employment opportunities. Their location near major corridors, activity centers, and community destinations makes them important areas for future investment and reinvestment.

In the future, Urbanizing Neighborhoods are envisioned as denser areas where residents can live closer to everyday destinations and enjoy a wider range of housing choices. Small-scale commercial, office, and neighborhood-serving uses can complement residential development while maintaining a comfortable community character. New development should create attractive public spaces, improve connectivity, and foster a sense of place that balances neighborhood livability with increased activity and investment.



Character Imagery



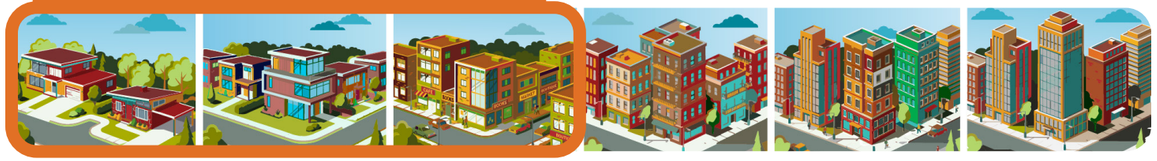




Urbanizing Neighborhood

Transect

Target Density: 1-4 Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex ❖ Townhouse	❖ Multifamily ❖ Live-Work ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities	
Appropriate with Considerations	❖ Senior/ Assisted Living ❖ Horizontal Mixed Use ❖ Vertical Mixed Use		Developments must respect the height and scale of adjacent uses.
	❖ Retail/ Entertainment ❖ Office		Commercial and retail uses must be neighborhood scale and serving like coffee shops, hair salons, restaurants, and small markets.
Not Appropriate	❖ Auto-Oriented Commercial ❖ Hotels ❖ Flex/ Light Industrial ❖ Heavy Industrial		

Urbanizing Neighborhood

Zoning & Implementation

Best Fit Zoning Districts:

- R-2, R-3, R-CH, R-SFA
- T-3, T-4 (limited)
- O-I

Implementation Strategies

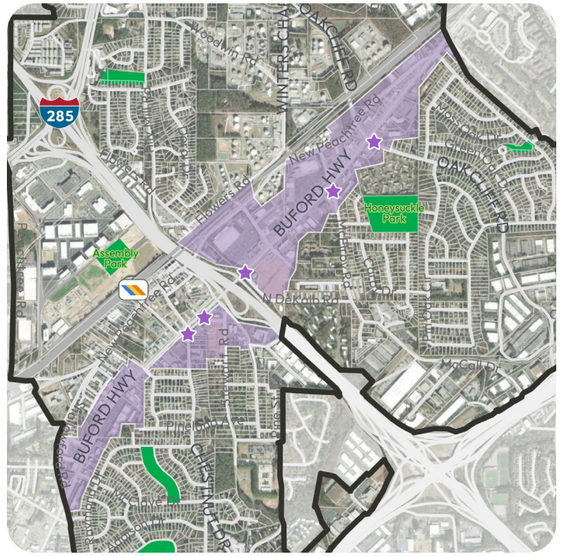
- Explore tax incentives or other strategies to preserve NOAH in this area
- Refer to page 176 for residential-specific zoning recommendations
- Extend sidepath on Flowers Road and advance sidepaths on North DeKalb Drive and Winters Chapel Road.
- Improve intersections of Shallowford Road and Chamblee Tucker Road

BuHi Cultural Corridor

Vision & Intent

The Buford Highway Cultural Corridor is one of Doraville's most recognizable and defining places. House to a concentration of international restaurants, small businesses, cultural destinations, the corridor reflects the city's multicultural identity. It serves not only as a commercial corridor, but also has seen the incremental redevelopment of mixed use spaces.

Looking ahead, the corridor should continue to evolve while preserving the businesses that make it unique. Future investment should support incremental redevelopment, enhanced public spaces, and improved walkability, while maintaining opportunities for locally owned businesses and culturally significant destinations to thrive. Strategic mixed-use development at gateways and key nodes can create walkable centers that celebrate the corridor's identity and increase mobility and transportation safety.



The Priority Neighborhood Gateways, represented as purple stars, show key intersections for the BuHi Cultural Corridor. These gateways are important for entrances from surrounding areas and important places for safety improvements.

Character Imagery







BuHi Cultural Corridor

Transect

Target Density: 1-6+Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Duplex ❖ Tri/Quadplex ❖ Townhouse ❖ Multifamily ❖ Live-Work ❖ Senior/ Assisted Living ❖ Horizontal Mixed Use ❖ Vertical Mixed Use	❖ Retail/ Entertainment ❖ Office ❖ Auto-Oriented Commercial ❖ Hotels ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities	
Appropriate with Considerations	❖ Single-Family with ADU ❖ Single-Family Cottages		Appropriate on sites that provide a transition from the corridor to adjacent neighborhoods.
	❖ Flex/ Light Industrial		This use should be considered with a retail component.
Not Appropriate	❖ Heavy Industrial		

BuHi Cultural Corridor

Zoning & Implementation

Best Fit Zoning Districts:

- O-I, T-5, T-6
- O-W (limited)

Implementation Strategies

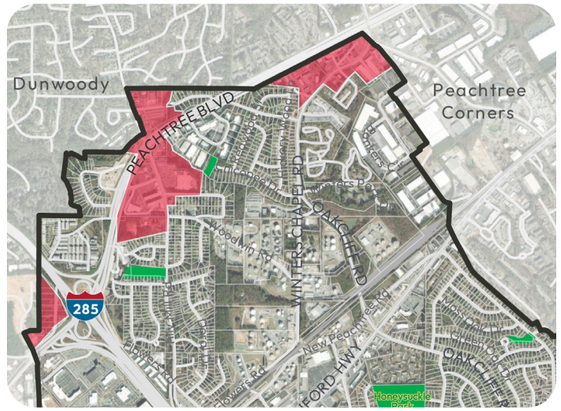
- Implement/Update LCI Plan
- Pilot legacy business program along corridor
- Implement proposed sidepath, and intersection improvements from Mobility Concept
- Explore potential park site with public partner near intersection of Buford Highway and Oakcliff Road
- Encourage development at priority neighborhood gateways to enable residents from southern neighborhoods to walk to a mix of uses
- Prioritize tree planting and green infrastructure in this area to improve the pedestrian experience, slow traffic, and expand environmental protections
- Maintain and expand the BuHi Walk that was recommended in the Buford Highway Master Plan to continue to connect Buford Highway businesses and improve pedestrian connections
- Allow flexible uses through limited Office-warehouse zoning to provide a transition between Buford Highway's higher-intensity commercial corridor and nearby residential neighborhoods while supporting small businesses and local employment through flexible spaces for businesses that need both workspace and storage

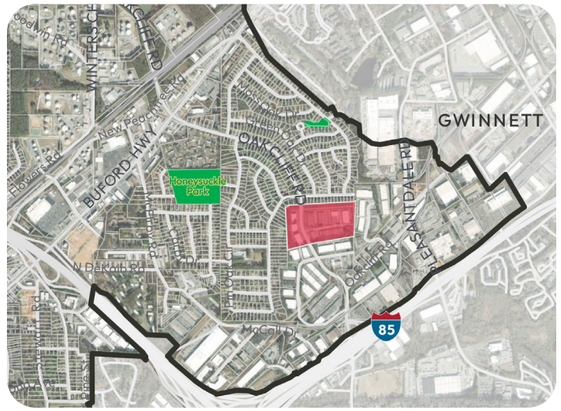
Key Mixed Use Center

Vision & Intent

Key Mixed-Use Centers are focal points for future growth, investment, and community activity. These areas include locations where redevelopment is already underway, where significant investment is anticipated, or where new development can help advance the city's long-term vision. They are intended to serve as destinations that bring together housing, jobs, shopping, entertainment, and civic life in compact and connected environments.

In the future, these centers should become some of Doraville's most active and recognizable places. New development should create vibrant streets, inviting public spaces, and a mix of uses that support activity throughout the day and evening. By concentrating growth in strategic locations, these centers can strengthen the city's tax base, expand housing opportunities, and create memorable destinations that enhance quality of life for residents and visitors alike.





Character Imagery



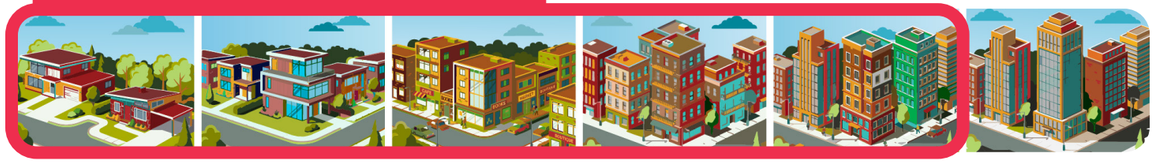




Key Mixed Use Center

Transect

Target Density: 1-6 Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Multifamily ❖ Live-Work ❖ Senior/ Assisted Living ❖ Vertical Mixed Use ❖ Retail/ Entertainment ❖ Office	❖ Auto-Oriented Commercial ❖ Hotels ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities	
Appropriate with Considerations	❖ Horizontal Mixed Use		Appropriate when designed as a walkable, integrated development, where land efficiency and activity are less dense.
	❖ Flex/ Light Industrial		Flex/Light Industrial should be considered with a retail component.
Not Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex ❖ Townhouse ❖ Heavy Industrial		

Key Mixed Use Center

Zoning & Implementation

Best Fit Zoning Districts:

❖ O-I, T-5, T-6

Implementation Strategies

❖ Begin discussions with property owners of warehouses on Oakcliff Road to understand future plans to sell/redevelop

❖ Off Oakcliff Road, advance greenway on forested buffer between neighborhood and industrial district

❖ Advance sidepaths on Van Fleet Circle and Tilly Mill Road

❖ Improve intersection at Tilly Mill Road and Peachtree Boulevard, enhancing connectivity across this barrier

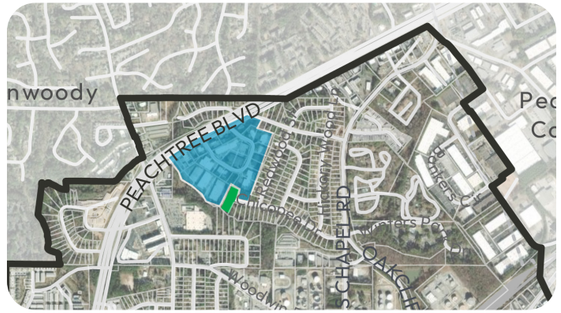
❖ Explore potential park agreement with Hightower Elementary School

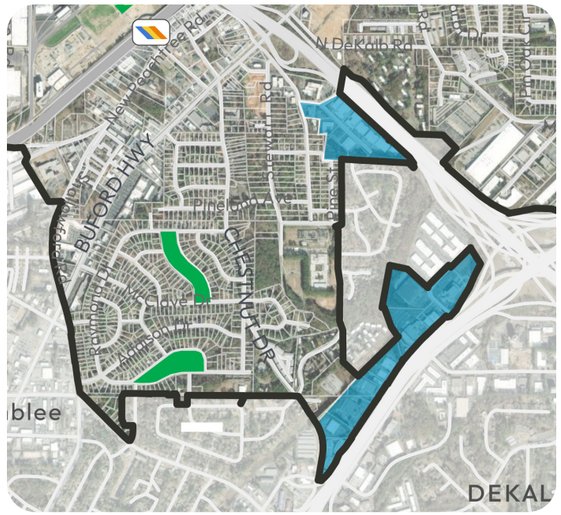
Entrepreneurship Hubs

Vision & Intent

Entrepreneurship Hubs build upon Doraville's strong tradition of small business ownership, innovation, and economic opportunity. These areas contain a mix of office, commercial, and light industrial uses that contribute to the city's employment base and provide space for emerging businesses. Their flexibility and accessibility make them ideal locations for entrepreneurs, makers, creatives, and growing companies.

Over time, these hubs should evolve into dynamic employment districts that support innovation and economic mobility. Future investment should encourage flexible workspaces, business incubators, maker spaces, and opportunities for collaboration. Where appropriate, live-work environments can create unique places that blend employment, creativity, and community life while supporting Doraville's economic competitiveness.





Character Imagery







Entrepreneurship Hubs

Transect



Stoplight Chart

Stoplight	Land Use	Considerations
Appropriate	❖ Live-Work ❖ Retail/ Entertainment ❖ Office ❖ Hotels ❖ Auto-Oriented Commercial ❖ Flex/ Light Industrial ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities	
Appropriate with Considerations	❖ Senior/ Assisted Living	Appropriate when integrated with nearby services, healthcare, transit, and pedestrian amenities that support residents' daily needs.
	❖ Horizontal Mixed Use ❖ Vertical Mixed Use	Appropriate when designed to maintain and expand employment opportunities through a mix of office, commercial, innovation, and supporting residential uses.
Not Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex ❖ Townhouse ❖ Multifamily ❖ Heavy Industrial	

Entrepreneurship Hubs

Zoning & Implementation

Best Fit Zoning Districts:

- O-W, T-5, T-6 (limited)

Implementation Strategies

- Connect the northern entrepreneurship hub to Peachtree Boulevard and Chicopee Park using a sidepath
- Recruit small businesses and start-ups to fill vacant spaces in these areas
- Prioritize tree planting and green infrastructure in this area

Specialty Districts: City Center

Vision & Intent

City Center is envisioned as Doraville's civic heart and primary gathering place. Guided by its adopted master plan, the district will continue to develop as a vibrant mixed-use destination that combines civic functions, housing, employment, entertainment, and community services. The concentration of public facilities, including City Hall, government offices, and the new library, establishes City Center as a place where residents can connect with one another and engage in civic life.

As the district continues to grow, it should become one of the region's most recognizable examples of a walkable and community-focused urban center. New development should create active streets, welcoming public spaces, and a diverse mix of destinations that attract residents throughout the day and evening. City Center should embody Doraville's vision for the future while serving as a source of pride for the entire community.



Character Imagery







Specialty Districts: City Center

Transect

Target Density: 1-6+ Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Multifamily ❖ Live-Work ❖ Senior/ Assisted Living ❖ Horizontal Mixed Use ❖ Vertical Mixed Use ❖ Retail/ Entertainment	❖ Office ❖ Hotels ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities	
Appropriate with Considerations	❖ Townhouse		Appropriate as a transition between higher-intensity mixed-use development and lower-density residential areas.
	❖ Auto-Oriented Commercial		Site design must support the walkable, mixed-use vision and does not prioritize vehicle access over the pedestrian environment.
	❖ Flex/ Light Industrial		Flex/Light Industrial should be considered with a retail component
Not Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex ❖ Heavy Industrial		

Specialty Districts: City Center

Zoning & Implementation

Best Fit Zoning Districts:

❖ T-5, T-6 (both with limited residential uses)

Implementation Strategies

❖ Implement phase I and II of the City Center plan, including city green

❖ Create events/programming to activate City Center after initial phases are complete

❖ Conduct a small area plan to study the expanded boundaries of City Center

❖ Explore future park site on partner-owned land west of MARTA

❖ Extend sidepaths westward on New Peachtree Road and Shallowford Road

❖ Prioritize tree planting and green infrastructure in this area to improve the pedestrian experience, slow traffic, and expand environmental protections

Specialty Districts: Assembly

Vision & Intent

Assembly is one of Doraville's most transformative redevelopment projects and serves as a major economic engine for the city and region. Anchored by film and television production facilities, the district has evolved into a destination that combines employment, entertainment, hospitality, residential, and commercial uses within a master-planned environment.

Over the coming decades, Assembly is envisioned as a vibrant mixed-use destination that attracts residents, workers, visitors, and businesses from across the region. New development should create an active and connected environment and strengthen connections to the City Center and MARTA station. As the district matures, it should reinforce Doraville's reputation as an innovative community while providing opportunities for economic development, housing, entertainment, and cultural experiences that benefit the entire city.



Character Imagery







Specialty Districts: Assembly

Transect

Target Density: 1-6+ Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Townhouse ❖ Multifamily ❖ Live-Work ❖ Senior/ Assisted Living ❖ Vertical Mixed Use ❖ Retail/ Entertainment ❖ Office	❖ Hotels ❖ Flex/ Light Industrial ❖ Heavy Industrial ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities	
Appropriate with Considerations	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex		Appropriate as part of a larger mixed-use development that provides a variety of housing options and supports a walkable environment.
	❖ Auto-Oriented Commercial		Site design must support the walkable, mixed-use vision and does not prioritize vehicle access over the pedestrian environment.
Not Appropriate	❖ Horizontal Mixed Use		

Specialty Districts: Assembly

Zoning & Implementation

Best Fit Zoning Districts:

- SD-3, O-W, T-5, T-6, M-1

Implementation Strategies

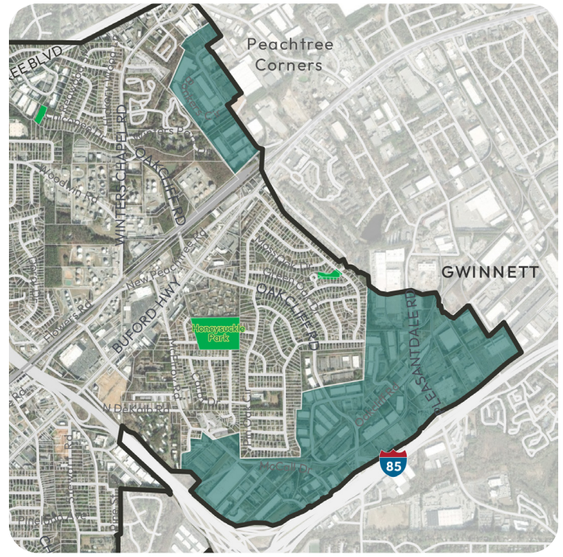
- Continue collaborating with Assembly to expand public events and programming
- Facilitate the next phases of building out the Assembly vision
- Improve intersection at Peachtree Boulevard at Peachtree Road/Shallowford Road
- Advanced trail connections between Assembly's existing trails as well as along Motors Industrial Way, Peachtree Road, and Park Avenue
- Explore potential park sites on City-owned property, especially along the existing multimodal trail
- Prioritize tree planting and green infrastructure in this area

Specialty Districts: Industrial Base

Vision & Intent

The Industrial Base represents an important component of Doraville's economic foundation. These areas provide space for manufacturing, logistics, warehousing, distribution, and other employment-generating uses that support the local and regional economy. Maintaining a strong industrial sector helps preserve jobs, diversify the tax base, and is a unique asset to Doraville's economic portfolio.

Looking forward, the Industrial Base should balance the preservation of viable industrial uses with opportunities for strategic reinvestment and adaptation. In select locations, investments such as the proposed rail trail may create opportunities for compatible redevelopment, adaptive reuse, and new destinations that complement surrounding industrial activity. Future growth should strengthen economic productivity while improving connectivity, appearance, and environmental sustainability throughout the district.



Character Imagery



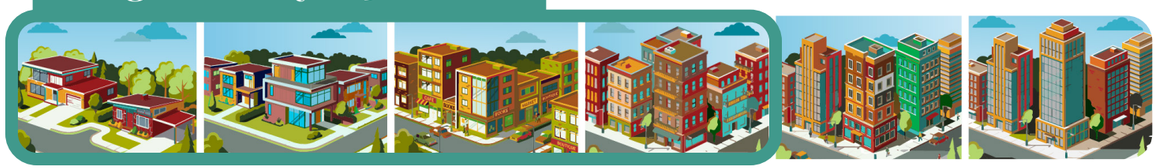




Specialty Districts: Industrial Base

Transect

Target Density: 1-5 Stories



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Flex/ Light Industrial ❖ Heavy Industrial ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities		
Appropriate with Considerations	❖ Live-Work ❖ Horizontal Mixed Use ❖ Vertical Mixed Use		Appropriate when designed to support makers, artisans, entrepreneurs, or small-scale production activities compatible with surrounding industrial uses.
	❖ Retail/ Entertainment		Retail component must support industrial use.
	❖ Office		Must support industrial, research, technology, logistics, or entrepreneurial activities within the district.
Not Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex ❖ Townhouse	❖ Multifamily ❖ Senior/ Assisted Living ❖ Auto-Oriented Commercial ❖ Hotels	

Specialty Districts: Industrial Base

Zoning & Implementation

Best Fit Zoning Districts:

❖ O-I, O-W, M-1, M-2

Implementation Strategies

❖ Balance preserving industrial tax base with introducing a mix of uses in key places, particularly at intersections with future rail trail

❖ Encourage a more active, mix of uses, like breweries, that are appropriate with existing industrial

❖ Activate future rail-to-trail on abandoned rail line through trail-oriented development at key intersections

❖ Advance rail-trail along abandoned rail line and consider including linear parks

❖ Further connect to the future Peachtree Creek Greenway through a sidepath along Pleasantdale Road

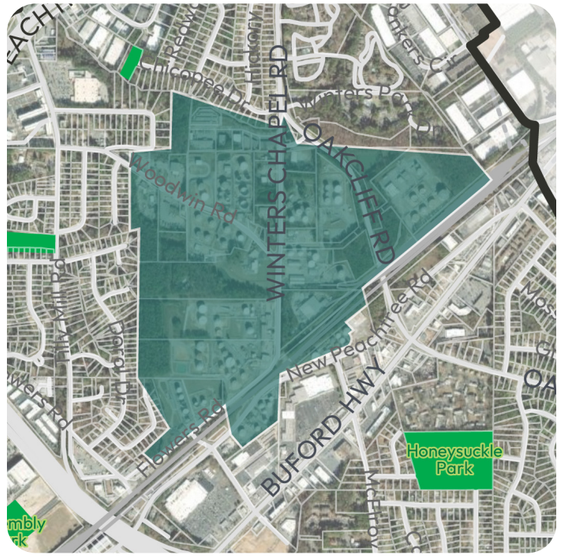
❖ Continue planned sidepath along Oakcliff Road to the future rail-trail

Specialty Districts: Tank Farms

Vision & Intent

The Tank Farms district contains fuel storage facilities and supporting industrial operations that serve an important function within the regional economy and transportation network. While these facilities are highly specialized in nature, they represent a significant employment and infrastructure asset for Doraville and the region. This area is expected to stay the same industrial use in the future.

Future efforts within the Tank Farms district should prioritize safe operations, effective buffering, and responsible stewardship of surrounding properties and natural resources. While significant land use change is not anticipated, opportunities exist to improve the district's appearance through landscaping, screening, beautification initiatives, and infrastructure investments. These improvements can help reduce visual impacts, strengthen compatibility with surrounding areas, and reinforce Doraville's commitment to being both economically productive and environmentally responsible.



Character Imagery







Specialty Districts: Tank Farms

Transect



Stoplight Chart

Stoplight	Land Use		Considerations
Appropriate	❖ Flex/ Light Industrial ❖ Heavy Industrial ❖ Public/ Institutional ❖ Parks/ Open Spaces ❖ Utilities		
Appropriate with Considerations			
Not Appropriate	❖ Single-Family with ADU ❖ Single-Family Cottages ❖ Duplex ❖ Tri/Quadplex ❖ Townhouse ❖ Multifamily ❖ Live-Work ❖ Senior/ Assisted Living	❖ Horizontal Mixed Use ❖ Vertical Mixed Use ❖ Retail/ Entertainment ❖ Office ❖ Auto-Oriented Commercial ❖ Hotels	

Specialty Districts: Tank Farms

Zoning & Implementation

Best Fit Zoning Districts:

- O-I, O-W, M-1, M-2

Implementation Strategies

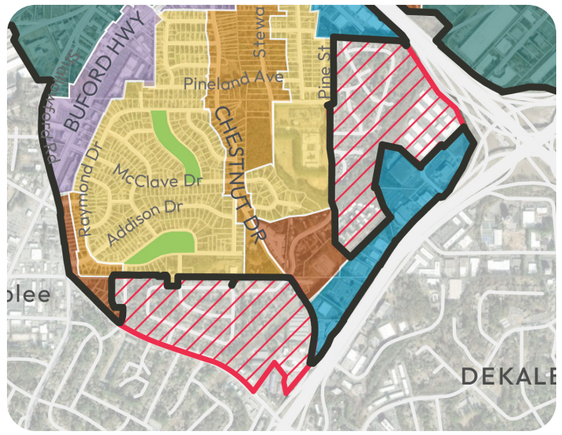
- Continue efforts to consolidate existing tank facilities to allow for the long-term redevelopment of the BuHi Cultural Corridor
- Protect and enhance forested buffers between this district and residential neighborhoods
- Work with tank farm operators/owners on potential beautification and public art projects
- Add sidewalks along Winters Chapel Road and Woodwin Road
- Explore potential park site on partner-owned land
- Coordinate with nearby neighborhoods and property owners on safety plans and protocols

Annexation Areas

Vision & Intent

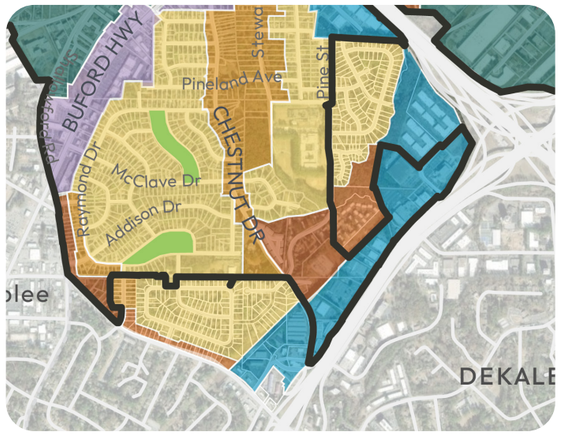
Potential Annexation Areas represent neighborhoods and properties that already function as part of the Doraville community due to their location, connectivity, and relationship to surrounding city neighborhoods and businesses. Many are largely surrounded by Doraville parcels and share similar development patterns. Existing land uses consist primarily of single-family residential neighborhoods, along with select multifamily, institutional, office, and commercial properties.

Looking ahead, annexation presents an opportunity to create a more cohesive and connected community while improving the efficiency and consistency of service delivery. Should the annexation occur, these areas are envisioned to integrate seamlessly into Doraville's existing neighborhoods and future development framework. Most residential areas would continue to maintain their established character while benefiting from enhanced connectivity, community investment, and access to city services. Future development would include the Suburban Neighborhood, Neighborhood Edge, Urbanizing Neighborhood, and Entrepreneurship Hubs character areas.



Annexation Areas

Potential annexation areas already function informally as part of the city due to location, largely surrounded by parcels that are in Doraville.



Proposed Future Development Designations

This is the future land use proposed for future development of the annexed areas.

Zoning Recommendations

Zoning Code Recommendations

The planning team conducted a high-level assessment of the City's zoning code, checking alignment with the comprehensive plan. The code is a combination of a traditional, use-based Euclidean zoning code with a newer form-based code. The assessment found that the hybrid code will work fine, with the residential areas being focused on a more traditional, Euclidean zoning and the denser, developing urban areas regulated through the form based approach. This does have disadvantages, though. The City of Doraville should consider the following for future changes or revisions to the land use regulations.

Form-Based Codes

- Generally results in more predicable outcomes for what development will ultimately look like, but can be harder to administer
- Better suited to the creation of vibrant, walkable areas
- Focus on form rather than use restrictions allows for more flexibility and adaptability to market fluctuations
- Ability to tailor to specific neighborhood characteristics
- Visual rather than text-based approach to regulations

Euclidean Zoning

- Suited well to lower density or greenfield development
- More likely to result in a continuation of existing, suburban style development
- Offers a familiarity for elected officials and the public, while also providing comfortability of administration due to prevalence
- Less flexibility than a form-based approach that often results in more requests for variances, rezonings, etc.

Article VI. General Provisions

Several of the provisions appear to be related to specific uses (food trucks; short-term rentals; accessory units). These are use related standards that would be better located in Article XV with other conditional use standards.

- Similar comment for Sec. 23-809 Standards for special or sensitive uses.
- Ideally, an entire article would be created that is dedicated solely to uses and incorporates ALL use related information, including:
  - Use types (permitted, special, conditional) and descriptions of the differing types of uses
  - Definitions
  - Use Standards
  - A single Use Table
- Remove minimum dwelling size requirements (23-603) and across the board
- Revise Accessory Units so that a unique building plans can be approved administratively (23-613)
- Add other residential dwellings to list of frontage exemptions (e.g. cottage courts), Sec. 23-806

Zoning Recommendations

- Revise side yard setback requirements (23-602)
  - Create a "street side yard" for corner lots in lieu of requiring each yard adjacent to a street to meet front yard setbacks
  - Reduces land cost per lot and creates opportunities for additional lots/houses

Article VIII. Application of District Regulations

Overall, many of these regulations appear to be "General Provisions", such as height and density, yards and other spaces, etc.

A general reorganization of the regulations and standards would assist with the overall usability of the document. Many of the standards are scattered throughout the code, making it difficult for users to identify provisions that may be applicable.

Remember who the intended user is – not the developer, with access to legal or professional assistance – but the resident, small business owner, and others who are looking at opportunities to improve property or become entrepreneurs. (This is a crucial element of the recommendations)

- Sec. 23-809 recommended changes:
  - Grocery store or market: allow for accessory outdoor display with potential size limitations
  - Commercial artist studio with instruction: revise parking requirements for performances as this is very restrictive and likely adds impervious surface that is only used intermittently
  - Heavy equipment and vehicle sales; remove outdoor storage restrictions and allow on a limited basis, e.g. percentage of lot area or a set maximum
- Sec. 23-810
  - Remove subsection (g) requiring council approval and allow bonuses without discretionary review and approval. Metrics and standards for achieving bonuses are already specified.

Article IX. Schedule of District Regulations

Refer to previous comments regarding the creation of an article solely devoted to uses and use permissions. The table at the beginning of the chapter is off-putting–especially given that these zoning districts have not been described at this point.

Overall, uses could be cleaned up so that the table is shorter and easier to decipher.

- For example, why is "Adaptive Reuse" called out as a specific type of Office Use? Additionally, why is it a conditional use, instead of being allowed by-right? Offering incentives for adaptive reuse as residential should be explored.
- Use general instead of hyper-specific use definitions and terms. Include standards for the Director to determine where uses may be classified when it is unclear. Examples of hyper-specific uses in the table include:
  - Fencing sales and installation
  - Modeling agencies
  - Paint, glass, hardware, and wallpaper store
  - Precious metal dealers
  - Tailor or seamstress
  - Acupressure and acupuncture
  - Fountain or public art
  - Tents (also better define)
  - Vending machines

Residential District-Specific Recommendations

District	Suggested Changes
All	❖ Remove minimum floor area requirements for all districts. This is a proven barrier to affordable housing, as it limits the ability of an individual or developer from providing modestly sized dwellings. ❖ Based on a review of the zoning map, neither R-CH or RSFA are utilized with any regularity in the city. Perhaps a better option to explore would be creating a mixed residential district that can accommodate middle-scale housing typologies such as cluster/cottage housing, townhouses, multi-plexes, and smaller plexes (duplex, triplex, etc.). ❖ Expand day care center use allowances: Day cares should be considered a by-right use in all nonresidential districts, and conditional uses in residential districts. Attainable child-care options are crucial to keeping families within the city.
R-2	Remove entirely or if keeping, revise R-2 district so that duplexes can be constructed on smaller sized lots. A two-family dwelling is a great way to provide "gentle" density – unless the lot size requirements equal that of the single-family districts. When this is the case, as it is in Doraville, the subtle addition of two-family on lot sizes similar to single-family dwellings is lost.
R-3	Remove entirely or if keeping: ❖ Reduce lot size requirements in R-3 for specific uses, including quadplexes, triplexes, and other "multi-plex" developments (12 units or less) to encourage development of smaller, infill sites. ❖ Add duplex as a use in this district.
R-4	Remove entirely or if keeping , add duplex as a permissible use
RFSA	❖ Update minimum lot sizes. 5,000 square feet per attached units is a relatively high requirement. (see also "d" below). ❖ Remove provision regarding minimum distance from street centerline. This is the only instance of this provision in the code. If necessary, consider how this can be achieved by other means, such as required yards. ❖ Remove minimum distance between buildings and instead let building/fire codes dictate, as it requires additional land to achieve this standard. Costs are then passed on to the end consumer. ❖ Consider increasing density in this district. ❖ Include alleys as an option for developing this type of housing.

Zoning Recommendations

Other/General:

- ❖ Modernize definitions, like townhouse; streets (classifications) ; etc.
- ❖ Create standards for shared parking in Sec. 23-1201 or 1202
- ❖ Revise loading standards to a single requirement for all uses that require or necessitate loading. Use current best practices to determine appropriate amounts. Allows market to dictate instead of establishing onerous loading requirements.
- ❖ Many jurisdictions review and approve variances through the Planning Commission or other appointed board, without additional review and approval from elected officials. Doraville should consider whether a similar approach would be beneficial.
- ❖ Council approval makes these decisions judicial instead of quasi-judicial. This impacts timelines for approval as well as making the appeals process entirely through the court system instead of a process of review from elected officials (which can then be taken to courts, if necessary).
- ❖ Update street classification systems to be design oriented rather than vehicular count driven.

Subdivision

- ❖ Consider removing discretionary approval for subdivision approvals and instead review and approve administratively by professional staff. Lengthy approval processes often contribute to higher cost of construction and increased housing prices.
- ❖ Several regulations appear to be from an ordinance adopted in 1967. These sections should be reviewed to ensure that they are meeting current best practices for development standards.
- ❖ Exemptions may need to be in place for specific housing types when it comes to the provisions of Sec. 17.5-154.
  - Consider the creation of a category for "sub-lots", or lots within a parent parcel that are created solely for the purpose of ownership (townhouse/rowhouse, cottages, etc.)

Chapter 10

Implementation

Community Work Program

What is a Community Work Program?

As a required element, a community work program (CWP) is a 5-year action plan that aims to advance the long-term vision outlined by this comprehensive plan. The four community goals organize these projects, along with recreation and parks as well as future development:

- Culture, Diversity, and Arts (CDA)
- Housing Affordability (HA)
- Mobility (MB)
- Stormwater and Natural Systems (NS)
- Recreation and Parks (RP)
- Future Development (FD)

The first column uses the acronyms above to categorize the action items across these six categories.

If applicable, the second column identifies the reference number from the previous plan, carrying forward incomplete items from the previous CWP or parks work plan on page 119.



Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
CULTURE, DIVERSITY, AND ARTS (CDA)										
CDA.1	**1.2b**	Establish Doraville ambassador program using trainees from the Doraville 101 program to recruit and engage others in Doraville.	Economic Development	X	X				Staff time	City
CDA.2	**1.3b**	Develop a diversity plan utilizing the City of Decatur's Diversity Plan as a precedent.	Economic Development	X	X				Staff time	City
CDA.3	**2.1b**	Carry out and implement Buford Highway Livable Centers Initiative Study.	Community Development	X	X	X	X	X	TBD	City; CDBG; ARC
CDA.4	**3.4d**	Grow the online incentives & tax credits toolbox outlining available local, state, & federal tax credits, financial assistance, and business start-up / support organizations.	Economic Development	X					Staff time	City; ARP
CDA.5	N/A	Carry out and implement Doraville Art Master Plan	Community Development, Economic Development	X	X	X	X	X	Staff time	City
CDA.6	N/A	Launch a coordinated branding, placemaking, and year-round cultural programming effort that celebrates the city's diverse communities.	Community Development, Economic Development	X	X				Staff time	City
HOUSING AFFORDABILITY (HA)										
HA.1	**5.3a**	Establish a policy for new housing developments to provide a certain percentage of units at affordable workforce housing rates.	Community Development	X	X	X			$100,000	City
HA.2	N/A	Explore feasibility of funding for housing deals, like housing opportunity bond, more TADs (local), or affordable housing trust fund.	Community Development	X	X				Staff time	City
HA.3	N/A	Identify additional rezoning opportunities to expand housing options, particularly near City Center and transit.	Community Development	X	X				Staff time	City
HA.4	N/A	Create a coordinated interdepartmental program that forms a "one stop shop" for all city-side approvals as well as express permitting pathways for affordable housing developments.	Community Development	X	X	X			Staff time	City
HA.5	N/A	Designate a liaison to DeKalb County for land disturbance permits.	Community Development	X	X				Staff time	City
HA.6	N/A	Identify city-controlled land that may be suitable for affordable housing development with integrated greenspace and develop redevelopment concepts.	Community Development	X	X	X	X	X	Staff time, Consultant	City

Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
MOBILITY (MB)										
MB.1	**1.1a**	Establish and formalize more school resources in Doraville that support safe and equitable access to schools.	City Council; City Manager; DeKalb Co.	X	X	X	X	X	Staff time	City
MB.2	**2.1a**	Create and adopt a complete streets ordinance with standards to be applied to appropriate roads.	Community Development	X					$10,000	City; MARTA; TBD
MB.3	**2.1d**	Implement New Peachtree Road multiuse path improvements, outside the Perimeter.	Community Development; Public Works	X	X	X	X	X	$2,220,000	City; DNR; CDBG
MB.4	**2.1e**	Create a safe, continuous route for pedestrians and cyclists accessing Assembly along Peachtree Industrial Boulevard from Flowers Road to North Peachtree Road by adding sidewalks with signalized crosswalks.	Community Development; GDOT	X	X	X	X	X	TBD	City; DNR
MB.5	**2.1g**	Implement high priority sidewalk projects as are outlined in the Doraville Citywide Mobility Plan.	Public Works	X	X				$1,323,000	Private
MB.6	**2.1h**	Improve Shallowford Road corridor with a sidepath, sidewalks, and signalized crosswalks, with a focus on the intersection at New Peachtree Road.	Community Development	X	X	X	X		$3,480,000	City, Grants
MB.7	**2.1i**	Coordinate with MARTA to establish plan for and implement bus stop enhancements.	Community Development; MARTA	X	X	X	X		TBD	City, Grants
MB.8	**2.2a**	Study feasibility of and implement a connector trail from Chicopee Park to Halpern Park per PRMP.	Recreation & Parks; Community Development	X	X				$1,795,000	City, Grants
MB.9	**2.2b**	Implement multi-use trail along Flowers Road, connecting Tilly Mill and Carver Circle neighborhoods to the Doraville MARTA Station via New Peachtree Road.	Community Development; GDOT; MARTA	X	X	X			TBD	City, Grants
MB.10	**2.2c**	Study feasibility of and implement a western greenway loop from the Doraville MARTA Station to DeKalb Technology Parkway via Clearview Parkway and Chestnut Drive.	Recreation & Parks; Community Development	X	X	X	X	X	$1,925,000	City; PATH; Private; CDBG
MB.11	**2.2d**	Study feasibility of an eastern greenway loop connecting Nexus and Buford Highway to the Oakcliff neighborhood.	Recreation & Parks; Community Development	X	X	X	X	X	$33,000	City; PATH; Private; CDBG

Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
MB.12	2.2f	Install bicycle racks at City-owned locations to encourage bicycle use.	Public Works; Recreation & Parks	X	X				Staff time	City
MB.13	2.3c	Establish a current traffic and stormwater priority list, study the feasibility, and implement the identified projects.	Public Works	X	X	X	X	X	$2,180,000	City; LMIG; ARP
MB.14	2.4b	Add maximum vehicular parking thresholds to zoning ordinance.	City	X					Staff time	City
MB.15	2.5a	Realign Chestnut Drive with Park Avenue at Buford Highway to decrease vehicular accidents at Central Avenue.	Public Works; Community Development; GDOT	X	X	X	X	X	TBD	City; ARC; CDBG
MB.16	2.5c	Construct a new vehicular, pedestrian, and cycle track bridge connecting Buford Highway to Peachtree Industrial Boulevard and Assembly over the existing rail corridor via Shallowford Road and Peachtree Road.	Community Development; GDOT	X	X	X	X	X	$50,000,000	City; ARC; Federal Grants
MB.17	3.1b	Host a regular business forum (quarterly or other interval as determined appropriate) as part of a Doraville Business Association or Chamber of Commerce.	Economic Development	X	X	X	X	X	$4,000	City
MB.18	N/A	The 5-way intersection of Peachtree Boulevard, Peachtree Road, North Shallowford Road, and Parsons Drive updates. Proposed improvements would improve operations and create opportunities for pedestrian crossings and regional trail connectivity.	Community Development; GDOT	X	X	X	X	X	$4,800,000	City
MB.19	N/A	Shallowford Road Enhancements (DK-468)	Recreation & Parks; Community Development	X	X	X	X	X	$3,700,000	City; CDBG; ARC
MB.20	N/A	Chestnut / Buford Highway Intersection Realignment (DK-480)	Community Development; GDOT	X	X	X	X	X	$2,700,000	City; CDBG; ARC; FHWA; GDOT
MB.21	N/A	Buford Highway Pedestrian Improvements at I-285 (DK-476)	Community Development; GDOT	X	X	X	X	X	$900,000	City
MB.22	N/A	Buford Highway Pedestrian Safety Improvements	Community Development; GDOT	X	X	X	X	X	$1,200,000	City; ARC; CDBG
MB.23	N/A	Shallowford / Chamblee-Tucker Intersection Realignment	Recreation & Parks; Community Development	X	X	X	X	X	$3,500,000	City
MB.24	N/A	Establish neighborhood bike routes with wayfinding and mileage signage	Recreation & Parks; Community Development	X					$150,000	City

Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
MB.25	N/A	New sidewalks on McLave Dr, Raymond Dr and Addison Dr to fill network gaps	Public Works	X	X				$600,000	City; CDBG
MB.26	N/A	Connections to Honeysuckle Park with trail connection at the end of Timber Oak Dr and multimodal lane on Pleasant Valley Dr	Recreation & Parks; Community Development	X	X				$200,00	City
MB.27	N/A	New sidewalk on Chicopee Dr to connect to Chicopee Park	Public Works	X	X	X			$250,00	City; CDBG
MB.28	N/A	Develop plan for spurline rail-to-trail and implement first phase	Recreation & Parks; Community Development	X	X	X	X	X	$300,000	City; ARC
MB.29	N/A	Implement multi-use trail loop along Peachtree Industrial Blvd, Peachtree Square, Beacon Dr and Tilly Mill Rd to connect to Chicopee Park and transit stops	Recreation & Parks; Community Development	X	X	X	X		$3,100,000	City; ARC; CDBG
STORMWATER & NATURAL SYSTEMS (NS)										
NS.1	N/A	Perform a system-wide stormwater asset identification study to evaluate the full stormwater system, verify system connectivity, and improve the quality and consistency of GIS data.	Public Works	X	X	X			$60,000-$150,000	City
NS.2	N/A	Conduct a pilot stormwater system analysis to assess the current level of service for structures and pipes within a defined area and determine how lining, replacement, or other improvements could affect system performance.	Public Works	X	X	X			$15,000-$150,000	City
NS.3	N/A	Execute a stormwater utility study to compare the City's stormwater capital improvement needs with current utility rates and identify whether rate modifications may be needed to support long-term program goals.	Consultant, Public Works	X	X	X			$75,000-$300,000	City
NS.4	N/A	Coordinate with neighboring jurisdictions to explore the feasibility of developing a green Infrastructure and regional stormwater management plan.	Consultant, Public Works; Community Development			X	X	X	$500,000	GEFA, City, Neighboring Jurisdictions

Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
NS.5	N/A	Review the identified green infrastructure opportunities and funding sources and implement a highly-visible pilot green infrastructure project on city property.	Public Works; Community Development; Recreation and Parks	X	X	X	X	X	$10,000 - $5,000,000, depending on type of green infrastructure	GEFA, EPD, FEMA, City
RECREATION & PARKS (RP)										
RP.1	PRMP 1.2	Park internal path networks - Review list of prioritized projects and confirm feasibility based on proposed vision, planning level capital costs, and management costs/ implications.	Recreation & Parks; Community Development	X					Staff time	City
RP.2	PRMP 1.2	Park internal path networks - Develop schematic design for priority park internal path networks in coordination with community, leading to detailed cost estimates and implementation strategy based on available capital and operations and maintenance funding. (PRMP)	Recreation & Parks	X	X	X			$150,000	City
RP.3	**1.4a**, PRMP 1.2	Park internal path networks - Develop construction documents for phased implementation of priority park internal path networks and construct path improvements. (PRMP)	Recreation & Parks		X	X	X	X	$150,000	City/SPLOST/Grants
RP.4	PRMP 2.1	Upgrade aging park infrastructure, and landscaping - Review list of prioritized projects and confirm feasibility and phased implementation strategy based on proposed vision, planning level costs, and management costs/implications. (PRMP)	Recreation & Parks	X					Staff time	City
RP.5	PRMP 2.1	Upgrade aging park infrastructure, and landscaping - Complete community-based conceptual plans for prioritized projects (when applicable) using the findings from the Needs Assessment and recommendations from the Vision as a starting point for dialogue with the community. (PRMP)	Recreation & Parks	X	X	X			$10,000	City/SPLOST
RP.6	PRMP 2.1	Upgrade aging park infrastructure, and landscaping - Develop design documents and implement projects. (PRMP)	Recreation & Parks		X	X	X	X	$4.5 Million	City/SPLOST/Grants
RP.7	PRMP 2.2	Develop a standardized multi-lingual park signage package with entry, regulatory, and wayfinding signage. (PRMP)	Recreation & Parks	X	X	X			$40,000	City
RP.8	PRMP 2.2	Implement multi-lingual signage in all parks. (PRMP)	Recreation & Parks			X	X	X	$200,000	City/SPLOST/Grants

Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
RP.9	PRMP 2.3	Establish a parks events committee to expand multicultural events and markets and increase coordination with partner departments and organizations. Committee should seek to expand volunteerism, community awareness, and collaborative resource sharing. (PRMP)	Recreation & Parks	X	X	X			Staff time	City
RP.10	PRMP 2.4	Implement a structured program development process to refresh year-round core parks programs and extend operating hours. (PRMP)	Recreation & Parks			X	X	X	Staff time	City
RP.11	PRMP 2.5	Develop a formal parks pricing and cost recovery policy. (PRMP)	Recreation & Parks	X	X	X			Staff time	City
RP.12	PRMP 2.5	Strengthen the parks program portfolio through classification-based management. (PRMP)	Recreation & Parks			X	X	X	Staff time	City
RP.13	PRMP 3.1	Develop publicly-owned properties into parks, plazas and open spaces -Review list of prioritized projects from Vision and confirm feasibility and priority based on needs, planning level capital costs, and management costs/ implications.	Recreation & Parks	X					Staff time	City
RP.14	PRMP 3.1	Develop publicly-owned properties into parks, plazas and open spaces - Complete community-based conceptual plans for prioritized projects using the findings from the Needs Assessment and Vision as a starting point for dialogue with the community. Develop detailed cost estimates and identify phased implementation strategy based on available capital and operations and maintenance funding.	Recreation & Parks		X	X	X	X	$30,000	City/Grants
RP.15	PRMP 3.2	Pursue joint-use agreements with schools to expand public access park space and amenities - Coordinate with school administrators and site managers to develop a mutually beneficial site management strategy for properties determined to be suitable for addressing parks and recreation needs. Discuss any Parks and Recreation Department property construction, operations, and management needs in relation to partner(s) needs and expectations.	Recreation & Parks	X	X	X			Staff time	City
RP.16	PRMP 3.3	Support a healthy urban forest by increasing tree planting and preserving mature tree canopy and environmentally sensitive land - Identify areas for new tree planting and collaborate with partners and volunteers to organize community plantings. Avoid fragmentation of any existing forest patches within parks and enhance edge conditions to expand interior forest where plausible.	Recreation & Parks	X	X	X			Staff time	City

Community Work Program

No.	Ref. No.	Project Description	Responsible Party	Timeframe 2027	2028	2029	2030	2031	Cost Estimate	Funding Source
RP.17	PRMP 3.4	Coordinate with HR to promote and hire for new staff, including Park Design Director	Recreation & Parks	X	X	X			Staff time + $70,000 annual salary	City
RP.18	PRMP 4.2	Establish regular meetings with relevant staff and partners to discuss Parks and Recreation Master Plan advancement.	Recreation & Parks	X	X				Staff time	City
FUTURE DEVELOPMENT (FD)										
FD.1	**3.6a**	Utilize EPA and CDBG revolving loan funds to remediate, address blight, and create jobs.	Economic Development	X	X	X	X	X	Staff time	City, EPA, CDBG
FD.2	**2.4b**	Revise zoning code according to recommendations in the comprehensive plan, to be easier to understand, encourage affordable housing, etc.	Community Development, Consultant	X	X	X			Staff time, $150,000-$300,000	City
FD.3	**1.4d**	Complete Phase I of City Center, including the City Green	Consultant, Community Development, Public Works	X	X				$35,000,000	City, Public-Private Partnerships
FD.4	N/A	Complete Phase II of City Center	Consultant, Community Development, Public Works		X	X	X		TBD	City
FD.5	N/A	Update BuHI LCI Study	Community Development, Consultant			X	X		$250,000	City, Neighboring Jurisdictions, ARC
FD.6	N/A	Complete planned proactive rezonings in Northwoods and other areas	Community Development	X	X	X			Staff Time	City
FD.7	N/A	Annex additional pockets of unincorporated DeKalb	Community Development	X	X	X			Staff Time	City
FD.8	N/A	Conduct a small area plan to explore redevelopment opportunities for the expanded City Center boundaries	Community Development, Consultant			X	X	X	$100,000	City

Chapter 11

Other Required Elements

Report of Accomplishments 195
Environmental Planning 202
Broadband 203
Engagement Documentation 204

Report of Accomplishments

No.	Project Summary	Description	Status	Notes
QUALITY OF LIFE				
1.1a	School Resources	Establish and formalize more school resources in Doraville that support safe and equitable access to schools.	Underway	Police Department are working with or participating in at least one local school every week.
1.2a	Events	Create an events committee that prioritizes local events that promote international appreciation.	Complete	Celebration Committee information + application live on City's website (https://www.doravillega.us/ government/ boards___ commissions/ celebration _committee.php)
1.2b	Doraville Ambassador	Establish Doraville ambassador program using trainees from the Doraville 101 program to recruit and engage others in Doraville.	Underway	Doraville 101 inaugural class in 2023.
1.3a	City Government Guide	Develop a guide to City government structure.	Complete	Information posted to City's website.
1.3b	Diversity Plan	Develop a diversity plan utilizing the City of Decatur's Diversity Plan as a precedent.	Underway	The city did pass a resolution to pursue GMA's DEI certification for cities in 2023. Several council members attended DEI courses from GMA, but GMA has recently restructured the DEI program. Doraville joined and is part of the Welcoming America network since 2018.

No.	Project Summary	Description	Status	Notes
1.3c	Doraville 101	Establish Doraville 101 (a program to train residents and business owners about the workings of local government).	Complete	https://www.doravillega.us/community/programs/doraville_101.php
1.4a	Parks & Rec Master Plan	Implement Parks & Recreation Master Plan (PRMP): Renovate existing parks (Chicopee, English Oak, Autumn, Brook, Flowers, Halpern, & Honeysuckle).	Canceled	The updated parks and recreation plan will determine new projects and priorities.
1.4b	PRMP Design Standards	Create and adopt PRMP sign standards & design standards.	Complete	Ord. No. 2009-13, § 1, 6-15-09; Ord. No. 2022-10, 2-16-22)
1.4d	New Park	Establish a new park on the west side of the City near the Doraville MARTA Station per PRMP.	Canceled	The updated parks and recreation plan will determine new projects and priorities.
TRANSPORTATION				
2.1a	Complete Streets Ordinance	Create and adopt a complete streets ordinance with standards to be applied to appropriate roads.	Underway	Updated streetscape standards and commitment to NACTO street design standards adopted in 2024.
2.1b	BuHi LCI	Carry out and implement Buford Highway Livable Centers Initiative Study.	Underway	Buford Highway LCI adopted in 2017 in partnership with Chamblee. Chamblee-Doraville CID created in 2019. Code and zoning updates adopted per LCI recommendations. BuHi Walk has several murals completed.
2.1c	New Peachtree Complete Streets Pt 1	Implement New Peachtree Road complete streets improvements, inside the Perimeter.	Complete	Completed in 2022.

Report of Accomplishments

No.	Project Summary	Description	Status	Notes
2.1d	New Peachtree Complete Streets Pt 2	Implement New Peachtree Road multiuse path improvements, outside the Perimeter.	Underway	GDOT PI 0019208. Currently in design, scheduled for construction in 2029.
2.1e	Flowers Road Path	Create a safe, continuous route for pedestrians and cyclists accessing Assembly along Peachtree Industrial Boulevard from Flowers Road to North Peachtree Road by adding sidewalks with signalized crosswalks.	Underway	GDOT PI 0019855. State funding received in 2023. Currently in design, scheduled for construction in 2028.
2.1g	High Priority Sidewalks	Implement high priority sidewalk projects as are outlined in the Doraville Citywide Mobility Plan.	Underway	Completed Mobility Plan projects include: SA-10, SA-11, SA-12, SA-13, and SW-01.
2.1h	Shallowford Corridor	Improve Shallowford Road corridor with a cycle track, sidewalks, and signalized crosswalks, with a focus on the intersection at New Peachtree Road.	Underway	GDOT PI 0019790. Scoping study completed in 2022. In design, construction scheduled for 2029.
2.1i	Better Bus Stops	Coordinate with MARTA to establish plan for and implement bus stop enhancements.	Underway	Bus stop enhancements incorporated into Buford Highway Safety Action Plan adopted in 2025.
2.2a	Chicopee Trail	Study feasibility of and implement a connector trail from Chicopee Park to Halpern Park per PRMP.	Underway	Feasibility and design completed. Seeking funding for construction.
2.2b	Flowers Road Path	Implement multi-use trail along Flowers Road, connecting Tilly Mill and Carver Circle neighborhoods to the Doraville MARTA Station via New Peachtree Road.	Underway	GDOT PI 0019855. Portions of trail complete on GDOT ROW near I-285, SR-141 interchange. In design, construction scheduled in 2028.

No.	Project Summary	Description	Status	Notes
2.2c	Western Greenway	Study feasibility of and implement a western greenway loop from the Doraville MARTA Station to DeKalb Technology Parkway via Clearview Parkway and Chestnut Drive per PRMP.	Underway	Incorporated into the Peachtree Creek Greenway feasibility study, adopted in 2022. Phase 1a about to begin construction. Seeking funding for design and construction of other phases.
2.2d	Eastern Greenway	Study feasibility of an eastern greenway loop connecting Nexus and Buford Highway to the Oakcliff neighborhood per PRMP.	Underway	Mobility Plan update in 2023 includes proposed crossing north over I-285.
2.2f	City Bike Racks	Install bicycle racks at City-owned locations to encourage bicycle use.	Underway	Bike storage in approved design for new municipal building.
2.3b	Traffic & Stormwater Mitigation Phase 1	Implement Phase 1 (Oakcliff, Chestnut, Winters Chapel, Tilly Mill) of traffic & stormwater mitigation project.	Cancelled	Could not find information on this project.
2.3c	Traffic & Stormwater Mitigation Phase 2	Establish a current traffic and stormwater priority list, study the feasibility, and implement the identified projects.	Underway	Stormwater Management Plan + Doraville Citywide Mobility Plan identify and prioritize projects, implementation is ongoing
2.4b	Parking Maximums	Add maximum vehicular parking thresholds to zoning ordinance.	Underway	Proposed in 2022, 2023, and 2024, but not adopted. Staff proposing again in 2026.
2.5a	Realign Chestnut Drive	Realign Chestnut Drive with Park Avenue at Buford Highway to decrease vehicular accidents at Central Avenue.	Underway	GDOT PI 0020671. Currently in design. Scheduled to start construction in 2028.

Report of Accomplishments

No.	Project Summary	Description	Status	Notes
2.5c	Pedestrian / Bike Bridge to Assembly	Construct a new vehicular, pedestrian, and cycle track bridge connecting Buford Highway to Peachtree Industrial Boulevard and Assembly over the existing rail corridor via Shallowford Road and Peachtree Road.	Underway	Studied and re-proposed as part of the Doraville Peachtree Creek Greenway Feasibility Study. Staff seeking federal funding.
		ECONOMIC DEVELOPMENT		
3.1b	Business Forum	Host a regular business forum (quarterly or other interval as determined appropriate) as part of a Doraville Business Association or Chamber of Commerce.	Underway	Complete/in progress, recently hosted sept 2025: https://www.doravillechamber.org/business-expo
3.1c	Developer Day	Establish an annual or bi-annual developer day to market Doraville.	Cancelled	No longer a priority. No dedicated economic development staff available.
3.2c	Doraville Business Academy	Establish a Doraville Business Academy (educational program to help guide businesses through process of getting established in the city).	Cancelled	Resources are online, but did not find evidence of a "Business Academy Program" Doraville CoC has a "Business Incubator Committee", but not sure that is the same.
3.3a	Update Use Tables	Update all district uses of the zoning code.	Complete	Major zoning changes completed in 2022 with O2022-27, zoning case Z-22-03.
3.4a	Marketing Package for Visitors	Create a map-based marketing package with a business directory for visitors.	Cancelled	Focusing on resident packages.

No.	Project Summary	Description	Status	Notes
3.4c	City Wayfinding Plan	Implement wayfinding to direct residents to parks, businesses, schools, and government buildings.	Cancelled	Three digital signs installed at key points around the City, including parks and municipal buildings. Smaller wayfinding signage installed near other municipal buildings.
3.4d	Online Incentives Information	Grow the online incentives & tax credits toolbox outlining available local, state, & federal tax credits, financial assistance, and business start-up / support organizations.	Underway	Some online but not many others found https://www.doravillega.us/business/economic_development/resources/index.php, https://www.doravillega.us/business/economic_development/index.php
3.5b	Consulates + Sister Cities	Resolutions to support national holidays for the nations with a consulate or trade representative in the Atlanta area and pursue the Sister City program to help market Doraville to the world.	Cancelled	No longer a priority. No dedicated economic development staff available.
3.6a	Addressing Blight	Utilize EPA and CDBG revolving loan funds to remediate, address blight, and create jobs.	Underway	Received $200,000 in CDBG funding for sidewalks along Aztec Road near Sequoyah Middle School. Project going through bid process.
LAND USE				
4.2a	Downtown Doraville RFPs	Administer two RFPs: 1) Civic campus and 2) Mixed-use redevelopment.	Complete	RFPs administered and construction began in 2025.

Report of Accomplishments

No.	Project Summary	Description	Status	Notes
HOUSING				
5.2b	Code Enforcement Brochure	Create a visuals-based brochure detailing City Code Enforcement violations and how to avoid them.	Complete	Code Corner Webpage on city's website: https://www.doravillega.us/services/code_enforcement/code_corner.php
5.3a	Workforce Housing	Establish a policy for new housing developments to provide a certain percentage of units at affordable workforce housing rates.	Underway	Residential density bonuses provided to developments that provide affordable and/or workforce housing.

Environmental Planning

Alignment with the Metro Water District Plan

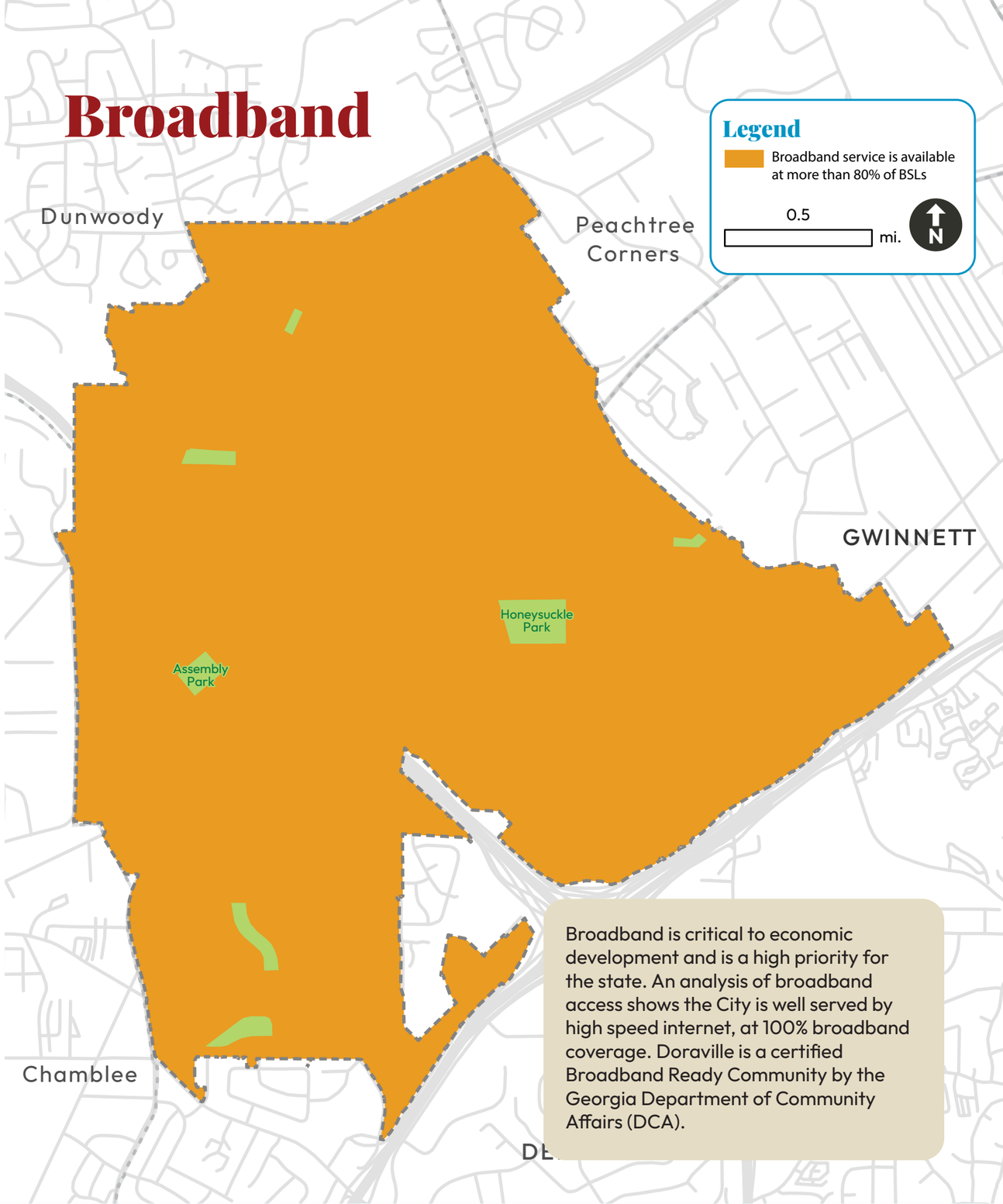
The City of Doraville's code of ordinances and its comprehensive plan include policies that are consistent with the regional water plan and environmental planning criteria.

These criteria include the Metropolitan North Georgia Water Planning district plans, Part 5 Environmental Planning Criteria of the Georgia Planning Act, and local City of Doraville ordinances.

The table below summarizes Doraville's environmental ordinances. Specifically, the city requires compliance with the Metropolitan North Georgia Water Planning District's Policy of Practicability Analysis for Runoff Reduction.

Existing Environmental Ordinances and Regulations	
Reference	**Summary of Protections**
Chapter 5, Article V: Efficient Plumbing Fixtures	Requires buildings built prior to 1993 be retrofitted with "low-flow" plumbing fixtures to better conserve water resources.
Chapter 5, Article VI: LEED Certification	Encourages new developments to strive for leadership in energy and environmental design (LEED) certification.
Chapter 5, Article IX: Tree Protection Plan and Permit Requirements	Requires a permit to remove mature trees and stipulates the replacement of removed trees to maintain urban tree canopy.
Chapter 6: Environment	Regulates stormwater management; requires compliance with state groundwater recharge area protection standards; Restricts outdoor/ landscape watering to certain hours to conserve water.
Chapter 8: Floodplain Management/ Flood Damage Prevention Plan	Complies with National Flood Insurance Program (NFIP) standards and stipulates additional permitting procedures.
Chapter 13: Pollution Control	Further prohibits water pollution through regulation of leaks, discharges, and overflows.
Chapter 16: Soil Erosion and Sedimentation Control	Aligns with state environmental guidelines on land disturbing activities, requiring permits and best management practices.

Broadband



Broadband is critical to economic development and is a high priority for the state. An analysis of broadband access shows the City is well served by high speed internet, at 100% broadband coverage. Doraville is a certified Broadband Ready Community by the Georgia Department of Community Affairs (DCA).

Engagement Documentation

Public Hearing #1

Legal Notice

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330-502391 10/23

City of Doraville
Notice to the Public

The City of Doraville Mayor & Council will hold the initial public hearing regarding the ++2026 comprehensive Plan Update++ at 2421 Van Fleet Circle, Suite 200, Doraville, GA 30360 on Wednesday, November 12, 2025, at 6 p.m. The purpose of this hearing is to brief the community on the process to be used to develop the plan, opportunities for public participation in development of the plan, and to obtain input on the proposed planning process. All interested persons may attend and be heard relative thereto. A virtual option is available by visiting www.doravillega.us and accessing the agendas and minutes page. Questions should be directed to the Department of Planning & Community Development by calling (770) 451-8745 option 4 or e-mailing planning@doravillega.us.

330-502392 10/23

Spill Notice

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Engagement Documentation

Public Hearing #2

Legal Notice

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330-509781 7/30

City of Doraville Notice to the Public

++Wed, August 19, 2026, at 6 p.m.++: City Council Meeting

Location: 2421 Van Fleet Circle, Suite 200, Doraville, GA 30360.

Virtual option available. Visit www.doravillega.us for agendas and meeting links.

The Doraville Mayor & City Council will hold the second public hearing regarding the 2026 Comprehensive Plan Update at the date, time, and address listed above.

The purpose of this hearing is to brief the community on the contents of the plan, provide an opportunity for residents to make final suggestions, additions, or revisions, and notify the community of when the plan will be submitted to the Regional Commission for review.

All interested should attend. Questions should be directed to the Department of Planning & Community Development by calling (770) 451-8745 option 4.

330-509801 7/30 8/6

Engagement Documentation

Public Workshop

Sign-In Sheet

Doraville 2026 Comprehensive Plan
Workshop
Tuesday January 20th, 2025 at 4:30PM

Name	Email
MARY FRENCH	MARY@MPCFMANAGEMENT.COM
Chris LaFleur	
Lily Pabian	lily@welovebuhi.org
Paul Gill	
Shane Mitchell	
HAROLD SHINN	haroldo aofwc.com
Akilah Winters	akilah.winters@doravillega.us
Yzebelle Libosada	yzebelle.libosada@doravillega.us
Dluee Tower	Tower_17@Icloud.com
Michelle Harper	michelle.harper62@gmail.com
Susan Frayssa	sfra@bellsouth.net
Ricky, Andy, Remedy & Noel Board	amy.f.board@gmail.com
TIM PARLEY	timfarley@gmail.com
Lawrence Lane	iamLL229@gmail.com
Crystal Dawson	

Doraville 2026 Comprehensive Plan
Workshop
Tuesday January 20th, 2025 at 4:30PM

Name	Email
Taylor Ray	taylor.ray@doravillega.us
Carrie Armistead	carrie.armistead@doravillega.us
Kimberly Henshaw	Kimberlyglobal@gmail.com
Chris Henshaw	You Know!
Mayira Bunting	

Engagement Documentation

Steering Committee Meeting #1

Sign-In Sheet

Doraville 2026 Comprehensive Plan
Steering Committee Meeting #1
Tuesday December 9th, 2025 at 8:00AM

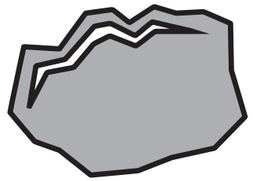
Name	Attendance	Name	Attendance
Anqi Zou	AZ	Shane Mitchell	
Bill Baer		Shoumic Khan	
Billie Jo Adams		Stephanie Coreas	SC
Chris LaFleur		Taylor Ray	TR
Darryl Clark		Thomas Azer	✓
David Martin	DM	Winston Worrell	✓
Devin Gilmore			
Elmer Pineda	✓	**Other City Staff/Consultants**	
Georgia Lynn	GL	Austin Shelton	✓
Harold Shinn	HS	Anna Baggett	✓
James Kim	JK	Phoebe Graham	✓
Justin Campbell	✓	Allison Stewart-Harris	✓
Kim Peddrew	✓	Bert Kuyrkendall	✓
Lily Pabian	✓	Safae Amahrir-Hammer	
Mayira Bunting	✓	Carlos Perez	✓
Mayra Giraldo		Nick Stephens	✓
Paul Gill	✓	Yan Duan	
Pedro Cardenas		Dr. Sara Patenaude	

Engagement Documentation

Steering Committee Meeting #1

Gift and Coal Activity







Transportation	
Gifts	**Coal**
Geographic location	Trucks on Oakcliff RD
Access to 285/85/MARTA	Freight trucks on Oakcliff
Synchronize Buford Highway stoplights	Transit and transportation besides cars
Buford Highway is easy access	Transportation
	Buford Highway farmers market parking lot

Engagement Documentation

Steering Committee Meeting #1

Results

Diversity	
Gifts	**Coal**
Doraville Parks and Rec team initiatives, multicultural awareness	Gentrification
Diversity – space to bring difference backgrounds together	Rising taxes – fear of gentrification
Diverse businesses – not just big box stores	Improve communication and engagement with diverse communities (politics, etc.)
Multi-culture	Communication across various languages
Strong desire to bring different communities together	Small businesses set up support (permits, etc.)
Diversity of residents and small businesses	
Inclusive!	
Focus on multi-culturalism	
Buford Highway	

Housing, Affordability, and Gentrification	
Gifts	**Coal**
Affordable place to move to	Affordable housing
New multi-family and mixed-use development	Missing middle housing
	NIMBY
	Lack of housing options, type, and price point

Engagement Documentation

Steering Committee Meeting #1

Results

Walkability	
Gifts	**Coal**
Rail trail enhancement	Lack of sidewalks and bike lanes
Sidewalks/Bike connected communities	Sidewalks
New walking trails	Walkable/bikeable – make city more mobile
More trails	Accessibility and walkability
More sidewalks	More sidewalks
	More walkable
	Walkable areas and access
	Sidewalks on Buford Highway
	Pedestrian access to Buford Highway
	Air quality and noise by highways
	Sidewalks (neighborhoods)
	Last mile from public transit
	"Last mile" connectivity – MARTA, sidewalks, bike paths, etc.

Funding and Implementation	
Gifts	**Coal**
Minimize escalating tax burden	Funding challenges
Aligned city council and staff	Finding funding for projects
Collaboration partners	Budget
Council tries hard to include everyone	

Engagement Documentation

Steering Committee Meeting #1

Results

Housing, Affordability, and Gentrification	
Gifts	**Coal**
Affordable place to move to	Affordable housing
New multi-family and mixed-use development	Missing middle housing
	NIMBY
	Lack of housing options, type, and price point

Downtown Development	
Gifts	**Coal**
Downtown area	Geographic limitations
Downtown Development	Slow development and realization of existing plan
Downtown Development	
New City Center	
Assembly	

Parks	
Gifts	**Coal**
Room for a community garden	Green space
Park updates	No kudzu in parks
Family and children centered programming	
Enhance parks	
Honeysuckle Park is awesome space to nurture	

Engagement Documentation

Steering Committee Meeting #1

Results

City Identity	
Gifts	**Coal**
Diversity of foods and foodways	Raising Doraville's Profile
Enhanced marketing plan	
Public art	

Code Enforcement	
Gifts	**Coal**
	Code enforcement
	Trash and junk in people's yards and sidewalks
	Animal control issues

Public Safety	
Gifts	**Coal**
	Safety
	Emergency response times

Schools	
Gifts	**Coal**
	Schools
	Better connectivity with DeKalb schools

Engagement Documentation

Steering Committee Meeting #2

Sign In Sheet

Doraville 2026 Comprehensive Plan
Steering Committee Meeting #2
Tuesday February 24th, 2026 at 8:00AM

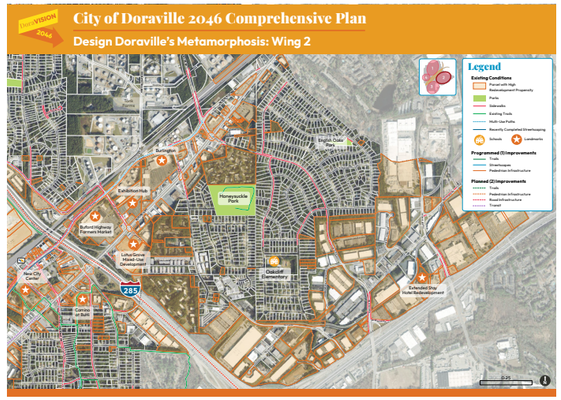
Name	Attendance	Name	Attendance
Anqi Zou	✓	Shane Mitchell	✓
Bill Baer		Shoumic Khan	
Billie Jo Adams		Stephanie Coreas	✓
Chris LaFleur	✓	Taylor Ray	✓
Darryl Clark		Thomas Azer	
David Martin	✓	Winston Worrell	
Devin Gilmore			
Elmer Pineda	✓	**Other City Staff/Consultants**	
Georgia Lynn	✓	Austin Shelton	✓
Harold Shinn	✓	Anna Baggett	✓
James Kim		Phoebe Graham	✓
Justin Campbell		Allison Stewart-Harris	✓
Kim Peddrew	✓	Bert Kuyrkendall	
Lily Pabian		Safae Amahrir-Hammer	✓
Mayira Bunting	✓	Carlos Perez	
Mayra Giraldo		Nick Stephens	✓
Paul Gill	✓	Yan Duan	
Pedro Cardenas		Dr. Sara Patenaude	

Engagement Documentation

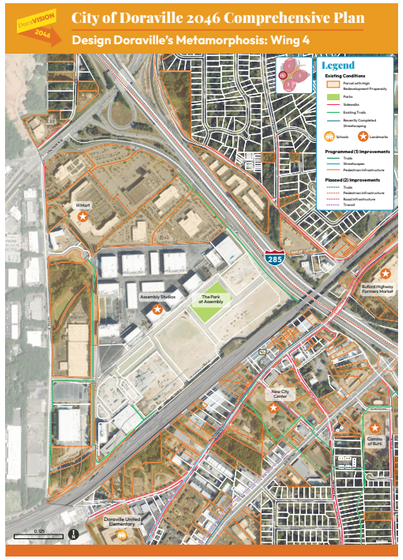
Steering Committee Meeting #2

Mapping Activity





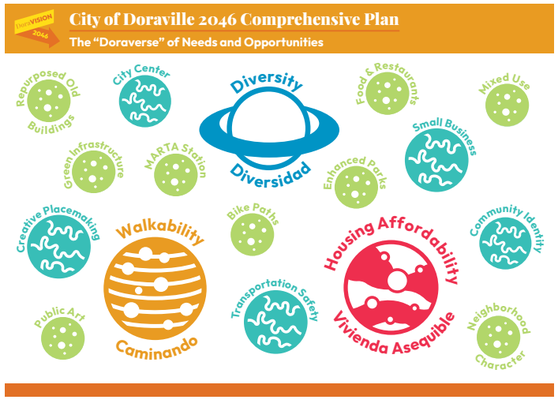


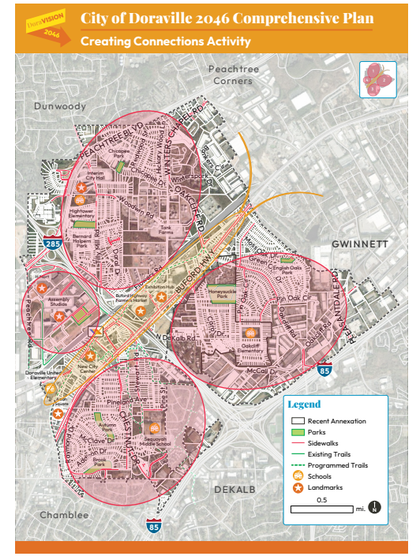


Engagement Documentation

Steering Committee Meeting #2

Mapping Activity

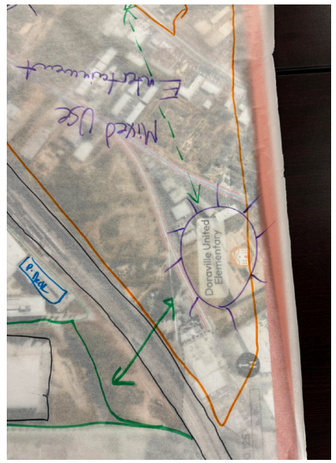




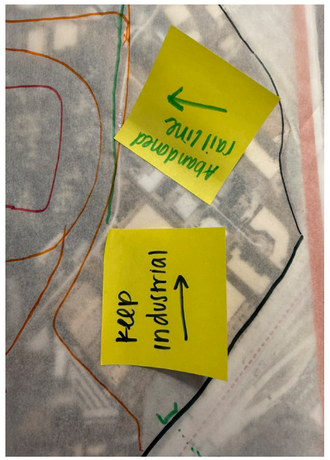
Engagement Documentation

Steering Committee Meeting #2

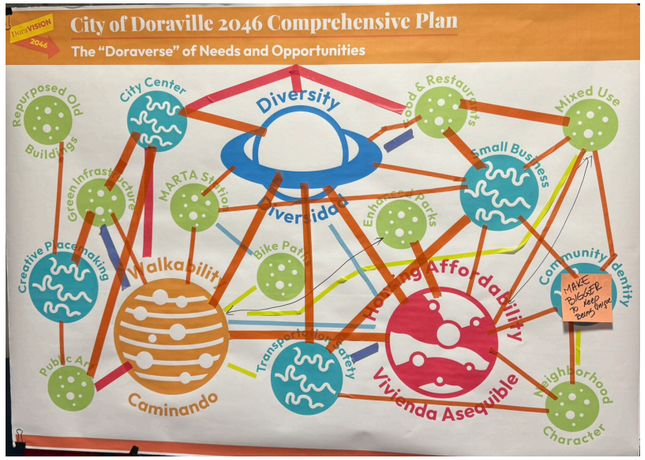
Results











Engagement Documentation

Steering Committee Meeting #3

Sign-In Sheet

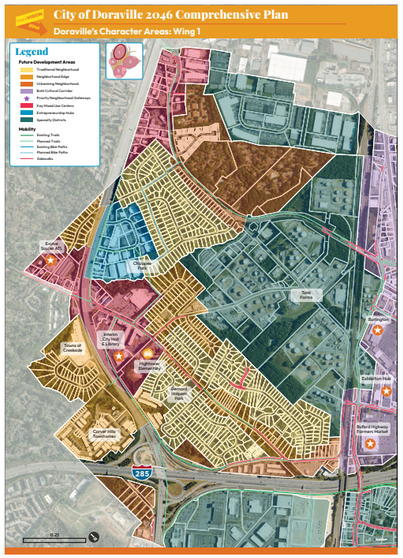
Doraville 2026 Comprehensive Plan
Steering Committee Meeting #3
Friday May 29th, 2026 at 8:00AM

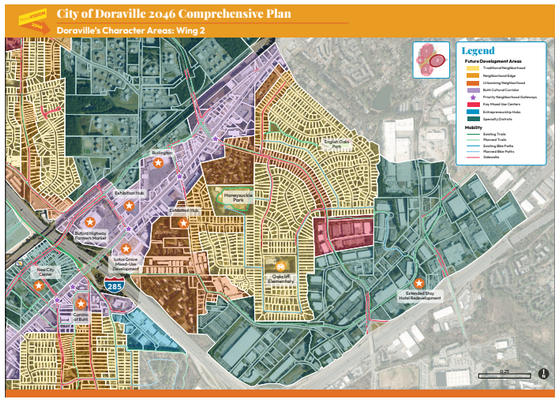
Name	Attendance	Name	Attendance
Anqi Zou		Shane Mitchell	✓
Bill Baer		Shoumic Khan	
Billie Jo Adams		Stephanie Coreas	Present
Chris LaFleur	✓	Taylor Ray	✓
Darryl Clark		Thomas Azer	
David Martin		Winston Worrell	
Devin Gilmore			
Elmer Pineda		**Other City Staff/Consultants**	
Georgia Lynn		Austin Shelton	✓
Harold Shinn	✓	Anna Baggett	✓
James Kim	✓	Phoebe Graham	✓
Justin Campbell	✓	Bert Kuyrkendall	✓
Kim Peddrew		Safae Amahrir-Hammer	
Lily Pabian		Carlos Perez	
Mayira Bunting		Nick Stephens	✓
Mayra Giraldo		Yan Duan	
Paul Gill	✓	Dr. Sara Patenaude	✓
Pedro Cardenas			

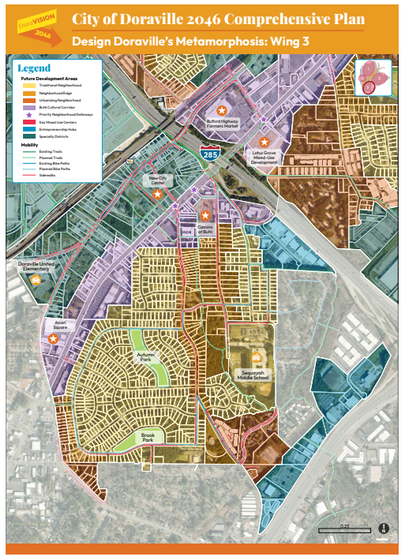
Engagement Documentation

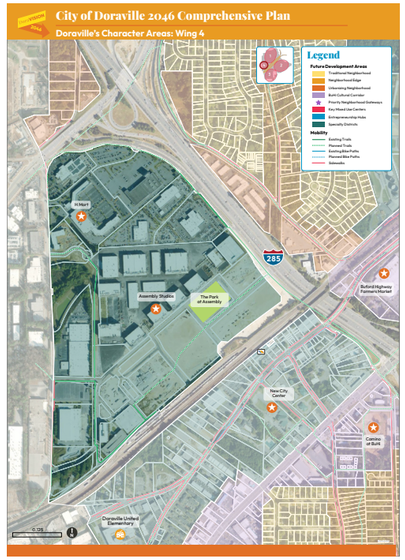
Steering Committee Meeting #3

Land Use Mapping Activity





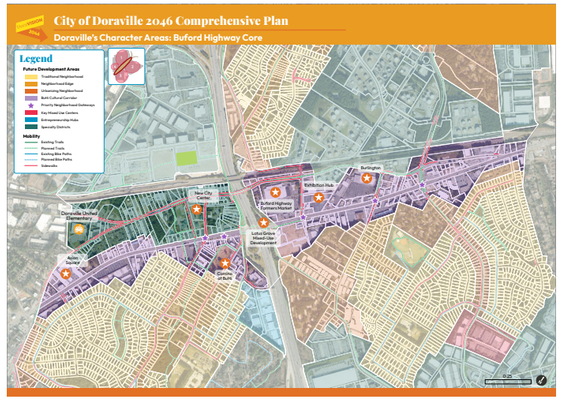




Engagement Documentation

Steering Committee Meeting #3

Land Use Mapping Activity



DoraVISION 2046

Doraville Comprehensive Plan Update Housing Type Activity

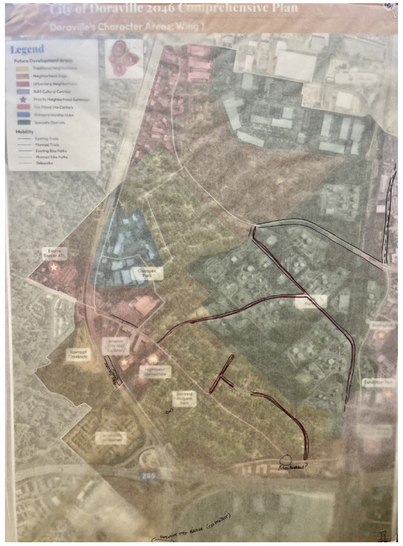
Where do you think these housing types belong? The matrix below includes the draft future development areas and the 12 housing types. Using the symbols below, indicate whether you think the housing type belongs in a certain future development area.

Symbol Key: ✔ = Yes, that fits! ? = Maybe ✘ = No, not at all	Suburban Neighborhood	Neighborhood Edge	Urbanizing Neighborhood	BuHi Cultural Corridor	Key Mixed Use Centers	Entrepreneurship Hubs	City Center	Assembly	Industrial Base	Tank Farms
Small Lot Single-Family										
Traditional Single-Family										
Accessory Dwelling Units										
Duplex										
Tri/Quadplex										
Cottage Court										
Townhouse										
Low-Rise Multifamily										
Midrise Multifamily										
High-Rise Multifamily										
Mixed Use										
Assisted/Senior Living										

Engagement Documentation

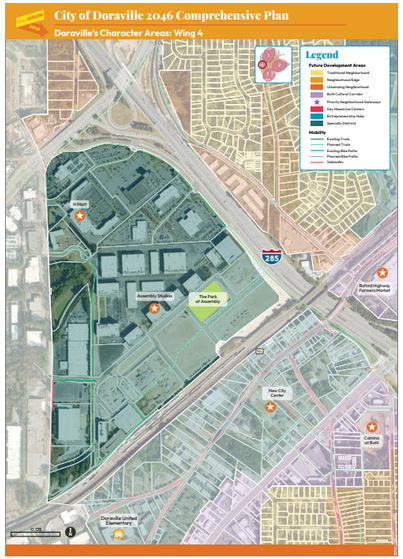
Steering Committee Meeting #3

Results









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Steering Committee Meeting #3

Results



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Steering Committee Meeting #3

Results

Doraville Comprehensive Plan Update Housing Type Activity Results										
	Suburban Neighborhood	Neighborhood Edge	Urbanizing Neighborhood	BuHi Cultural Corridor	Key Mixed Use Centers	Entrepreneurship Hubs	City Center	Assembly	Industrial Base	Tank Farms
Small Lot Single-Family	4	4	2	-4	-1	-1	-5	-4	-4	-4
Traditional Single-Family	5	4	2	-4	-1	-1	-5	-4	-4	-4
Accessory Dwelling Units	5	4	2	-4	-1	-1	-5	-4	-4	-4
Duplex	5	4	2	-4	-1	-1	-3	-4	-4	-4
Tri/Quadplex	1	4	3	-4	-3	-1	-3	-3	0	-4
Cottage Court	0	4	2	-4	-3	-1	-4	-2	0	-4
Townhouse	0	4	5	-1	-1	-1	2	1	0	-4
Low-Rise Multifamily	-4	5	5	2	4	-1	3	2	0	-4
Midrise Multifamily	-4	1	4	3	3	-1	3	4	2	-4
High-Rise Multifamily	-4	-2	-2	-1	-1	-1	0	2	1	-4
Mixed Use	-4	0	1	5	4	4	5	4	4	-4
Assisted/Senior Living	-3	-2	-2	3	1	1	1	1	1	-4

Legend

- Appropriate
- Maybe Appropriate
- Consider
- Maybe not appropriate