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Executive Summary

Introduction

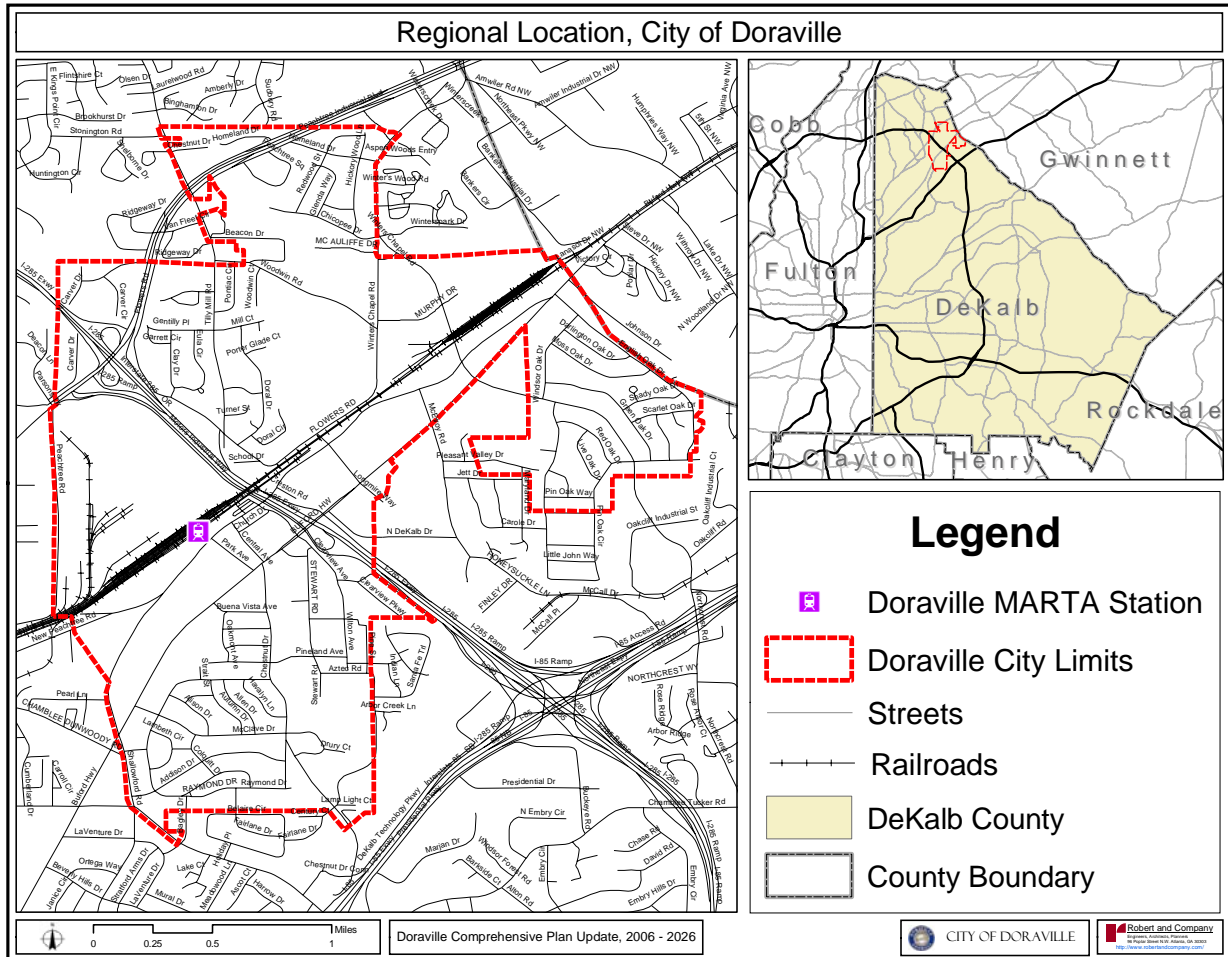
The Community Assessment is the first phase in Doraville's 2006 Comprehensive Plan Update. The document is an objective assessment of data and information about the city that was prepared without direct public participation. The assessment provides a list of potential issues and opportunities present in the city based on the analysis of the data inventoried in the document. The document also presents an analysis of the city's existing land use patterns and identifies geographic areas in the city with unique characteristics or development issues that will require special attention during the planning process. The community assessment is intended to present a basis of information that will serve as the foundation for the second part of the city's plan, the Community Agenda.

Community Profile

The City of Doraville is located in northwest DeKalb County and is part the ten-county Atlanta Regional Commission planning area. The city is located approximately 12 miles northeast of Atlanta and approximately 11 miles north of Decatur, the county seat (Figure 1). Doraville encompasses approximately 23,040 acres (3.6 square miles). The city's 2000 population of 9,862 as reported by the U.S. Census ranks it 2nd amongst DeKalb County's eight municipalities. The 2003 Census Bureau estimate shows a population increase to 10,029 residents.



Figure 1. Regional Location





Analysis of Existing Development Patterns

Historic Development

The City of Doraville was incorporated in 1871. The corporate limits of the original town, as chartered by the State, were one-half mile in every direction from the depot of the Atlanta and Richmond Air-Line Railway, in the location of the current Doraville MARTA station.

In the years following the Civil War, the area around Doraville had become a hub on the Atlanta and Charlotte Air-Line Railroad. Construction on the railroad, originally planned in 1856, did not begin until 1869 and involved several reorganizations and name changes. On April 1, 1871 an excursion train from Atlanta to Norcross and Duluth, by way of Doraville, began operation. By September 1873, the railroad extended from Charlotte, N.C. through Doraville and Atlanta to New Orleans. The railroad became part of the newly formed Southern Railway Company in 1894, and it still is Southern's main line from Charlotte to Atlanta. Despite the activity brought by the railroad, the area retained its rural flavor. The 1900 census recorded that Doraville Town had a population of 114 people, with 25 families and 23 dwellings. The first paved road came to Doraville in 1926, when New Peachtree Road was paved from Chamblee to Stewart Road. Buford Highway, now one of the most heavily traveled roads in Doraville, was a dirt road when it was designated Georgia State Road 13 in 1932. 95.

Until the 1940s, Doraville was a small agricultural community that served the interests of a larger surrounding farming area. Two major developments in the late 1930s and early 1940s brought great change to Doraville. DeKalb County built a major water supply system into the area and just before World War II, Plantation Pipeline built a gasoline pumping system and storage facility in Doraville. The pipeline went from Baton Rouge, La., through Doraville to Greensboro, N.C. By the end of World War II, Doraville's position on the main rail line and its new water system made it a desirable location for growth, which exploded in the late 1940s and the 1950s due to the end of WWII, which was followed by suburban expansion spurred by the GI Bill which increased home ownership. During this time, General Motors selected Doraville as the site for a new assembly plant.

As the 21st Century continues to bring development to the Atlanta region, Doraville is also growing, though that growth is limited by a lack of undeveloped land within the city. The city is accessible to the regional transportation routes I-85 and I-285. Despite the proximity of the city to these transportation routes, the heavy congestion in these areas and throughout these major routes in the region limits the benefits of their proximity and connectivity.



Current Development Patterns

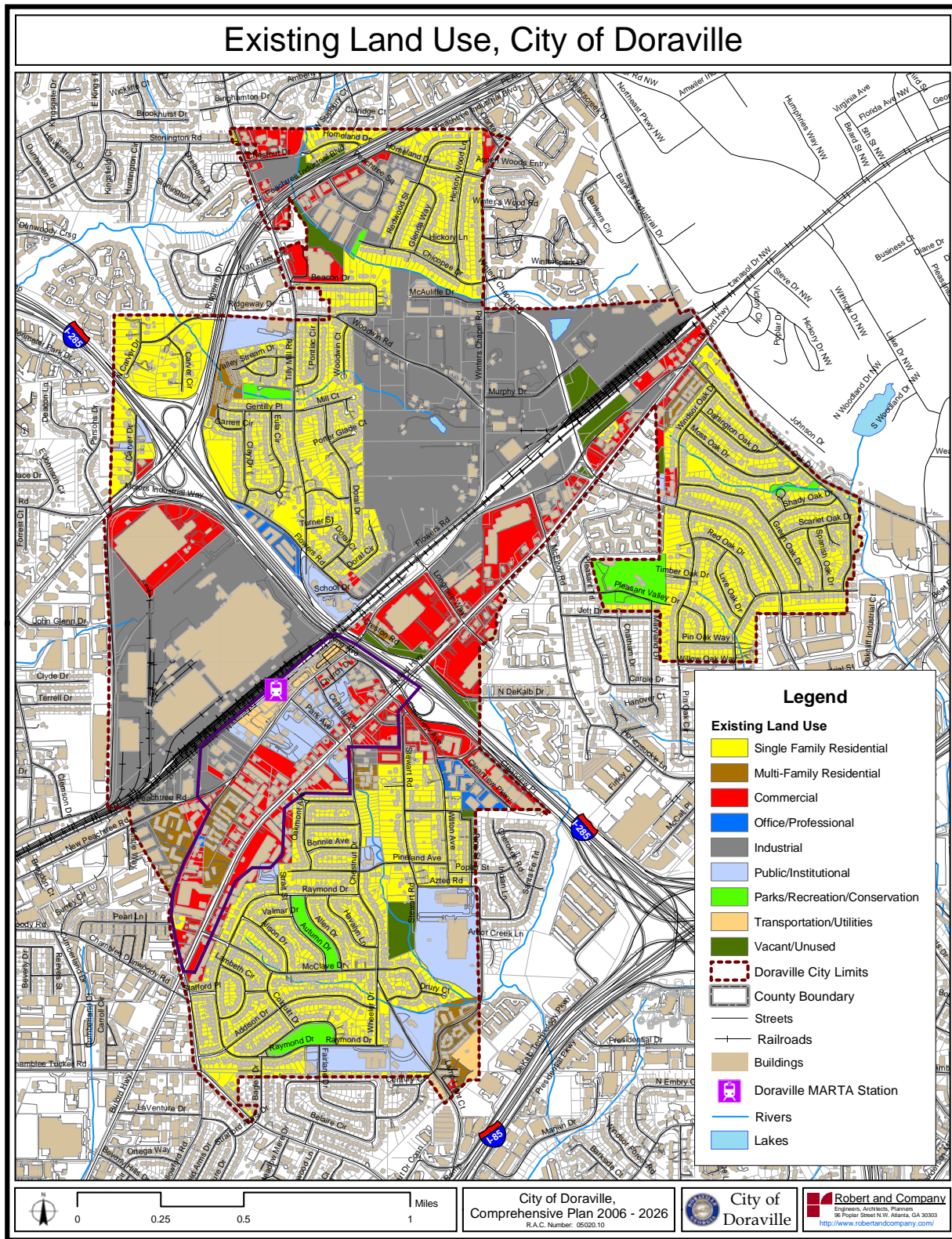
The current development pattern of the City of Doraville may be described as consisting largely of typical aging inner ring suburbs and corridor commercial uses with a combination of small and large tract subdivisions extending out from the core. The City of Doraville is currently built out; there is little to no undeveloped land that is suitable for new development. Thus, new developments are limited until there are tear-downs or redevelopment opportunities. A map of existing land use (Figure 2) provides a citywide perspective of the development patterns and land use patterns.

Figure 2 shows that the development types are largely separated, rendering them not easily accessed by means other than the automobile. Neighborhoods tend to be far from services located on major corridors, which necessitates access by automobile. There are several MARTA bus routes in Doraville (Figure A20) that provide an alternative means of transportation.

Detailed descriptions of the development patterns in four geographic areas of the city are included following the Existing Land Use Map.



Figure 2. Existing Land Use





Central

The center of the city of Doraville is bisected by I-285 on a southeast-northwest diagonal. South of I-285, the effective center of the City of Doraville is located around Park Avenue and Central Avenues between Buford Highway and New Peachtree Road. The majority of government services are located in these blocks; however, the topography and surrounding busy streets inhibit the area from being commonly accessed by pedestrians. The major public facilities located in central Doraville include City Hall, the Courthouse, Library, Police Station, Civic Center, and MARTA station, as shown in Figure A9 in the Technical Appendix.

Northwest

The northwest portion of the City of Doraville includes two large industrial areas: the General Motors Automobile Assembly plant south of I-285, and numerous gasoline tank farms associated with the Plantation Pipeline that passes through Doraville are located north of I-285. The tank farms are centered on the west side of the rail line along Winters Chapel/ Flowers Rd and Woodwin Road. There are also two neighborhoods and a couple of commercial nodes along Peachtree Industrial Boulevard. The neighborhoods are largely comprised of single-family homes and are built out. However, there has been some infill development in these areas in the recent past; some of the newest residential developments are clustered in small areas within the existing neighborhood fabric. These developments are typically small lot, small-scale subdivisions, or single-family attached townhomes; one recently constructed small lot subdivision is located on Flowers Road.

Northeast

The northeast portion of the City includes a sliver of land between New Peachtree Road and Buford Highway, north of I-285, as well as part of the Oakcliff neighborhood to the east of Buford Highway. The Buford Highway and New Peachtree Road areas are characterized by scattered light industrial uses and commercial strip development. The Oakcliff neighborhood is predominantly made up of single-family suburban style development, though the houses are relatively close together and there is some connectivity in the street network. The most common architectural type is ranch houses, and the area appears to be relatively stable.

South

South of the Central area of the city, and east of the railroad corridor, Doraville has two distinct areas. The Buford Highway and New Peachtree Road corridors are heavily traveled commercial and somewhat industrial areas that lack aesthetic appeal and have poor pedestrian connectivity and auto access control. Some portions of these corridors have the potential for more large-scale neighborhood or commercial redevelopment. Southeast of Buford Highway is a stable neighborhood called Northwoods. Though the housing stock in this area is largely ranch style houses from the 1960s and 1970s, the area appears stable and includes two public schools, two private schools, and three parks. On the northern border of the neighborhood is an office park/employment center that appears to have minimal impact on the adjacent residences.



Evaluation of the existing land use patterns and trends within the City of Doraville led to the discovery of some issues and opportunities as well as helped identify areas requiring special attention. The areas requiring special attention will also be aligned with some of the established character areas. Areas requiring special attention are discussed in the following section.



Areas Requiring Special Consideration

Area of Consideration	Relevance in Doraville
Areas where rapid development or change of land use is likely to occur	Due to the low amount of undeveloped land in the city (1.7%) there is little concern about rapid development. Large-scale land use changes due to redevelopment will likely play a large role in the city’s growth during the 2006 – 2026 planning period. The city will need to be an active partner in redevelopment activities.
Areas where the pace of development may outpace the availability of community facilities and services	Since the City of Doraville is largely built out, the pace of growth is expected to lead to problems with the provision of services. However, current inadequacies may be exacerbated by growth. Coordination of redevelopment plans with DeKalb County must be a priority in order to ensure that the County has the capacity to continue supplying the services it has agreed to provide into the future.
Areas where development is likely to intrude upon or otherwise impact significant natural or cultural resources	Doraville has little undisturbed (natural) land, but the must evaluate whether its current ordinances that protect such resources will continue to provide adequate protection into the future. Doraville is partially located in a significant groundwater recharge zone which must be addressed through regulations (see issues and opportunities)
Declining or unattractive areas, possibly in need of redevelopment	The expanses of strip shopping developments in Doraville create poor aesthetics along major corridors and may give the impression of depression when there are underutilized or closed shops. There appears to be a high occupancy rate in most areas of Doraville; continued focus on revitalization and the recruitment of appropriate businesses can help combat this potential problem. There should also be some consideration given to the creation of a cohesive design for these areas in the future, with focus on accessibility.
Large abandoned structures or sites	There do not appear to be a significant number of abandoned structures or sites in the community.
Areas with infill potential	The entire City of Doraville has the potential for infill development, in neighborhoods, commercial areas, and adjacent to transit (the MARTA station). The city should revise ordinances and development regulations to ensure appropriate infill development.
Other Issues for consideration	One primary issue that the city must address is the ongoing uncertainty associated with the status of the General Motors Assembly Plant. In the event that this plant closes, the economy and future development in the city would be greatly impacted.



Character Areas

The use of character areas in planning acknowledges the differences between neighborhoods within a community and provides more intentional guidance of development and redevelopment through specific planning and implementation initiatives. Recommended character areas can define places that 1) have unique or special characteristics that should be preserved; 2) have potential to evolve into unique areas; or 3) require special attention related to development issues. Potential character areas in Doraville are highlighted in Figure 3 on the following page. Character areas will undergo refinement through discussion with the Steering Committee and through the public participation process. Future development types and a future development narrative will be developed as part of the community vision in the Community Agenda, which will also address policies and implementation measures to achieve the future development vision based on character areas.

Recommended Character Areas

Stable Neighborhoods: These areas have a neighborhood fabric that is more connected than typical suburban areas, the housing stock is in good repair, and there are neighborhood amenities such as schools and parks.

Declining Neighborhoods: Neighborhoods characterized by declining housing conditions; these areas will benefit from intervention focused on enhancing livability and creating neighborhood character.

Neighborhood Redevelopment Areas: Areas identified as neighborhood redevelopment have experienced decline of housing and associated services; these areas are likely beyond reinvestment on a small scale and could be considered for large-scale redevelopment. Large-scale redevelopment in these areas will likely necessitate the creation of public-private partnerships and publicly aided strategies.

Employment Centers: Currently in the form of office parks that are spread out with abundant parking along each building; in the future these could become more dense.

Industrial Areas: High intensity manufacturing and material storage occurs in these areas.

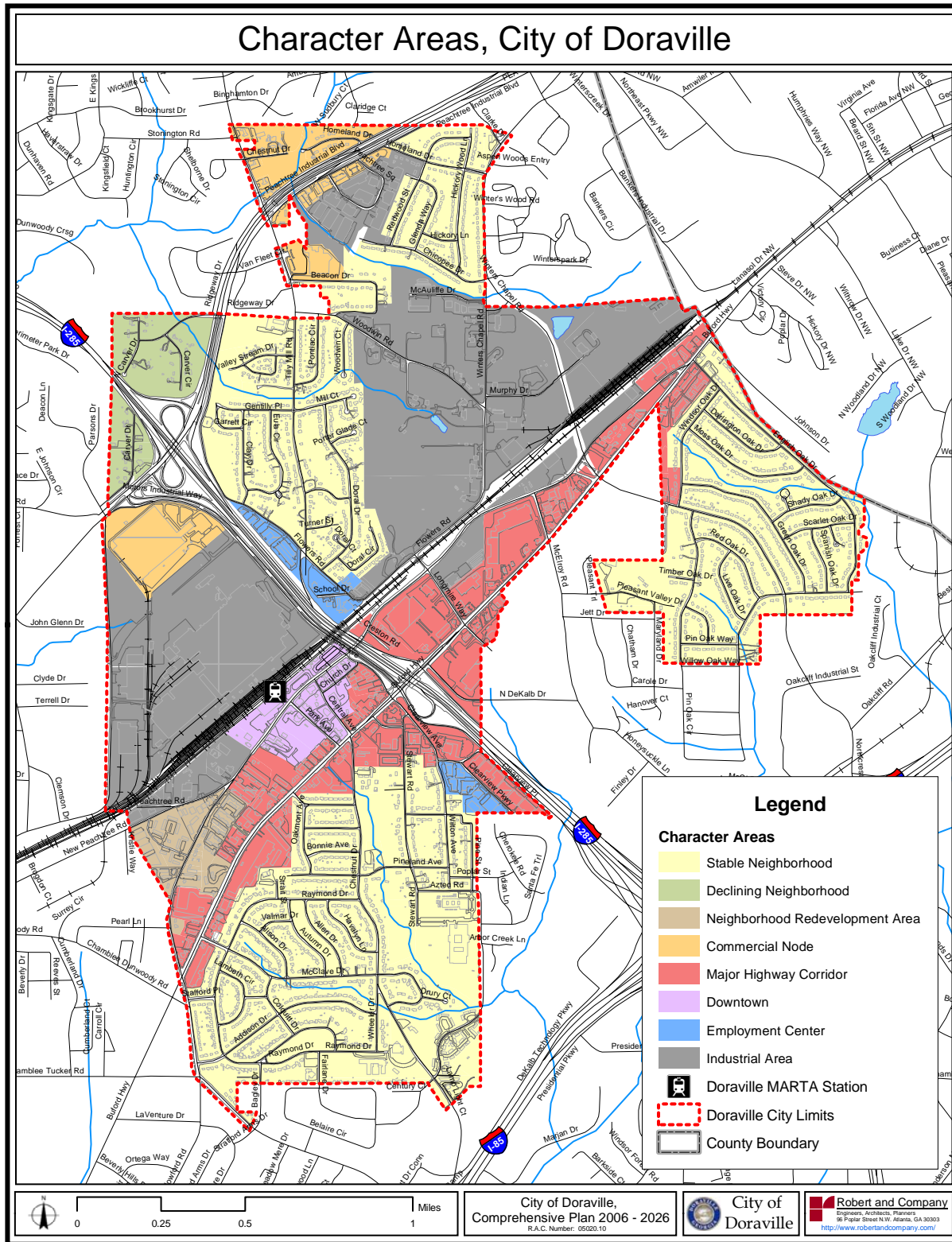
Downtown/Town Center: Doraville lacks a traditional central business district; in its absence, the clustering of government facilities and the MARTA station, in the Park and Central Avenue area, create the effective downtown.

Major Highway Corridor: Buford Highway is the central corridor in Doraville; it is characterized by strip commercial shopping and auto-oriented services. Buford Highway also serves as a regional transportation route; this creates a challenge for the area as it has the dual role of providing local services and regional connectivity.

Commercial Nodes: Large-scale stores on isolated parcels, typically along a major highway.



Figure 3. Character Areas





Analysis of Consistency with Quality Community Objectives

An evaluation of the community’s current policies, activities, and development patterns for consistency with Quality Community Objectives serves as a tool to identify additional issues and opportunities and to expand on how Doraville may become more consistent with the identified objectives. There may be ways to adapt local strategies, activities, development and implementation practices to aid in achieving greater consistency. Each Quality Community Objective, as established in the State Planning Recommendations, is addressed below; the issues and opportunities discovered through this assessment are included in the Issues and Opportunities section.

Quality Community Objective	Consistency with the Objective
<p>SENSE OF PLACE Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve, as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing and entertainment.</p>	<p>Doraville is a city without a traditional downtown area, which is a disadvantage in establishing a unique sense of place for the community. There is not a lot of distinction between Doraville and it’s immediate surroundings as you enter and leave the city. The aesthetics along major corridors that define the city’s character are not well controlled and the highly visible areas of the community should be the focus of more concerted planning efforts. Additionally, a more unique sense of place could be established through the creation of a new town center area, perhaps as a transit-oriented development near the MARTA station. Suggestions related to this and creating a place with more unique characteristics are expected to result from the LCI study being currently undertaken by the City of Doraville.</p>
<p>REGIONAL IDENTITY Regions should promote and preserve an “identity,” defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.</p>	<p>The City of Doraville promotes the metropolitan Atlanta regional identity in terms of its development being tied to the regions original dependence on the railroad. However, there are not many historic ties or indicators remaining in the city. Doraville is also tied to the regional identity through its location at the intersection of I-85 and I-285; it could be better tied to the region’s economy by providing additional employment and opportunities for additional office development.</p>



Quality Community Objective	Consistency with the Objective
<p>HERITAGE PRESERVATION The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.</p>	<p>The lack of a traditional/ historic downtown or other character defining neighborhood has left Doraville with few ties to its heritage. Doraville's lack of ties to its past can serve to encourage a different approach to creating its future heritage. New development and redevelopment efforts should be focused to create a new image for Doraville.</p>
<p>LOCAL SELF-DETERMINATION Communities should be allowed to develop and work toward achieving their own vision for the future. Where the state seeks to achieve particular objectives, state financial and technical assistance should be used as the incentive to encourage local government conformance to those objectives.</p>	<p>Due to the city's limited staff, it would benefit from additional technical planning and development assistance to aid in further implementation of its vision and adherence to state and regional planning objectives.</p>
<p>ENVIRONMENTAL PROTECTION Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.</p>	<p>Though there are not many environmentally sensitive areas, the city has taken steps to preserve those within its borders. The city's Development Regulations and Ordinances include restrictions on development and specific land uses designed to protect flood plains and wetlands. Additionally, the city has an Erosion and Sedimentation Control ordinance that requires a land disturbance permit and has specific measures for monitoring the development process through inspections, etc. The city has adopted a total of six ordinances to manage stormwater.</p>



Quality Community Objective	Consistency with the Objective
<p>OPEN SPACE PRESERVATION New development should be designed to minimize the amount of land consumed; open space should be set aside as public parks or greenbelts/wildlife corridors.</p>	<p>The city's current development regulations do not require open space set-asides along with new development. However, the city's new Conservation Subdivision and Open Space Development Ordinance requires the preservation of 40% of the gross tract area in a conservation subdivision be preserved as open space.</p>
<p>GROWTH PREPAREDNESS Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These might include housing and infrastructure (roads, water, sewer and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired or leadership capable of responding to growth opportunities.</p>	<p>The city's current LCI Study will articulate the city's vision of its future. Through the LCI study's implementation plan, Short Term Work Programs, and its Development Regulations, Doraville is working toward more adequately addressing future development and has taken a vital first step by working with planning professionals and soliciting citizen input in creating a future vision of what it wants to be.</p>
<p>INFILL DEVELOPMENT Communities should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.</p>	<p>Doraville is currently built-out, so that all new development is either infill or redevelopment. Additionally, the entirety of the City of Doraville is served by water and sewer. These factors combine to prevent greenfield and sprawling, large lot development. There are many opportunities to guide future development in directions that creates a more traditional urban core.</p>



Quality Community Objective	Consistency with the Objective
<p>TRADITIONAL NEIGHBORHOODS Traditional neighborhood development patterns should be encouraged, including use of more human scale development, mixing of uses within easy walking distance of one another, and facilitating pedestrian activity.</p>	<p>Within its core, the City of Doraville has very few neighborhoods that maintain a traditional neighborhood pattern. Most recent developments in areas of the city surrounding the core have not followed this pattern, but rather one of typical suburban development designed with some cul-de-sacs and curvilinear streets that cut areas off from other developments and land use types, exacerbating the poor connectivity within the city. The action item will be for the city to amend its development regulations to promote walkable, mixed-use development.</p>
<p>HOUSING CHOICES Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community; this will promote a mixture of income and age groups in each community and meet market needs.</p>	<p>According to 2000 Census information there is moderate diversity in the types of housing available in the City of Doraville. Approximately 63% of the city's housing units are detached or attached single-family, while 36% of the units are defined as multi-family.</p> <p>The number of units and housing costs makes it difficult for many people working in Doraville to also live in the city. These factors combined with lack of employment diversity in the city create a jobs/housing imbalance. While not unusual for a small municipality in a larger metropolitan area, the city should address this issue.</p>
<p>EDUCATIONAL OPPORTUNITIES Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions</p>	<p>There are ample and varied educational opportunities available in or within close proximity to the City of Doraville. Three DeKalb County Schools are located within the city limits, as well as a branch of the DeKalb County public library. There are numerous technical, community and four year colleges and universities located within reasonable commuting distance from the city.</p>



Quality Community Objective	Consistency with the Objective
<p>REGIONAL COOPERATION Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to the success of a venture, such as protection of shared natural resources.</p>	<p>Doraville works to comply with planning objective and directives set-up by Georgia DCA, the Atlanta Regional Commission, and the Metropolitan North Georgia Water Planning District. The city has been has recently become more cognizant of the need for better addressing and complying with state and regional planning goals and made the effort to do so. One example is the recent adoption of six stormwater related ordinances prepared by the MNGWPD. However, the city works less effectively with DeKalb County. Though there are intergovernmental agreements, there is little effort on either part to increase communication, coordination, or to build trust between the two entities.</p>
<p>SHARED SOLUTIONS Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.</p>	<p>The size of the city and the small city staff is prohibitive in taking on many tasks that the County can and does perform for them. A recent and significant effort is the creation and administration of a stormwater utility by DeKalb County. The city of Doraville is a participant and beneficiary of this agreement.</p>
<p>TRANSPORTATION ALTERNATIVES Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.</p>	<p>The location of the Doraville MARTA station is central to the city. As the northernmost station on the Northeast Line, it is positioned to become a hub of transit related activities, included transit-oriented development. By creating more residential and office opportunities close to the station, the community would be better served and there would likely be increased usage of MARTA by Doraville residents. There should also be more focus on the development of a user-friendly sidewalk network, especially in and around areas served by transit.</p>
<p>EMPLOYMENT OPTIONS A range of job types should be provided in each community to meet the diverse needs of the local workforce.</p>	<p>Data shows that there are approximately 8,000 to 10,000 jobs available in Doraville. Among all jobs there is only moderate variety; over 60% of jobs are in manufacturing, wholesale, and retail trade. Doraville does not have an economic development program for promoting employment diversity.</p>



Quality Community Objective	Consistency with the Objective
<p>APPROPRIATE BUSINESSES The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher skill job opportunities.</p>	<p>There is no active program for business recruitment in Doraville; the status of the city's lack of land for development of any kind seems to have dictated the lack of effort in the past. However, Doraville's concentration of industry has an impact on the regional economy and the possibility of changes, either through growth or downsizing, in the status of existing industry in the city must be taken into account when considering the city's future. It is crucial for Doraville to develop plans for future business development efforts, which should be focused on jobs/housing balance and attracting appropriate industries.</p>



Issues and Opportunities

There are a number of significant issues facing the City of Doraville. The preceding sections have begun to illuminate many of these that may warrant further study during the planning process. The following list of potential issues and opportunities is a combination of those discussed in above sections and those that will be discussed in association with the supporting data in the Technical Appendix. Many of the issues and opportunities are qualitative statements or inferred from multiple data and research and thus do not reference another specific section of this document. The list of issues and opportunities will be modified and revised through the public participation program. A final, locally agreed upon list of issues and opportunities the city intends to address during the 2006 – 2026 planning period will be included in the Community Agenda produced at the conclusion of the planning process.

Population

- The ethnic diversity of the community will increase and these changes will require adapting schools and public services to a wider array of language and cultural patterns. (See Technical Appendix, Table 5, pp.6-7)

Economic Development

- The community's dependency on a small number of industries/business types results in high vulnerability to downturns in the dominant industry type. (See Technical Appendix pp.22-24)
- Economic development programs do not support existing businesses (entrepreneur and small business assistance, business retention programs, etc.).
- The community does not track the existing businesses for changing levels of support and assistance needed. (See Technical Appendix p.27)
- The community does not have an active business recruitment and retention program. (See Technical Appendix p.27)
- Doraville may want to consider the establishment of an economic development incentives package similar to that of DeKalb County.
- The community needs an effective economic development agency or authority.
- The city does not communicate with local industry to determine how they can help supply a local workforce (workforce capabilities, supply, quality, and training needs are unknown).
- The Livable Centers Initiative study may lead to increased interest in redevelopment or economic growth in Doraville. (See Technical Appendix p.27)

Housing

- The city does not have varied housing options available to meet residents' needs at all stages of life. (See Technical Appendix, Tables 10 &11, pp.10-11)
- The community's neighborhoods do not have a healthy mix of uses, like corner groceries, barber shops, or drugstores within easy walking distance of residences.
- There is a lack of special needs housing (elderly, handicapped, etc.) in our community. (See Technical Appendix pp.17-18)
- There is a lack of affordable or subsidized housing in the community. (See Technical Appendix, Tables 17 &18, pp.15-17)
- The community has not compared housing costs and income levels to the available housing stock.



- Our community does not have an inventory of vacant properties, properties owned by the city or other government agencies, and tax delinquent properties suitable for infill development.

Natural & Cultural Resources

- There are not enough parks or greenspace. It may be possible to increase open space provision by revising development regulations. (See Technical Appendix, Table 29, p.45)
- There are pollution problems (light, noise, water, air, etc.).
- Best management practices are not encouraged or required as part of the development process.
- There are no linkages (existing or planned) between local trail systems, state designated bike routes, and existing trails in neighboring communities. (See Technical Appendix, Figure A21, pp.80-81)
- A portion of Doraville is located in a significant groundwater recharge zone; if there are no existing protective regulations, this must be addressed. (See Technical Appendix, Figure A5, p.33)

Community Facilities & Services

- The future costs of providing services have not been considered.
- The City may not have the fiscal capacity to meet future needs.
- The age, capacity function, safety, and maintenance needs of community's public facilities have not been inventoried.
- There is no long-term strategy for the location or maintenance of public service facilities.
- The efficiency of the community's services needs improvement.
- There is an apparent lack of health services and social assistance establishments in Doraville.
- The City of Doraville will soon experience the benefits of funding and services through the recently established DeKalb County Stormwater Utility. (See Technical Appendix, pp.49-50)

Transportation

- There is little connectivity between pedestrian, bike, transit, and road facilities. (See Technical Appendix, p.90)
- The lack of connectivity in certain parts of the city leads to a spatial mismatch between adequate transportation services and transit dependent populations' access to jobs, services, goods, health care and recreation. (See Technical Appendix, p.80-81)
- Buford Highway divides the city east-west; the residential areas east of Buford Highway have limited direct access to the community facilities on the west side of Buford Highway. (See Technical Appendix, p.56)
- There is high level of access to transit, but there are impedances to use including limited pedestrian facilities (sidewalks, delineated cross walks at intersections, and bus shelters) especially on routes that operate on high volume, high speed roadways. (See Technical Appendix, p.89)
- The MARTA Station is only accessible from the east side. Persons living in the area are separated from the station by busy, high traffic volume streets with limited



pedestrian facility infrastructure around the station. (See Technical Appendix, p.89)

- The community's roadway design is not sensitive to roadway uses or local concerns. However, there is also an inability to adjust the design or operation of roadways to changing or future conditions. (See Technical Appendix, p.90)
- Citizens are experiencing increasing commute times and distances--more people driving longer distances in traffic to reach home, school, shopping, or work. (See Technical Appendix, p.57-59)
- Public parking in the city service area is limited. (See Technical Appendix, p.84)
- The city has not had a comprehensive transportation assessment that includes parking, traffic and transit, from a local and regional perspective. (See Technical Appendix, p.91)
- The MARTA Doraville Station is an important, multi-modal transit hub. (See Technical Appendix, p.90)
- Doraville could be eligible for funds from the 2005 federal transportation bill, (SAFETEA-LU), due to its high level of freight facilities and utilization. (See Technical Appendix, p.84,91)

Land Use

- The community's development patterns do not create safe and pedestrian-friendly environments.
- Public spaces are not designed to encourage the presence of people.
- The community does not have a center focus that combines commercial, civic, cultural and recreational uses.
- In some areas of Doraville there is a poor separation or buffering of incompatible land uses.
- Ordinances and development regulations do not currently address infill development.

Intergovernmental Coordination

- There is little or no coordination with other local governments in order to manage economic opportunities.
- There is no process in place to ensure consistency with the land use regulations of contiguous governments.
- The community does not participate in multi-jurisdictional sharing and integration of plans, causing conflicts and adversarial conditions.
- There are inadequate efforts to increase cooperation and build trust between the city and county governments.



Technical Appendix: Supportive Data Analysis

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Population

Current and Projected Future Population

Table 1 below shows a series of demographics for the City of Doraville and DeKalb County. The 2000 Census reports the resident population of the City of Doraville as 9,862. This represents a 30% growth rate from 1990-2000. Like much of the Atlanta Region, the City of Doraville has grown at a rapid rate, surpassing the growth rates of DeKalb County and the state of Georgia between 1990 and 2000. As shown below, the growth rate for DeKalb County in the same time frame was 22%. Doraville's higher growth rate may be attributed to lower housing costs in the city, and a greater amount of built-in infrastructure capacity in the city than in undeveloped or unincorporated areas of DeKalb County. Doraville's location in northern DeKalb County provides additional explanation for its consistently high rates of growth, as growth continues to expand outward in the Atlanta metropolitan region. The most recent estimate (2003) places Doraville's population at 10,029 residents.

Table 1. Population Growth Rates Doraville and DeKalb County

Population Growth Rates, 1980 - 2000 City of Doraville, DeKalb County						
Jurisdiction	1980	% Change 1980-1990	1990	% Change 1990-2000	2000	% Change 1980-2000
City of Doraville	7,414	2.9%	7,626	29.3%	9,862	33.0%
DeKalb County	483,024	13.0%	545,837	22.0%	665,865	37.9%
Atlanta MSA	2,029,710	39.6%	2,833,511	45.1%	4,112,198	102.6%
State of Georgia	5,457,566	18.7%	6,478,216	26.4%	8,186,453	50.0%

Source: U.S. Census

It is anticipated that the city will continue to grow at a consistent rate over the next two decades due to potential redevelopments and new housing developments that may be planned and undertaken through the 2005 Livable Centers Initiative study. Projections provided by the Georgia Department of Community Affairs (DCA) show the city growing by 2,448 persons between 2005 and 2025. This reflects a growth rate of 23%, slightly lower than the 26% growth predicted for DeKalb County during the same time period. This difference is explicable given the limitations of developable land in Doraville compared to the whole of DeKalb County.

**Table 2. Projected Population through 2025**

Doraville: Population						
Category	2000	2005	2010	2015	2020	2025
Total population	9,862	10,474	11,086	11,698	12,310	12,922

Source: DCA Planbuilder

The projected population increase will have the greatest impacts on the city's housing market. It is expected that there will be an increased demand for a variety of housing products in the city. Recommendations for meeting future needs will be considered and incorporated into the housing policies included in the Community Agenda portion of the Comprehensive Plan. It is also anticipated that the increasing population will impact city services. The provision of future services will be addressed in detail in the Community Facilities section.

Age Distribution of Current and Future Population

The increased population of Doraville is changing the nature of the community's overall age and diversity mix. Between 1990 and 2000, the greatest growth was experienced in the 0-4 age group, with a 56% increase. Doraville saw the smallest growth in the two oldest population segments, an 8% increase in the 45-64 category and a 10% gain in the 65+ population (Table 4). Together, these two groups added only 177 residents to the community. In addition, their share of the Doraville's population decreased from 27% in 1990 to 23% in 2000. The 5 to 24 year old segment's percentage of population grew from 27% to 31% over that time period. This trend is not in line with the national trend of an increasing population in older segments of the population due to aging baby boomers. However, the trend in Doraville also reflects the trend of DeKalb County during the same period.

These trends are likely linked to the location of the city and county within the MSA; their proximity to the core would be expected to attract larger numbers of younger people than cities or counties on the outskirts of the Atlanta MSA. The state of Georgia and the United States both saw their greatest population increase within the 45 to 64 year old category. Doraville's growth in the 45 to 64 year old category lagged behind both the state and national average by 26% to 41%, as shown in the table 3 below:

**Table 3. Age Segment Growth Breakdown: 1990-2000**

Location	Age Range	1990 Census	2000 Census	Percentage Change
Doraville	0 - 4	482	753	56%
	5 - 24	2,046	3,042	49%
	25 - 44	3,024	3,816	26%
	45 - 64	1,501	1,621	8%
	65+	573	630	10%
Atlanta MSA	0 - 4	219,501	308,723	41%
	5 - 24	823,203	607,089	-26%
	25 - 44	1,069,411	1,458,113	36%
	45 - 64	496,891	856,643	72%
	65+	224,505	310,703	38%
Georgia	0 - 4	495,535	595,150	20%
	5 - 24	1,970,352	2,411,816	22%
	25 - 44	2,190,594	2,652,764	21%
	45 - 64	1,167,465	1,741,448	49%
	65+	654,270	785,275	20%
United States	0 - 4	18,354,443	19,175,798	4%
	5 - 24	71,987,755	80,261,468	11%
	25 - 44	80,754,835	85,040,251	5%
	45 - 64	46,371,009	61,952,636	34%
	65+	31,241,831	34,991,753	12%

Source: U.S. Census



Table 4 shows the historic and projected age distribution of the population of the City of Doraville. There are no large shifts in the age distribution of the city's population expected during the planning period. The age groups that currently make up the largest percentage of the population will continue to do so in 2025; those age groups include 5-13 year olds, 25-34 year olds, and 35-44 year olds.

Table 4. Doraville: Population by Age

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
0 – 4 Years Old	501	492	482	618	753	816	879	942	1,005	1,068
5 – 13 Years Old	994	929	864	1,044	1,223	1,280	1,338	1,395	1,452	1,509
14 – 17 Years Old	573	417	260	306	352	297	242	186	131	76
18 – 20 Years Old	399	367	335	435	535	569	603	637	671	705
21 – 24 Years Old	641	614	587	760	932	1,005	1,078	1,150	1,223	1,296
25 – 34 Years Old	1,552	1,690	1,828	2,033	2,238	2,410	2,581	2,753	2,924	3,096
35 – 44 Years Old	994	1,095	1,196	1,387	1,578	1,724	1,870	2,016	2,162	2,308
45 – 54 Years Old	857	836	814	896	977	1,007	1,037	1,067	1,097	1,127
55 – 64 Years Old	578	633	687	666	644	661	677	694	710	727
65 and over	325	449	573	602	630	706	783	859	935	1,011
Total	7414	7522	7626	8747	9862	10475	11088	11699	12310	12923

Source: DCA Planbuilder

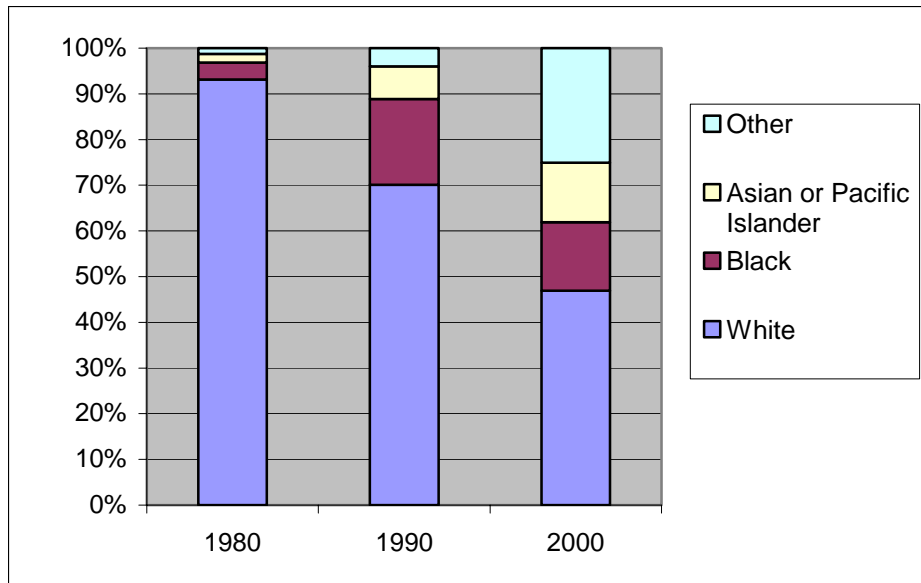
The existing and continued concentration of population in child and parent or “family” age cohorts presents a continued need for programs and services that support families. Additionally, as almost all populations are increasing between 10% and 43% between 2005 and 2025, there will be a need to continually evaluate how to best serve the growing population with regard to services and community facilities.

Race: Existing and Projected Future Conditions

The historic racial distribution trends of Doraville and DeKalb County show a decreasing white population across the board. Since 1980, the white population in Doraville has decreased by almost 50%, leading to a shift from an overwhelming white majority (93%) in 1980 to a much more varied population by 2000 (Figure A1). The white population in DeKalb County has decreased at a rate similar to that in Doraville, while the county black population has grown rapidly, at a rate of 173%. Despite rapid growth from 1980 to 1990, the black population in Doraville grew only marginally between 1990 and 2000, leading to a decrease in its share of the population.



Figure A1. Racial Makeup of Doraville 1980-2000



Initial projections (Table 5) show that these trends will continue through 2025, with the City of Doraville’s white population shrinking steadily and losing its majority status by 2010. The majority population will shift from white to other, made up largely by residents of Hispanic origin. The black and Asian populations will also grow steadily, becoming the second and third most populous races in Doraville by 2025. This distribution based on steady growth of other populations is somewhat different than the growth pattern expected to continue in DeKalb County, where the black population will remain the definitive majority through 2025, when it is projected to be 73% of the County’s population (Table 6). The white minority will represent only 12% of the County’s population, and 13% of Doraville’s population by 2025. Though the other race category will achieve the majority status in Doraville by 2025, it will only represent 9% of the total population in DeKalb County.

The changing racial structure of the city has strong implications for the types of goods and services desired and provided in the city’s commercial districts and in general.



Table 5. Doraville Racial Composition

Category	1980	%	1990	%	2000	%	2010	%	2020	%	2025	%
White	6,895	93.0%	5,324	69.8%	4,571	46.3%	3,409	31%	2,247	18%	1,666	12.9%
Black	274	3.7%	1,421	18.6%	1,457	14.8%	2,049	18%	2,640	21%	2,936	22.7%
American Indian Eskimo or Aleut	13	0.2%	33	0.4%	126	1.3%	183	2%	239	2%	267	2.1%
Asian or Pacific Islander	141	1.9%	545	7.1%	1,266	12.8%	1,829	16%	2,391	19%	2,672	20.7%
Other	91	1.2%	303	4.0%	2,442	24.8%	3,618	33%	4,793	39%	5,381	41.6%
TOTAL Population	7,414	100.0%	7,626	100.0%	9,862	100.0%	11,088	100%	12,310	100%	12,922	100.0%

Source: DCA Planbuilder

Table 6. DeKalb County Racial Composition

Category	1980	%	1990	%	2000	%	2010	%	2020	%	2025	%
White	344,254	71.3%	292,310	53.6%	238,521	35.8%	185,655	25%	132,788	16%	106,355	11.9%
Black	130,980	27.1%	230,425	42.2%	361,111	54.2%	476,177	63%	591,242	70%	648,775	72.5%
American Indian Eskimo or Aleut	605	0.1%	998	0.2%	1,548	0.2%	2,020	0%	2,491	0%	2,727	0.3%
Asian or Pacific Islander	4,633	1.0%	16,266	3.0%	27,047	4.1%	38,254	5%	49,461	6%	55,065	6.2%
Other	2,552	0.5%	5,838	1.1%	37,638	5.7%	55,181	7%	72,724	9%	81,496	9.1%
TOTAL Population	483,024	100.0%	545,837	100.0%	665,865	100.0%	757,287	100%	848,706	100%	894,418	100.0%

Source: DCA Planbuilder



Income and Poverty

The poverty rate for Doraville grew dramatically over the course of the 1990's (Table 7). Doraville's poverty rate increased from 5.2% to 15.3%, an increase of 193%. With this stark increase, Doraville's poverty is a minimum of 2.3% above the county, state, and national averages for the year 2000, as shown below. The poverty rate in Doraville may be linked to job skills or language barriers faced by some residents, but it is an issue of concern for the city.

Table 7. Poverty Rate Change: 1990-2000

	Doraville	DeKalb County	Georgia	United States
1990 Poverty Rate	5.2%	8.1%	11.5%	13.5%
2000 Poverty Rate	15.3%	10.8%	13%	12.4
Percentage Change	193%	33.6%	13%	-8%

Source: U.S. Census

Median household income in Doraville remains below regional, state and national averages, as indicated by the rising poverty rate between 1990 and 2000. In 2000, Doraville's median household income was \$11,307 below that of the Atlanta MSA region and \$1,792 below Georgia's median household income (Table 8). This gap does not appear to be closing, however, as Doraville's median household income grew at a rate 13-19% slower than other jurisdictions.

Table 8. Median Household Income: 1990-2000

	Doraville	Atlanta MSA	Georgia	United States
Median Household Income 1990	\$32,040	\$36,051	\$29,021	\$30,056
Median Household Income 2000	\$40,641	\$51,948	\$42,433	\$41,994
Percentage Change	27%	44%	46%	40%

Source: U.S. Census

Sources of household income indicate Doraville residents achieve a comparable level of activity in the labor force as the Atlanta region. Income through earnings for Doraville' residents was nearly 5% higher than the state of Georgia. In addition, Doraville also recorded a percentage of social security income (20%) that is lower than the state as a whole, but higher than the metro Atlanta region (Table 9).



Table 9. Comparison of Sources of Household Income: 1999

Sources of Household Income in 1999	Households in Doraville	Percentage of Doraville Households	Percentage of Atlanta MSA Households	Percentage of Georgia Households
With Earnings	2667	88%	88.4%	83.8%
With Social Security Income	605	20%	17%	21.9%
With Supplemental Security Income	86	3%	3.1%	4.5%
With Public Assistance	52	2%	2.1%	2.9%
With Retirement income	299	10%	12.6%	14.4%

Source: U.S. Census

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Housing

Type & Mix

Tables 10 and 11 provide information on the current (2000) and the historic mix of housing types in Doraville, as well as the occupancy characteristics of the city's housing market. Table 10 shows that there has been growth in the number of single-family units, almost entirely comprised of attached housing. While the number of single-family units has increased, there has been a decline in the number of multi-family housing units; between 1990 and 2000, the city lost 230 multi-family units. The loss of these units led to a net loss of 57 housing units during the 1990s. Factors leading to this trend may include increased emphasis on homeownership over rental housing as a means of stabilizing community tax base, the advent of zoning and more restrictive land use regulations limiting development of multi-family housing, and the trends toward increasing housing unit size at the national, regional, and local levels in the recent past.

Concurrent with the small shifts in types of housing within Doraville, the percentage of renter households stayed relatively consistent from 1990 to 2000, declining less than 2%. Doraville remains a community composed of approximately half homeowners and half renters. The city's home ownership percentage of 51.1% in 2000 is 7 to 16 percentage points lower than the county, state and national averages. Doraville's proximity to the major urban area of Atlanta has apparently not yet exerted strong influence over the housing market as Doraville has many fewer owner occupants than other localities in the area as a whole. The city's population has increased, and a loss of housing units is problematic with a trend of continued growth. The city appears to have a compromised ability to provide home ownership opportunities or the right type of housing for its residents, which is also evident by the large household size and overcrowding problems that will be discussed in following sections.

**Table 10. Types of Housing Units in Doraville 1980 - 2000**

Types of Housing, 1990 - 2000 City of Doraville			
Housing Units	1990	2000	% Change
Single-Family (detached)	1750	1835	4.9%
Single-Family (attached)	43	136	216.3%
Duplex	156	117	-25.0%
Multi-Family (3 to 9 Units)	650	601	-7.5%
Multi-Family (10 to 19 Units)	380	220	-42.1%
Multi-Family (20 to 49 Units)	202	125	-38.1%
Multi-Family (50 or more Units)	0	95	950000.0%
Mobile Home or Trailer	0	11	110000.0%
All Other	16	0	-100.0%
TOTAL Housing Units	3,197	3,140	-1.8%

Source: U.S. Bureau of the Census (SF3)

Table 11. Types of Housing Units by Tenure, City of Doraville

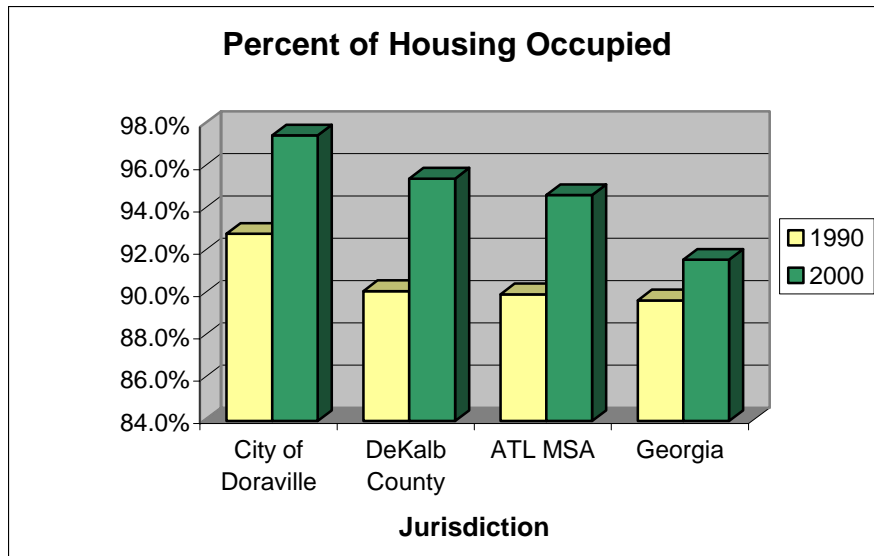
Type of Unit	1990		2000	
	Owner Occupied	Renter Occupied	Owner Occupied	Renter Occupied
One family, detached	46.9%	10.5%	48.6%	10.1%
One family, attached	1.0%	0.5%	2.0%	2.2%
Multiple family	1.2%	39.4%	0.2%	36.4%
Mobile Home or other	0.5%	0.0%	0.2%	0.2%
Total	49.6%	50.4%	51.1%	48.9%

Sources: U.S. Census 2000 SF3, Table H32 and U.S. Census 1990 SF3, Table H22

Despite a very slight decrease in renter occupied housing in Doraville from 1990-2000, the housing occupancy rates have been high in comparison to DeKalb County, Metro Atlanta, and the State of Georgia. However, Doraville's owner-occupied tenure in 2000 (51.1%) was lower than that of DeKalb County (58.5%), Metro Atlanta (66.4%), and the State of Georgia (67.5%). Additionally, Doraville had the highest overall occupancy rates in both 1990 and 2000, during which period there were increases in occupancy rates across the board as shown below in Figure A2.



Figure A2. Housing Occupancy Characteristics 1990 – 2000



Source: U.S. Bureau of the Census (SF3)

Housing Cost

The median property value in Doraville increased 42% between 1990 and 2000 (Table 12). In comparison, median value property values increased 49% in DeKalb County and 57% at the state level (Table 12). The correlation of an increase between Doraville and DeKalb is expected given that the city is located within DeKalb County, which as a part of the Metropolitan Atlanta area tends to have high rates of appreciation. A comparison of the median values shows that as of 2000, Doraville’s median property value was 17% lower than DeKalb County, but 1% higher than the state. Some causes of the differential may be the city’s older housing stock, as well as greater demand than supply in DeKalb County versus more equal supply and demand in the city. In contrast to owner occupied housing values, the 2000 median rent in Doraville was 2% lower than the median rent in DeKalb County, and 22% higher than that of the state.

Table 12. Comparison of Housing Costs

Category	1990	2000	% Change
Doraville			
Median property value	\$79,000	\$112,000	41.8%
Median rent	\$566	\$748	32.2%
DeKalb County			
Median property value	\$90,900	\$135,100	48.6%
Median rent	\$552	\$767	38.9%
State of Georgia			
Median property value	\$70,700	\$111,200	57.3%
Median rent	\$433	\$613	41.6%

Source: U.S. Bureau of the Census (SF3)

Age & Condition of Housing

As of 1990, almost 40% of the city’s housing stock was built during the 1960’s (Table 13). According to the 2000 Census, this percentage decreased to 34% in 2000, as the overall housing stock grew. A comparison of data from 1990 and 2000 shows that new housing



construction in Doraville occurred at a very slow rate, with only 79 units built between 1990 and March 2000, versus 330 in the preceding decade (1980 through March 1990). This relatively low level of construction in the 1980's and 1990's is counter to much of the metropolitan Atlanta area, which experienced high population growth during the 1980's and especially the 1990s. In the past five years there have been very few new housing starts per year due to the lack of undeveloped land in the City of Doraville. As of 2000, less than 3% of the housing in Doraville was constructed after 1990, and less than 15% of all housing is newer than 1980.

There are currently two new developments under construction or planned to begin construction in the fall of 2006; both are primarily composed of townhomes, one with 11 units and the other with close to 250 units.

Table 13. Doraville Housing by Year Built 2000 & 1990

Total: 2000	3,140	100.0%	Total: 1990	3,197	100.0%
Built 1999 to March 2000	5	0.2%	1989 to March 1990	42	1.3%
Built 1995 to 1998	44	1.4%	1985 to 1988	62	1.9%
Built 1990 to 1994	30	1.0%	1980 to 1984	149	4.7%
Built 1980 to 1989	330	10.5%	1970 to 1979	723	22.6%
Built 1970 to 1979	854	27.2%	1960 to 1969	1273	39.8%
Built 1960 to 1969	1070	34.1%	1950 to 1959	828	25.9%
Built 1950 to 1959	640	20.4%	1940 to 1949	100	3.1%
Built 1940 to 1949	74	2.4%	1939 or earlier	20	0.6%
Built 1939 or earlier	93	3.0%			

Sources: U.S. Census Bureau Census 2000 SF3, Table H34 & U.S. Bureau of the Census 1990, SF3, Table H025

The number of housing units lacking complete plumbing and kitchen facilities is a typical measure for substandard housing conditions. In 1990, 17 housing units lacked plumbing facilities and 19 units lacked complete kitchen facilities. By 2000, these numbers marginally decreased to 16 and 15, respectively. As shown in Table 14, it is common for a small percentage of the housing units in DeKalb County, the Atlanta MSA, and the State of Georgia to be lacking plumbing or kitchen facilities. The condition of housing in Doraville, based on these measures, is average compared to neighboring areas.

**Table 14. Condition of Housing in Doraville**

Plumbing and Kitchen Facilities, 1990 – 2000; City, County, and State Comparisons				
Housing Unit Characteristic	City of Doraville	DeKalb County	Atlanta MSA	Georgia
2000				
Percent Lacking Complete Plumbing Facilities	0.5%	0.5%	0.5%	0.9%
Percent Lacking Complete Kitchen Facilities	0.5%	0.5%	0.6%	1.0%
1990				
Percent Lacking Complete Plumbing Facilities	0.5%	0.3%	0.5%	1.1%
Percent Lacking Complete Kitchen Facilities	0.6%	0.5%	0.5%	0.9%

Source: US Census Bureau, 2000 sf3 Table H47, H50; 1990 sf3 Table H42, H64

Household Size

Table 15 shows that the City of Doraville had a larger average household size than the county, region, or state in 2000, taking into account both owner and renter occupied units. Owner occupied households in Doraville averaged 2.9 persons, while renter households averaged 3.57 persons per unit. The overall average household size for all housing units was 3.24. The presence of large households in rental units is somewhat counter to expectations as it is typically assumed that families tend to reside in owner-occupied housing, as shown by larger households in the owner-occupied rather than renter populations in DeKalb County, the Atlanta MSA, and the state of Georgia.

Doraville's population growth has been spurred largely by a number of ethnic minorities with various cultural phenomena that occur as they become more established in a locality. One such trend may be the cultural tendency to live in close quarters within an extended family environment. Such conditions would be likely to quickly increase the average household size which may lead to the indication of overcrowded housing.

In addition to cultural trends, the presence of families or larger households in rental units is not surprising when the city's low per capita income is considered. The 1999 median income is lower than all other jurisdictions, and the per capita income in 1999 was also significantly lower than the county, the Atlanta MSA, and the state. Situations where household size is unusually large are often indicative of a lack of affordable housing for lower income residents of the city, leading to overcrowded housing units.

**Table 15. Average Household Size Comparison, 2000**

Jurisdiction	Doraville	DeKalb County	Atlanta MSA	Georgia
All Occupied Housing Units	3.24	2.62	2.68	2.65
Owner Occupied Housing Units	2.9	2.66	2.79	2.71
Renter Occupied Housing Units	3.57	2.55	2.48	2.51

U.S. Census Bureau Census 2000, SF1, Table H12

Overcrowding

Overcrowding is another factor used to determine the adequacy of housing conditions. The Census defines an over crowded housing unit as one having 1.01 or more persons per room, severely overcrowded persons is defined as 1.51 or more persons per room. In 2000, Doraville had a higher incidence of overcrowding than DeKalb County or the state (Table 16). For both owner-occupied housing and renter-occupied housing, Doraville's percentage of overcrowded units is almost twice as high as the rate for the state and DeKalb County. Particularly notable is the high percentage of severely overcrowded owner occupied units (4.73%) and the percentages for overcrowded (13.42%) and severely overcrowded (13.82%) renter occupied units in Doraville.

Table 16. Comparison of Overcrowded Housing Units by Tenure, 2000

Occupants Per Room	City of Doraville		DeKalb County		State of Georgia	
	Owner Occupied Housing Units	Renter Occupied Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units
1.01 to 1.50 occupants per room (overcrowded)	2.50%	13.42%	1.72%	5.48%	1.72%	5.48%
1.51 or more occupants per room (severely overcrowded)	4.73%	13.82%	0.73%	4.29%	0.73%	4.29%

U.S. Census Bureau Census 2000 SF3 Table H20



Cost Burden

The Census defines “cost burdened” as paying more than 30% of income for housing and “severely cost burdened” as paying more than 50% of income for housing. Analyzing the incidents of cost burdening in a community helps to identify the need for affordable housing and other supportive programs for low-income households. Census data shows that owner-occupied households in Doraville paid slightly more of their income for housing than the average DeKalb County or Atlanta region household in 1999 (Table 17), as indicated by the higher percentage of cost burdened units and the higher median monthly housing costs. Renter occupied housing costs for Doraville are marginally higher than DeKalb County, and lower than metro Atlanta.

Table 17. Comparison of Cost Burden by Tenure

Housing Costs as a Percentage of Household Income in 1999	Specified Owner-Occupied Housing Units	Specified Renter Occupied Housing Units
Doraville		
Less than 30% (not cost burdened)	64.86%	49.93%
30% to 49% (cost burdened)	29.26%	37.65%
50% or more (severely cost burdened)	5.87%	12.42%
Median selected monthly housing costs as a percentage of household income in 1999 --	20.1%	24.7%
DeKalb County		
Less than 30% (not cost burdened)	64.39%	45.32%
30% to 49% (cost burdened)	26.40%	37.93%
50% or more (severely cost burdened)	9.21%	16.75%
Median selected monthly housing costs as a percentage of household income in 1999 --	18.7%	24.5%
Atlanta MSA		
Less than 30% (not cost burdened)	67.83%	47.35%
30% to 49% (cost burdened)	24.17%	36.65%
50% or more (severely cost burdened)	8.00%	15.99%
Median selected monthly housing costs as a percentage of household income in 1999 --	19.4%	25.2%

Census 2000, SF3, Tables H69, H70, H94 and H95

One primary cause of cost burdening is a lack of affordable housing or a mismatch between the cost of housing in a community and the incomes of the community's residents. Table 18 analyzes the balance between incomes and housing costs in Doraville based on 2000 Census data.



Table 18. Community Income and Housing Balance

Income Range	Number of House-holds	Midpoint of Income	Approximate Maximum Affordable Monthly Rent	Rent Range	Rental Units in Range	Deficit or Surplus of Rental Units	Approximate Affordable Ownership Housing Value Range	Ownership Housing Units in this Price Range	Deficit of Ownership Units in Price Range	Total Deficit or Surplus for Income Level
Less than \$9999	180	\$ 9,999	\$ 250	Up to \$249	14	-166	\$10,000 - \$19,999	18	-162	-148
\$10000 - \$14999	169	\$ 12,500	\$ 312	\$250 - \$299	11	-158	\$20,000 - \$29,000	0	-169	-158
\$15000 - \$19999	170	\$ 22,499	\$ 562	\$300 - \$549	132	-38	\$30,000 - \$39,000	0	-170	-38
\$20000 - \$29999	472	\$ 25,000	\$ 625	\$550 - \$599	73	-399	\$40,000 - \$59,999	35	-437	-364
\$30000 - \$34999	214	\$ 32,500	\$ 812	\$600 - \$799	673	459	\$60,000 - \$69,999	22	-192	481
\$35000 - \$39999	284	\$ 37,500	\$ 937	\$800 - \$899	263	-21	\$70,000 - \$79,999	66	-218	45
\$40000 - \$49999	420	\$ 45,000	\$ 1,125	\$900 - \$999	126	-294	\$80,000 - \$89,999	119	-301	-175
\$50000 - \$59999	315	\$ 55,000	\$ 1,375	\$1000 - \$1249	103	-212	\$90,000 - \$124,999	684	369	472
\$60000 - \$74999	249	\$ 67,500	\$ 1,687	\$1250 - \$1499	21	-228	\$125,000 - \$149,999	379	130	151
\$75000 - \$99999	278	\$ 87,500	\$ 2,187	\$1500 - \$1999	44	-234	\$150,000 - \$174,999	94	-184	-140
Over \$100000	288	\$100,000	\$ 2,500	\$2,000 or higher	0	-288	\$175,000 - \$199,999	39	-249	-249

Source: U.S. Census Bureau, SF3 Tables P52, H62, H74,

There is a need for more rental units in all ranges except those renting for \$600-\$799 per month. The only surpluses for ownership fall in the \$90,000-\$149,000 mortgage ranges. The overall deficit in housing is indicative of a lack of affordable housing for rent and purchase, especially by first time homeowners trying to enter the market. The loss of housing units in Doraville during the 1990s has likely played a large role in perpetuating housing shortages. Constructing more housing units in a wider variety of types, such as condominiums and town homes, would begin to fill this gap in the existing housing stock.

There is also a marked lack of higher cost housing units, a sector for which the demand would most likely be for ownership. Provision of a greater number and variety of housing options in the future is the best way to counteract problems with a lack of affordable housing, overcrowding, and housing cost-burdened residents.



Special Housing Needs

There is a significant portion of the population in Doraville with special needs. According to the 2000 Census data on special needs, there are 2,301 residents with some form of disability; representing 24% of the city's population. The types of disabilities range from sensory, physical, mental, self-care and going outside the home to employment disabilities.

There are currently no assisted living facilities, personal care facilities, or nursing services. The following four entities are the primary private service providers for the special needs population in the Doraville area:

Facility Name	Street Address	City	Phone
Pan Asian Center	3760 Park Ave.	Doraville, GA 30340	770-936-0969
Salvation Army	3771 Central Ave.	Doraville, GA 30340	770-936-3050
Catholic Mission	5918 New Peachtree Rd.	Doraville, GA 30340	770-454-8437
Interfaith Outreach	5200 Buford Highway	Doraville, GA 30340	770-457-3727

The Pan Asian Center is facility is a 9-5 facility, and does not provide housing. The primary service provided is classes (to learn English); such meetings typically accommodate 50 people, but are often under-capacity. It serves Doraville, as well as people outside of Doraville, including people from Marietta and other communities in the metro area.

The Salvation Army is also a 9-5 facility, and it holds classes and has church services on Sundays. They have about 15 meeting rooms, and classes are generally full. On Sundays, church services can seat about 300 people, and they are usually at half-capacity. About 80% of facility-users are from Doraville, and the others are typically from elsewhere in the Atlanta region.

Our Lady Of The Americas Catholic Mission (Spanish Mission of Immaculate Heart of Mary) holds English classes and computer classes. There is not information available on the number of people the facility could accommodate or the ratio of people they serve from Doraville or outside areas, but the contact person estimated that most of the people are probably from Doraville and Chamblee, and that they will provide services to anyone. It was reported that they do not have the resources to help as many people as they would like.

Interfaith Outreach is currently the only overnight facility in Doraville. It provides transitional housing for homeless families with children (two-parent families with at least one child under 16). The facility has 10 apartments, and families generally reside there for nine to twelve months. It is a one-year program. Each family has a one-bedroom apartment. They also focus on providing social support services to help families attain self-sufficiency. The primary area of service includes Cobb, DeKalb, Fulton, and Gwinnett Counties. There is currently a one-month waiting list, and the facility can accommodate nine families for six months to one year (free intake).



The above entities do not specifically serve other groups with special needs, such as victims of domestic abuse, violence, those with substance abuse problems and people afflicted by chronic illnesses. There are no shelters specifically linked to domestic violence in Doraville, but there are facilities serving these populations in the greater DeKalb County area. Facilities include the Women's Resource Center to End Domestic Violence and the International Women's Housing in Decatur as well as the Hardwick-Hood Transitional Home run by St. Phillip's AME church. As Doraville grows, the provision of services and information to the special needs population should be monitored to ensure that the entire population continues to be adequately served.

Lastly, the City of Doraville participates with DeKalb County in the HUD funded Community Development Block Grant Program through the Urban County Process. The agreement for years 2006-2008 permits DeKalb County to undertake community development and housing assistance activities in the incorporated areas of Doraville. The County receives Community Development Block Grant, Emergency Shelter Grant, and Home Investment Partnership Grant Program funds and the City of Doraville benefits from these funds. Doraville automatically participates in the Home program if DeKalb County receives Home funding.

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Projections

The set of projections for housing units presented in Table 19 is based on a number of variables: including the number of units needed to house the projected population based on the historic ratio of population to housing units. Revised projections will be presented as the study progresses in order to reflect developments due to mixed use and infill housing anticipated by 2025 as part of the implementation of the city's current LCI study. Increases in housing units due to the future annexation of residential areas adjacent to the city have not been considered.

Table 19. Housing Unit Projections 2000 - 2025

Historic Counts of Housing Units & Population					
Category	1980	1985	1990	1995	2000
Total population	7,414	7,520	7,626	8,744	9,862
Total Housing Units	2,726	2,962	3,197	3,169	3,140
Projected Housing Units					
Category	2005	2010	2015	2020	2025
Projected Population	10,474	11,086	11,698	12,310	12,922
Projected Housing Units	3,244	3,347	3,451	3,554	3,658
Net Increase in Housing Units	104	207	311	414	518

Source: Robert & Company, based on Census 2000 information downloaded from DCA PlanBuilder 6/15/05



Jobs Housing Balance

As the employment data shows, there are many jobs located in the City of Doraville, but only approximately 11% of the city's residents work in Doraville. Despite the city's relatively small size, the city has a breadth of employment across sectors. The prominence of manufacturing and wholesale jobs would ideally contribute to creating a somewhat balanced relationship between jobs and housing in the city. However, there is also a large presence of retail and service jobs that are typically not high wage positions, so it is expected that many of those workers do not live in close proximity to their jobs or even within the city of Doraville due to a lack of housing options in their affordability range. Doraville's infrastructure and location near major highway corridors close to the city of Atlanta provide it with the ability to be an established community in its own right rather than simply a bedroom community for more employment rich areas of DeKalb County and the Atlanta MSA.

For higher wage jobs, there are opportunities for the development of additional office based, professional services establishments in the city. These offices could be located over retail and service establishments in the Buford Highway commercial area/ potential future town center. The development of additional professional jobs will help with the jobs housing balance, allowing local residents who direct small firms or would be interested in starting their own business to locate in the city and reduce their daily commute. However, the office park areas in and around Doraville have experienced high vacancy rates in the recent past; the market will need to dictate the construction of additional office space in Doraville.

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Employment

Economic Base

The industries within the City of Doraville with the most establishments are the wholesale and the retail industries (Table 20). The wholesale industry had 130 establishments as of 2002, which accounts for almost 20 percent of the city's total establishments. The high concentration of wholesale establishments in Doraville sets the city apart from both the Atlanta region and the state. The highest concentration of establishments in the Atlanta MSA are in the professional, scientific and technical services industry (19%). The retail industry recorded a higher number of establishments than any other industry in the state of Georgia during the same period (17.4%).

In Doraville, the second greatest number of establishments are in the retail industry, which accounts for 17% of the city's total establishments. Doraville's percentage of retail establishments is comparable to the share of this industry's establishments in Atlanta and Georgia. Over 13% of the city's establishments are included in the "Other services (except Public Administration)" segment of the economy, which makes up Doraville's third highest concentration of establishments. The three industries with the greatest number of establishments in Doraville make up half of all of the city's establishments.

Doraville lags behind the Atlanta region and Georgia most notably in the percentage of establishments per industry in two categories: professional, scientific, and technical assistance; and health care & social assistance (Table 20). The greatest disparity between establishments in Doraville's industries and those of the regional and state economies is in the professional, scientific, and technical assistance category. Doraville trailed the Atlanta region by almost 10% and Georgia by 3%. The apparent lack of health services and social assistance establishments in Doraville, 6 percent and 5 percent less than the region and state, respectively, could be a problematic portion of the economy as the population grows and more services in this category are needed. The City of Doraville is similar to the region and the state in terms of industries with the fewest establishments. These include the information industry, the arts, entertainment & recreation industry, and the educational services sector.

As of the 2002 Census, there were approximately 10,530 employees in the City of Doraville (Table 20). The highest concentration of employment in Doraville are in the manufacturing industry (35.6% of the city's total employment) and administrative & support & waste management & remediation services (20% of city's total employment), as shown in Table 20. Together, these industries account for over half of the people employed in the city. The large manufacturing numbers are affected by the presence of the General Motors plant in Doraville. The manufacturing industry is also the leading employer in the state of Georgia (16.6%).

**Table 20. Employment in the City of Doraville**

Industry	Number of Establishments	% of City Total	Number of Employees	% of City Total
Manufacturing ¹	52	7.9%	2,500 - 4,999	35.6%
Wholesale	130	19.6%	1809	17.2%
Retail	114	17.2%	877	8.3%
Information	18	2.7%	96	0.9%
Real Estate & Rental Leasing	35	5.3%	260	2.5%
Professional, Scientific, & Technical Assistance	60	9.1%	377	3.6%
Administrative & Support & Waste Management & Remediation Services	59	8.9%	2058	19.5%
Educational Services	5	0.8%	20-99	0.6%
Health Care & Social Assistance	29	4.4%	159	1.5%
Arts, Entertainment, & Recreation	7	1.1%	23	0.2%
Accommodation & Food Services	66	10.0%	665	6.3%
Other Services (Except Public Administration)	87	13.1%	397	3.8%
Totals	662	100.00%	10,530	100%

Source: Economic census, 2002.

¹ Manufacturing numbers are based on 1997 data because the 2002 data is not yet available.

The administrative & support & waste management & remediation services has 2,058 employees, which is 20% of Doraville's total employment. As Table 21 displays, this is a higher concentration of employment in this sector than the nation and Georgia have, but this sector accounts for almost 14% of the Atlanta region's total employment. The wholesale industry, which makes up 17.2% of Doraville's employment has the third highest concentration of employees. The retail trade industry accounts for 8.3% of the city's employment, whereas it accounts for the majority of the Atlanta region's employment (16%) and for almost 14% of Georgia's total employment. Doraville's concentration of employment in the industry is 5 to 8 percent less than the national, state, and regional concentrations. These industries support the population lifestyle, and though their employment does not provide a significant portion of the residents' income, the absence of a high concentration of retail is rare in metropolitan Atlanta. Although Doraville's employment in the retail industry lags behind the significant shares that the Atlanta region and Georgia have, the city is comparable to these regions in the percentage of retail establishments as part of the area's total establishments.

As shown in Table 21, Doraville established significantly higher concentrations than the region, state or nation in three employment industries: manufacturing, administration, support, waste managements, & remediation services; and the wholesale trade industry. Doraville's top three employment classifications by local concentration accounted for over 72% of the city's total employment. This combination of concentrated employment was far greater than any combination among region, state, or national levels. The significant levels of employment in these three industries are



largely influenced by the General Motors Manufacturing Facility, located in Doraville in the late 1940s.

In addition to retail employment, Doraville lags behind the other regional levels of comparison in employment the most in the healthcare and social assistance industry, the information industry, and somewhat in the professional, scientific & technical services industry. It also falls short of the percentages of employment in the arts, entertainment, and recreation industry, but the small percentage of the city's total employment in this industry is a trend in the United States, Georgia, and the Atlanta region as well.

Table 21. Concentration of Employment by Industry

Industry	U.S. %	Georgia %	Atlanta MSA %	Doraville %
Manufacturing ¹	13.4%	16.6%	12.2%	35.6%
Wholesale Trade	5.4%	6.2%	9.8%	17.2%
Retail Trade	13.4%	13.9%	16.0%	8.3%
Information	3.4%	4.5%	7.7%	0.9%
Real estate & rental & leasing	1.8%	1.9%	2.8%	2.5%
Professional, scientific & technical services	6.7%	6.0%	9.8%	3.6%
Admin, support, waste mgt, remediation services	8.0%	9.0%	13.6%	19.5%
Educational services	0.4%	0.3%	0.5%	0.6%
Health care and social assistance	13.7%	11.6%	11.8%	1.5%
Arts, entertainment & recreation	1.7%	1.1%	1.5%	0.2%
Accommodation & food services	9.2%	9.1%	10.9%	6.3%
Other services (except public administration)	3.2%	2.6%	3.4%	3.8%

Source: Economic census, 2002.

¹ Manufacturing numbers are based on 1997 data because the 2002 data is not yet available.



Resident Labor Force

While Doraville's population grew between the 1990 and 2000 U.S. Censuses, its labor force, as a percentage of the population, decreased. The U.S. Census defines the labor force as persons classified as employed or unemployed. In 1990, 76.6% of persons 16 years and over were in the labor force; by 2000, the percentage of population in the labor force had fallen to 70.5%. The percentage of all males active in the labor force over this time period fell from 83.4% to 76.6%, while the percentage of females in the labor force fell from 69.9% to 62.4%, (Table 22). The percent of persons employed in the labor force also decreased between 1990 and 2000 from 73.3% to 66.8%. Likewise, the unemployment in the labor force increased from 3.3% to 3.7%.

Table 22. Employment Status: 2000

	Doraville	Atlanta MSA	Georgia	US
<i>Persons 16 years and over</i>	100.0%	100.0%	100.0%	100.0%
In Labor Force	70.5%	70.6%	66.1%	63.9%
Employed	66.8%	66.9%	61.4%	59.7%
Unemployed	3.7%	3.5%	3.6%	3.7%
Armed Forces	0%	0.2%	1.1%	0.5%
Total Males	57.1%	48.7%	48.5%	48.3%
% of Labor Force	62.1%			
Male Civilian Employed ¹	73.3%			
Male Civilian Unemployed	3.3%			
Total Females	42.9%	51.3%	51.5%	51.7%
% of Labor Force	37.9%			
Female Civilian Employed	58.2%			
Female Civilian Unemployed	4.2%			
Not In Labor Force	29.5%	29.4%	33.9%	36.1%

Source: U.S. Census

¹0% males and females in Armed Forces

As Table 23 displays, DeKalb County's most recent unemployment rate (July 2005) of 5.6% has increased significantly since the City of Doraville's rate in the 2000 U.S. census. The Georgia Department of Labor clarifies that a new methodology was used to calculate the 2005 unemployment rates, therefore these numbers are not comparable with statistics from previous years. The updated unemployment rates incorporate more current residency factors. The Atlanta MSA's unemployment rate increased by 60% over the past five years from 3.5% to 5.6%. The Atlanta region's unemployment growth mirrored the state as a whole, which jumped 56% from 3.6% in 2000 to 5.6% in July of 2005 (Table 23).

Table 23. Unemployment Rate: 2000- 2005

	Doraville	Atlanta MSA	Georgia
2000 Census	3.7%	3.5%	3.6%
July 2005 (revised)	5.4% (DeKalb Co.)	5.4%	5.6%

Source: Georgia Department of Labor



Commuting Patterns

The majority (54%) of City residents work outside of DeKalb County. Doraville and DeKalb County combine as the chief employment location for the remaining 45% of Doraville's labor force (Table 24).

Table 24. Place of Work: 1999

Place of Work	Amount	Percentage
Doraville	560	11%
DeKalb County	2345	45%
Outside DeKalb County	2829	54%
Outside Georgia	29	1%
Total	5,203	100%

Source: U.S. Census

The impact of the Atlanta region's widespread employment centers can be seen in Doraville's mean travel time to work. Doraville residents spend an average of 29.0 minutes commuting to work. Though this is two minutes shorter than the rest of the Atlanta region, Doraville residents' commutes are approximately one to four minutes higher than the state and national average (Table 25).

Table 25. Mean Travel Time to Work: 2000

	Doraville	Atlanta MSA	Georgia	United States
Mean Travel Time to Work, minutes	29.0	31.2	27.7	25.5

Source: U.S. Census



Wages

The Georgia Department of Labor does not produce weekly wage information at the City level; such an examination must use DeKalb County data. While DeKalb County's overall average weekly wage is in line with the Atlanta MSA's average weekly wage, its various sectors differentiate substantially. While DeKalb County's overall weekly wage level is only \$7 less than the Atlanta MSA, DeKalb County has a \$57 higher goods producing wage, a \$52 smaller service producing wage, and an \$87 smaller government wage. In comparison to the state averages, DeKalb's wages all exceed Georgia's, except for the government wage which is equal (Table 26).

Table 26. Weekly Wages: 2003

	DeKalb County	Atlanta MSA	Georgia
Overall	\$805	\$812	\$704
Goods Producing	\$928	\$871	\$735
Service Producing	\$757	\$809	\$702
Government	\$681	\$768	\$681

Source: Georgia Department of Labor

Economic Trends

The economy of Doraville has been relatively stable over the past 10 to 20 years, with manufacturing representing the largest and typically strongest sector, it accounts for 35.6% of all employees in Doraville. This is substantially higher than the percentage of manufacturing employees in the Atlanta region, state, or country. Other industries with a greater share of employment and earnings than the region or state include: Wholesale Trade and Administration, Support, Waste Management, and Remediation services.

While the retail industry plays a significant role in many area economies, it has a somewhat lesser role in Doraville, accounting for 8.3% of the city's employment. This is approximately half as much as the Atlanta region and 5% less than the state and the country as a whole. The retail industry has the fourth largest share of employment in Doraville, but due to the strength in other sectors of Doraville's economy, this is not seen as detrimental to the economy at this time. However, given potential economic changes over time, it is likely that the retail industry will expand to meet growing needs for jobs and services.

The projections from the previous Comprehensive Plan (1994) suggest an increase across most sectors except those associated with farming; such increases have not been realized across the board. The plan also referenced the expansion of production at the Doraville General Motors plant. While it did expand in the late 1990s, the plant is currently undergoing production and staffing reductions, as evidenced by a 5% employment cut in August 2005. It is not enough to rely on past trends as indicators of the future economy of Doraville, as it can be seen that trends are subject to change over time.



Economic Development Resources

The City of Doraville does not operate a formal Economic Development department or division. The City does not have a formal agreement with services from any entity in DeKalb County, but does utilize the DeKalb County Chamber of Commerce as an economic development liaison when an opportunity arises or as necessary.

While DeKalb County offers a comprehensive package of incentives for specific developments in the unincorporated areas of the county, the city does not have its own program for business development. By offering an economic development incentives package, Doraville could be competitive with other areas of DeKalb County in attracting new businesses. Offering incentives for new development provides certain monetary advantages to desired developments, and proclaims publicly that the city is development friendly and welcoming of quality proposals. While Doraville is a largely built out city and there are few to no sites for future large-scale new business development, there is great potential for redevelopment throughout the city. This must remain an important consideration for the future direction of industry in Doraville.

Unique Economic Activities

The city is currently undertaking a Livable Centers Initiative study funded through the Atlanta Regional Commission. The LCI study has the potential to outline specific areas of the city where redevelopment and future business growth have the potential to occur.

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Natural and Cultural Resources

Part V

There are *environmental planning criteria* included as part of the Minimum Planning Standards; these deal specifically with the protection of water supply watersheds, groundwater recharge areas, wetlands, river corridors, and mountains. The criteria were developed by the Department of Natural Resources (DNR) as mandated in Part V of the Georgia Planning Act and in the Mountains and River Corridors Protection Act.

The following sections identify the presence or absence of these environmentally sensitive areas within Doraville and make recommendations as to the local implementation of minimum criteria. Doraville is currently in compliance with Part V.

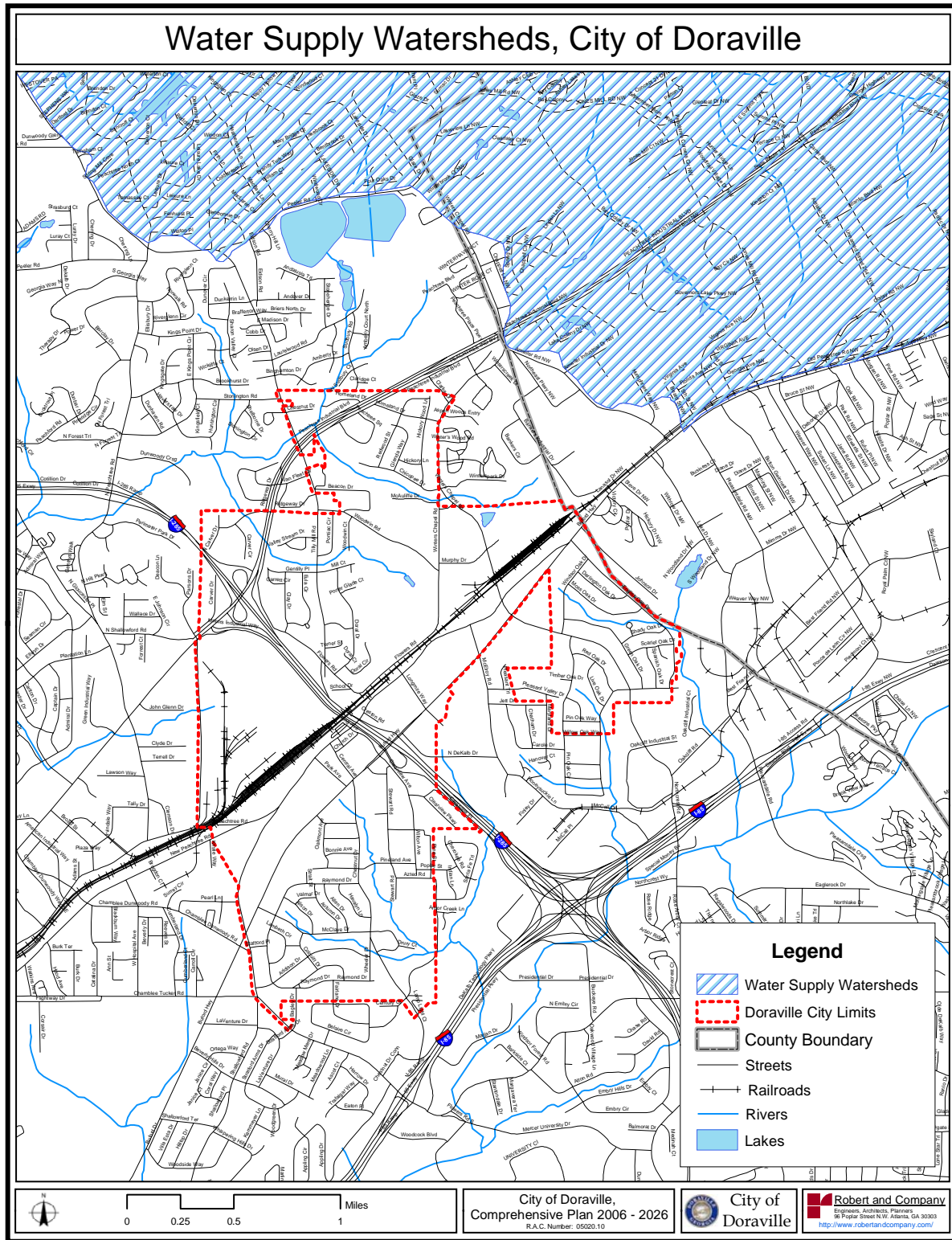
Water Supply Watersheds

The Georgia Department of Natural Resources defines a water supply watershed as the area where rainfall runoff drains into a river, stream or reservoir used downstream as a source of public drinking water supply. By limiting the amount of pollution that gets into the water supply, local governments can reduce the costs of purification and help safeguard public health. The protection criteria for water supply watersheds vary depending on whether the watershed is large (>100 sq. miles) or small (< 100 sq. miles).

The City of Doraville does not lie within a water supply watershed. The City is located on and adjacent to the ridgeline where railroads and MARTA are located. The elevation map shown in Figure A3 provides a visual indication of Doraville's location, and the water supply watershed map below shows where other proximate watersheds are located.



Figure A3. Water Supply Watersheds





Wetlands

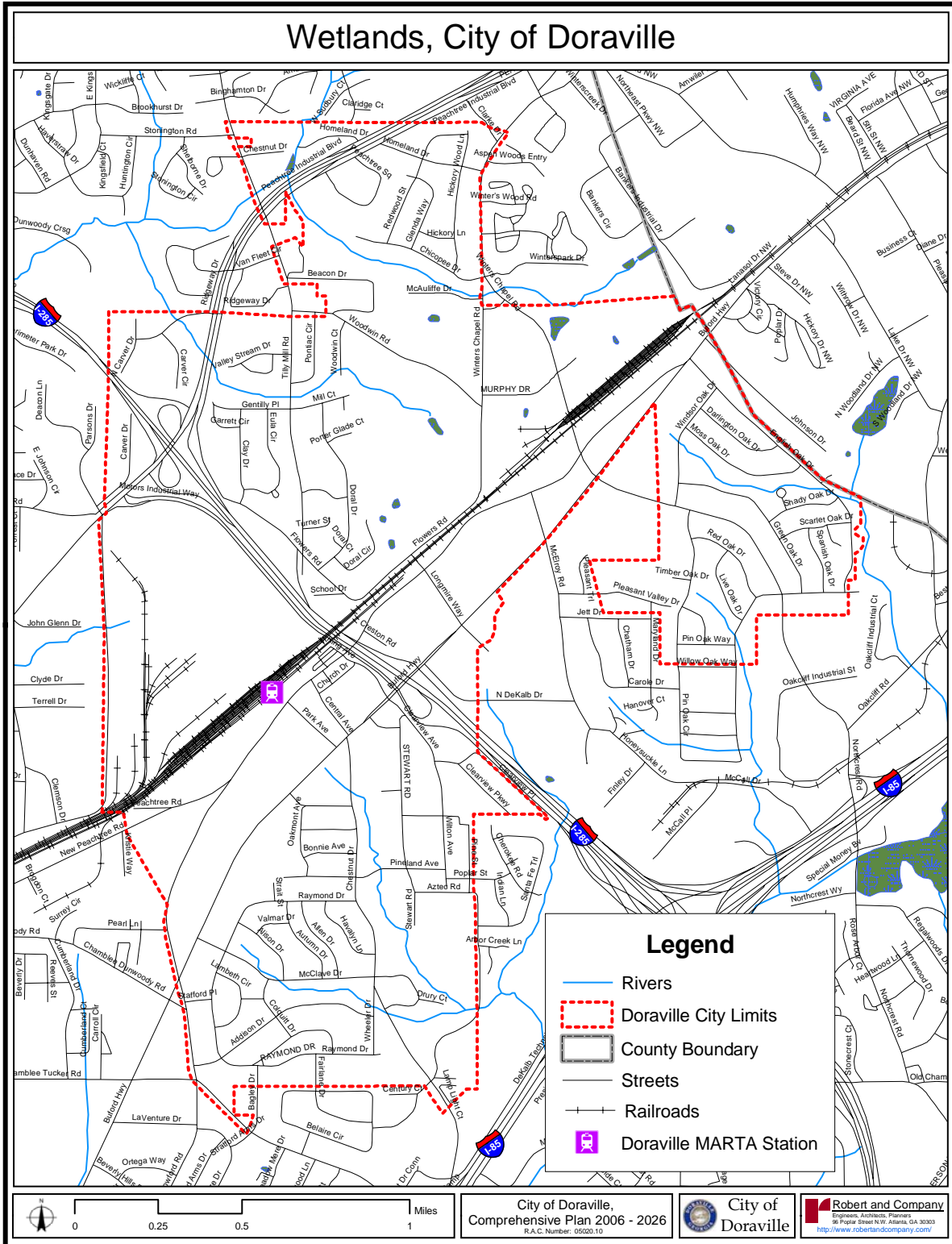
Wetlands are areas that are flooded or saturated by surface or groundwater often and long enough to grow vegetation adapted for life in water-saturated soil. Wetlands provide many important benefits including: Flood Control - Wetlands act as natural sponges, they absorb and gradually release water from rain to groundwater and streams, Water Quality Improvement - Wetlands act as natural filters and remove sediment, nutrients and pollution from runoff, Groundwater Recharge - Water migrates downward through wetlands to maintain groundwater levels, and Recreation - Many recreational activities take place in and around wetlands - hunting, fishing, hiking, birding, and photography.

The DNR's Rules for Environmental Planning Criteria direct local governments to acknowledge the importance of wetlands for the public good in the land use planning process and to take the potential impacts to these environmentally sensitive areas into consideration when planning for future development. Figure A4 shows the extent of wetlands within the City of Doraville. As the figure shows, there are no substantial areas comprised of wetlands in the City of Doraville. Thus, the city does not need to adopt criteria for wetlands protection within its Zoning and Development Regulations. The city does need to continue its vigilance in the erosion and sedimentation control program it has established.

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Figure A4. Wetlands





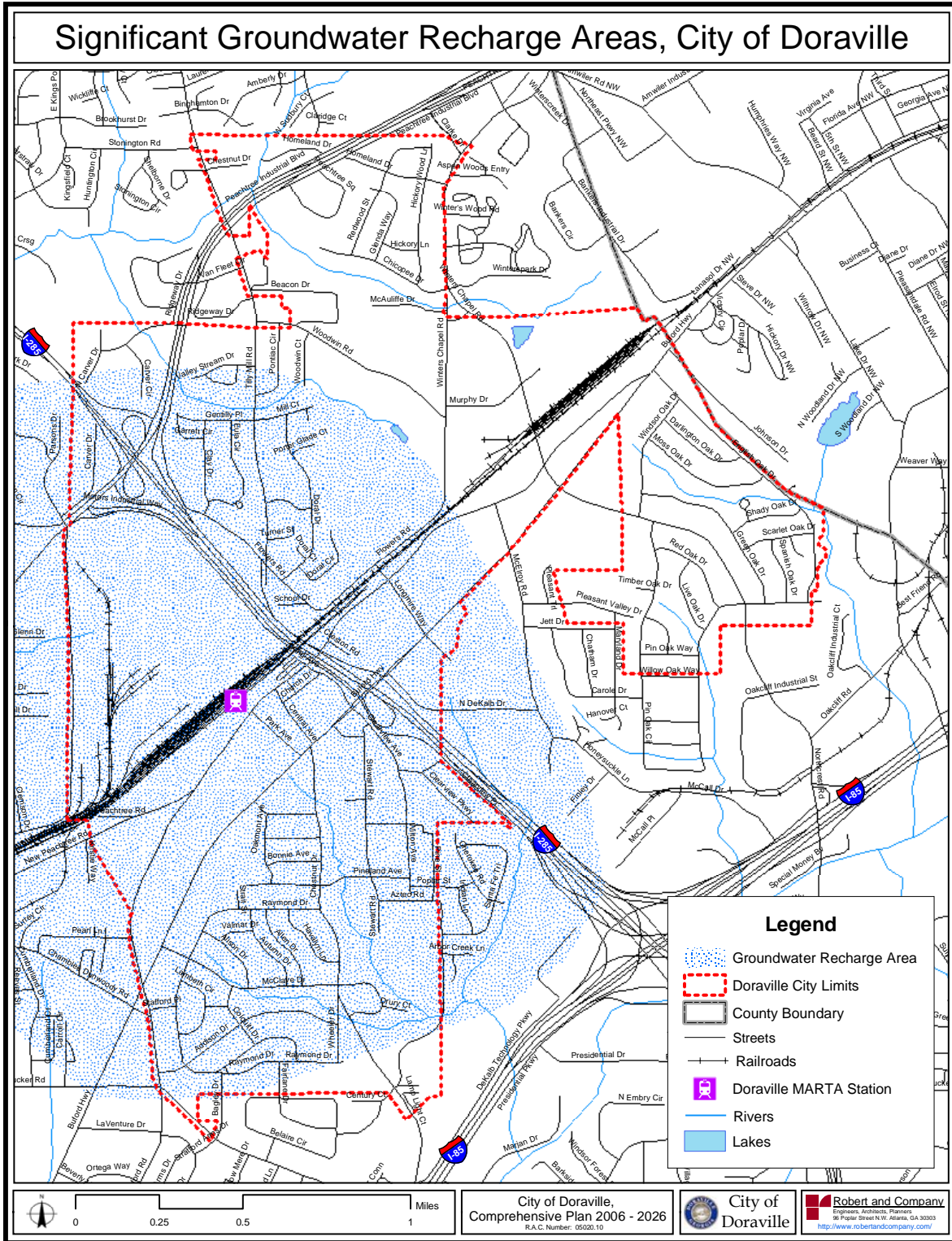
Groundwater Recharge Areas

There is one groundwater recharge area located in or adjacent to the city of Doraville (Figure A5). This area is defined as a 'significant recharge area' by the Georgia Department of Natural Resources, which means that Doraville is obligated to adopt and enforce an ordinance for recharge area protection. The purpose of such an ordinance would be to limit development densities, control the design of stormwater infiltration basins, and the handling of hazardous materials within the recharge area.

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Figure A5. Significant Groundwater Recharge Areas





Protected Mountains

There are no protected mountains in Doraville.

Protected River Corridors

There are no protected river corridors in Doraville.

Other Environmentally Sensitive Areas

Public Water Supply Sources

Water for the City of Doraville is provided by DeKalb County. The water is drawn from the Chattahoochee River. A more detailed description of the DeKalb County/ Doraville water system is presented in the Community Facilities section.

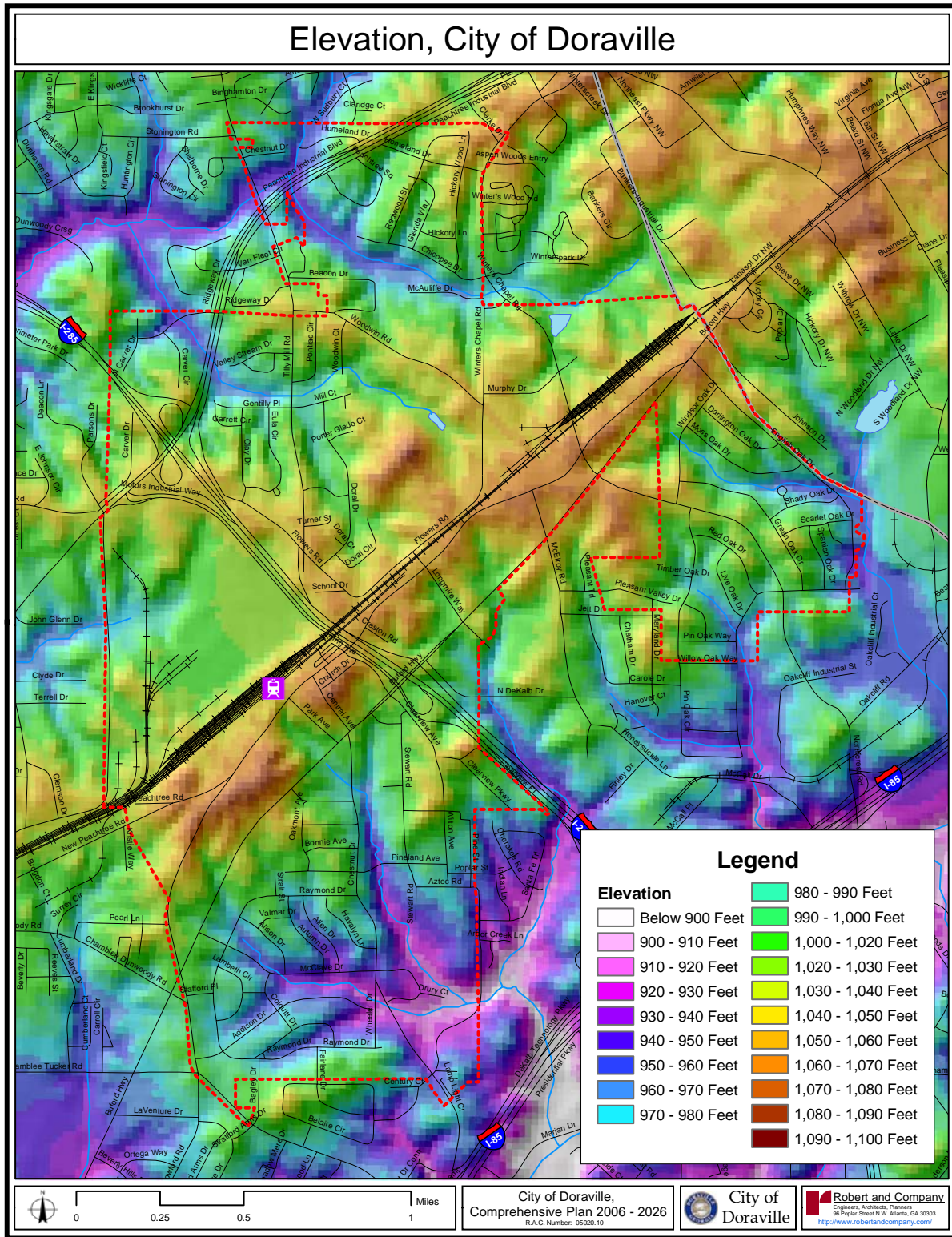
Steep Slopes

The City of Doraville lies within the Piedmont Province of Georgia. Within the Piedmont Province, Doraville lies within the Gainesville Ridges District. The topography of Doraville is generally gently rolling with slopes under 15% (Figure A6). There are no steep slopes in Doraville. From a land use standpoint, the topography of Doraville should not have a major impact on future development. However, the following should be considered in the location of land uses: Intensive uses such as commercial and industrial should be encouraged to development in areas with reasonable level and slopes not exceeding 5%. Residential development is best suited for lands with a slope of less than 12%. The city's current erosion and sedimentation control ordinance is sufficient to protect these sensitive areas.

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Figure A6. Elevation





Flood Plains

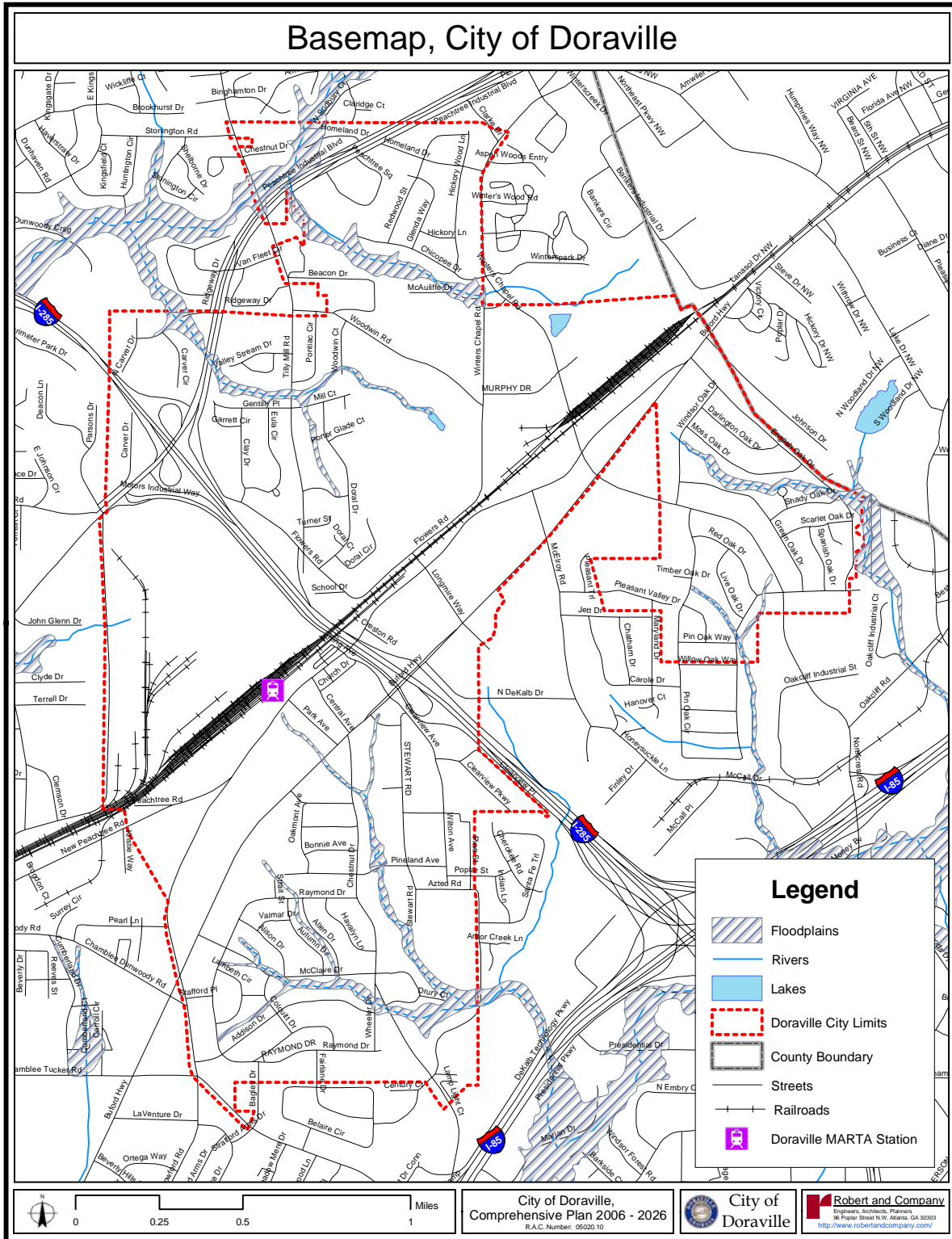
Floodplains serve three major purposes (1) natural water storage and conveyance; (2) water quality maintenance; and (3) groundwater recharge. The Federal Emergency Management Agency (FEMA) has identified and mapped areas in Doraville that are prone to flooding, based on the 100-year, or base flood (Figure A7). The 100-year flood is the national standard on which the floodplain management and insurance requirements of the National Flood Insurance Program are based. Floodplains in Doraville are found primarily along tributaries to Nancy Creek.

Development within flood plains is restricted by City, State and Federal regulations for the purpose of protecting the environmental resource and the life and property of persons residing or making their living in the vicinity of these areas.

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Figure A7. Floodplains





Soils

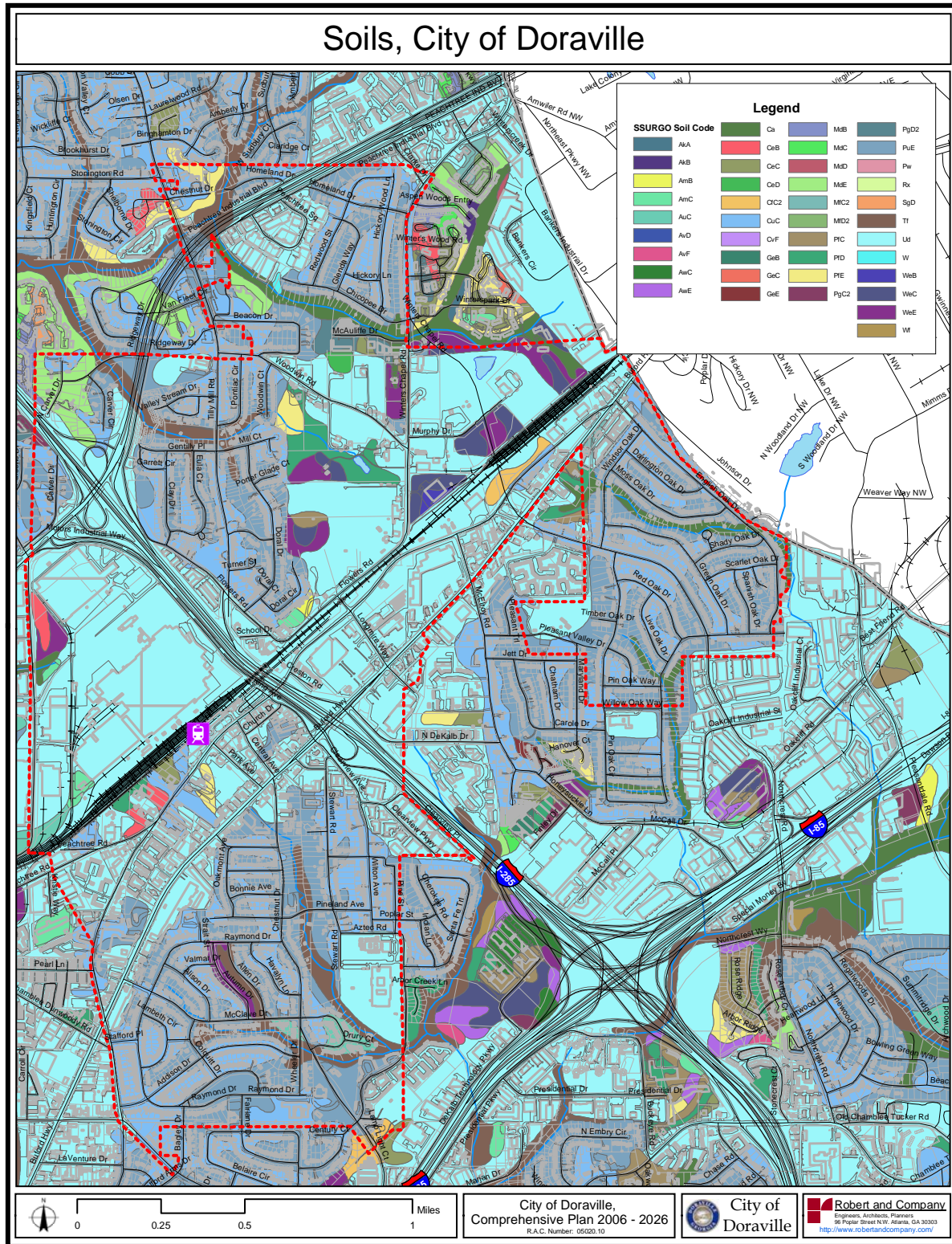
The general soils associations for the Doraville Area are shown in Figure A8. The majority of soil types found within Doraville are classified as urban land soils. These soils are commonly found in developed areas and have, over time, been modified land development activities such as grading, shaping, and smoothing. As Doraville is a built-out city with no undeveloped land that is suitable for development, the urban land soils are thought to dominate the city. Other soil types that may be found in Doraville include Pacolet-Urban land Complex, Wedowee sandy loam, Cecil-Urban land complex, and Appling Urban Land.

Pacolet-Urban Land complex and Wedowee sandy loam soils have limitations for urban uses due to slope. These limitations may typically be mitigated through design and the careful installation of structures. Cecil-Urban land complex and Appling Urban soils are both well suited for most urban development and recreation uses, with the exception of structures that rely on septic tank systems. In floodplain areas in Doraville, the soils are nearly level and have limitations due to wetness and consistent flooding.

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Figure A8. Soils





Plant and Animal Habitats

The US Fish and Wildlife Service maintains listings of threatened and endangered species by county for the State of Georgia. This list was most recently updated in May 2004. While not specifically designated for individual cities within the county, it is assumed that any species listed for DeKalb County may also exist in or around Doraville. There are currently two animals and seven plants designated as being of special concern as shown in the tables below.

Species are listed with their Federal, and where applicable, state status. Federal designations include Threatened Species: The term "threatened species" means any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range, and Endangered Species: The term "endangered species" means any species which is in danger of extinction throughout all or a significant portion of its range. There are four State designations; Endangered: A species which is in danger of extinction throughout all or part of its range, Threatened: A species which is likely to become an endangered species in the foreseeable future throughout all or part of its range, Rare: A species which may not be endangered or threatened but which should be protected because of its rarity and Unusual: A species which has special or unique features that entitle it to special consideration to ensure its continued survival. There are four animals and six plants listed in Tables 27 and 28.

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Table 27. Threatened and Endangered Animals in Doraville

Species	Federal Status	State Status	Habitat	Threats
Bird				
Bald eagle <i>Haliaeetus leucocephalus</i>	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
Fish				
Bluestripe shiner <i>Cyprinella callitaenia</i>	No Federal Status	T	Brownwater streams	

Source: U.S. Fish and Wildlife Service

T- Threatened
E- Endangered

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Table 28. Threatened and Endangered Plants in Doraville

Species	Federal Status	State Status	Habitat	Threats
Plant				
Bay star-vine <i>Schisandra glabra</i>	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
Black-spored quillwort <i>Isoetes melanospora</i>	E	E	Shallow pools on granite outcrops, where water collects after a rain. Pools are less than 1 foot deep and rock rimmed.	
Flatrock onion <i>Allium speculae</i>	No Federal Status	T	Seepy edges of vegetation mats on outcrops of granitic rock	
Granite rock stonecrop <i>Sedum pusillum</i>	No Federal Status	T	Granite outcrops among mosses in partial shade under red cedar trees	
Indian olive <i>Nestronia umbellula</i>	No Federal Status	T	Dry open upland forests of mixed hardwood and pine	
Piedmont barren strawberry <i>Waldsteinia lobata</i>	No Federal Status	T	Rocky acidic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods	
Pool Sprite, Snorkelwort <i>Amphianthus pusillus</i>	T	T	Shallow pools on granite outcrops, where water collects after a rain. Pools are less than 1 foot deep and rock rimmed	

Source: U.S. Fish and Wildlife Service: http://www.fws.gov/athens/endangered/counties_endangered.html



Prime Agricultural and Forest Land

There is no prime agricultural or forestland remaining within the City of Doraville.

Scenic Areas

There are no views or sites of scenic value within the City of Doraville.

Historic Resources

No buildings, structures, or historic districts in Doraville are listed on the National Register of Historic Places. Though the rail lines brought early settlement to Doraville, no relics of the early settlements are in tact and no areas in Doraville are known to possess archaeological or cultural significance. Thus, no special historic interests have been identified by local officials for special consideration.

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Community Facilities

Some of the primary community facilities in Doraville include the schools, library, and recreation facilities. Other community facilities discussed in this section include services related to public safety and infrastructure.

Schools

The DeKalb County School System operates three public schools in Doraville; two Elementary Schools and one Middle School. There is also a Driver's Education Center for the DeKalb County System located in Doraville.

Libraries

The Doraville Public Library is located on Central Avenue in the center of Doraville, proximate to the City's governmental buildings. Open six days a week, and operated by DeKalb County, the 10,000 sq. ft. library provides a full range of services to the citizens of Doraville. Some of the more specialized include Spanish collections for adults and juveniles as well as special seasonal programs such as the Summer Reading Program.

Parks & Recreation

The City of Doraville contains a total of approximately 51 acres of parks and recreation facilities as listed below in Table 29. These are located throughout the city (See Figure A9). In addition to the developed and maintained facilities listed herein, the City also owns a number of green spaces throughout the community that have the potential to be developed into recreational facilities in the future and may currently be used as passive open space. The general location of all city-owned greenspace is listed below the parks in Table 29.

Residents of Doraville also have easy access to some notable state and national parks located in close proximity to the city. However, the 51 acres of parkland in Doraville equates to only 5.2 acres/1000 residents based on the City's population in 2000. Greater provision and maintenance of recreation facilities is an issue that should be addressed.

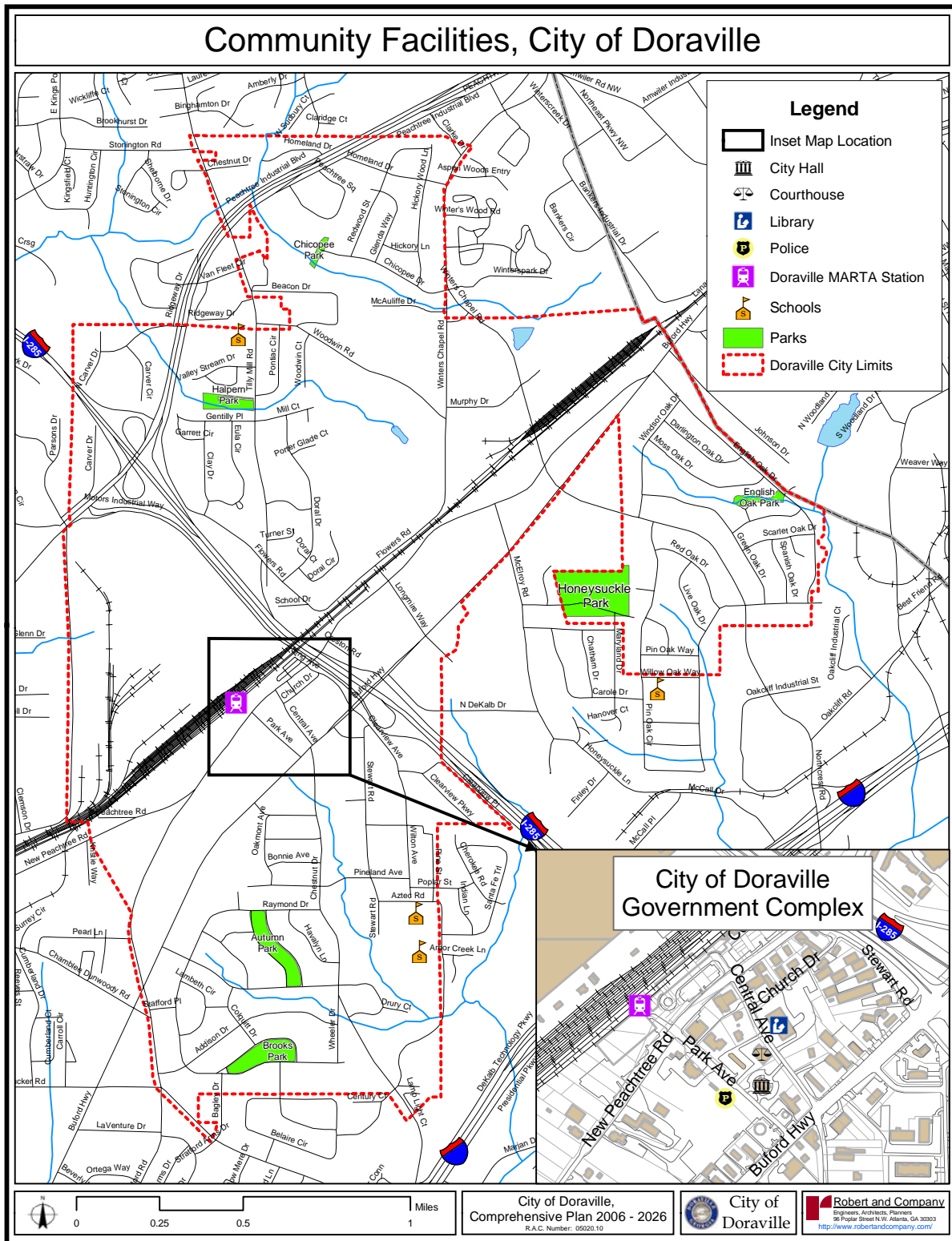


Table 29. Doraville Parks and Recreation Facilities

Parks	Location	Acres
Honeysuckle	Pleasant Valley Dr.	20.0
Flowers	Park Avenue	7.97
Brook	Brook Parkway	5.85
Halpem	Tilly Mill Road	4.90
Autumn	Allen Drive	4.75
Carver	Carver Dr	2.00
English Oak	English Oak Dr	1.75
Chicopee	Chicopee Dr.	1.50
Windsor Oak	Windsor Oak Dr	1.44
Homeland Drive	Homeland Dr.	1.11
City Owned Greenspace	Location	Acres
Yeshiva High School	3130 Raymond Dr	.667
Northwoods Subdivision	Lots 6,24,30,21,29,20,14,13,1,18,2	
Winters Chapel Hill Subdivision	Homeland Drive Lots 75,76,77,78	3.41
Gentilly Place	2589 Gentilly Place, Lot 5	
Stewart Road/Clearview	2000 Clearview Ave.	2.58
Wheeler and Addison Drives	Lots 6&15	
Wheeler and Chestnut Drives	Lot 7	
Recreation Facilities	Location	Number
Baseball/Softball Fields		4
Basketball Courts		2
Tennis Courts		4
Community Centers/Gyms		2
Soccer Fields		2



Figure A9. Community Facilities





Water Supply & Treatment

The City of Doraville is served by DeKalb County for both water and wastewater services. The County water supply is the Chattahoochee River. DeKalb County has a Raw Water Pumping Station in north Fulton County above the City of Atlanta that serves as its intake. The Georgia Environmental Protection Division permits DeKalb County to withdraw a maximum of 140 million gallons per day from the Chattahoochee River.

The supply of treated water is considered adequate at this time and is anticipated to be into the future since the DeKalb Water and Sewer Division is currently working to increase its supply and treatment capacity. The Water & Sewer Division has completed the design of a new water pump station on the Chattahoochee River. Construction on the new pump station is estimated to begin in 2007. The station will be a state-of-the-art facility that pumps water from the Chattahoochee River via pipeline to the new reservoirs at Scott Candler Water Filter Plant where the water will be treated. The projected cost of the pump station totals \$45 million.

The Scott Candler Filter Plant, DeKalb County's only drinking water production plant, was constructed in 1942 and has been expanded a number of times to reach its current 128 million gallon a day (MGD) capacity. A new water plant is being constructed next to the current plant in order to upgrade to the latest technology and increase capacity. Work on the new plant started in August 2002, and is expected to be completed in 2005. The cost of the new plant is \$153 million; the final expansion to 200 MGD is estimated to cost an additional \$50 million.

The City of Doraville does not have any water storage facilities; the DeKalb Water and Sewer Division provides storage for the entirety of DeKalb County in the Scott Candler Filter Plant Reservoirs. Until Spring 2001, DeKalb County's raw water storage from the Chattahoochee River consisted of two reservoirs with a combined capacity of 240 million gallons. In May 2001 construction began to increase the storage at the two existing reservoirs and add a third reservoir for a total capacity of one billion gallons. The cost of the project, which was completed in 2004, was \$44 million. Water service is available everywhere within the City Limits of Doraville.



Sewerage System and Wastewater Treatment

The sewer system within Doraville is gravity fed to trunk lines provided by DeKalb County Water System. Sewage from the northern half of DeKalb County is treated at the R.M. Clayton Wastewater Treatment Plant in the City of Atlanta. DeKalb County has five major trunk sewers connecting to the R.M. Clayton Plant: North Fork Peachtree Creek, South Fork Peachtree Creek, Nancy Creek, Veterans Hospital, and Indian Creek sewers. DeKalb County has completed improvements to the major trunk sewers within DeKalb County. Atlanta is currently improving the portions within the city boundaries. As DeKalb uses these lines to convey sewage to the plant, there is fiscal responsibility for the proportionate share of the improvements. The improvements will upgrade the original lines, some dating back to the 1900's. The most common problems experienced within the system include pipe blockages due to roots and grease buildup.

The City of Doraville produces a small portion of the average 35-50 MGD from northern DeKalb County that flows into R.M. Clayton. At R.M. Clayton WRC in northwest Atlanta, expansions and improvements were completed to expand treatment capacity from 100 MGD to 122 MGD. Improvements to the R.M. Clayton WRC began in 1998 and were completed in 2002.

The current capacity is considered sufficient for meeting the needs of the residents of Doraville. Since Doraville is built out, the residential and commercial usage is anticipated to grow slowly and incrementally until 2025. However, the situation should be monitored to ensure that increases in wastewater production in other communities and the County do not exceed the R. M. Clayton capacity before the expansion is complete.

The sewer tap fee for a new residential unit is \$1,500.00 and is typically paid by the builder. Commercial and industrial fees are based upon a population equivalent proportionate to a single-family unit. Residential wastewater service fees are as follows: \$3.22 per 1000 gallons, in addition to a bi-monthly service charge based on the meter size. Industrial waste is charged additional fees based on the chemical composition and amount of waste.



Stormwater

Stormwater run-off remains the nation's largest water quality problem. Stormwater is the primary reason approximately 40% of the rivers, lakes and estuaries surveyed are not clean enough to meet basic uses such as fishing and swimming. As stormwater moves across the land, it picks up and carries away natural and human-made pollutants, depositing them into lakes, rivers, wetlands. Non-point source water pollution results from a variety of human activities on the land. The primary source of stormwater runoff is impervious surfaces such as parking lots, roadways and buildings. Management techniques for runoff are employed to prevent flooding and erosion and to protect the city's residents and businesses from the problems caused by excess stormwater. The city of Doraville's stormwater system drains to Nancy Creek.

A recent administrative improvement for Doraville's stormwater management is the city's stormwater utility fee. The Utility and corresponding fee, effective on January 1, 2004, charge developed properties in DeKalb County on the basis of stormwater runoff contributions. The City of Doraville will benefit from the combined funding and services provided to participating municipalities. A description of the fee structure follows.

User fees supporting the DeKalb County stormwater program are based on the proportionate burden each property places on the County system for the safe conveyance and disposal of stormwater runoff. The user fees collected from property owners are used by the County to mitigate the damaging effects of changes in flow rate, volume and pollutant content of stormwater runoff from each property. Impervious ground cover is used to represent the degree to which County services are required to address these changes associated with urban development. When property owners mitigate the degrading effects of stormwater runoff before discharging to the County system by pre-treating their stormwater runoff, the burden placed on the County system is less than if no such mitigation were present. Therefore, the user fees for properties with treatment facilities are reduced through a credit system that recognizes the benefits of such privately owned and managed facilities. In establishing criteria for stormwater user fee credits, guidelines provided by DeKalb County development regulations and the Georgia Stormwater Management Manual were adopted.

These guidelines are intended to alter the hydrologic response of developed lands to more closely resemble natural, undeveloped runoff conditions. Credits are offered in four categories, corresponding to the categories of management described in the Unified Stormwater Sizing Criteria of the Georgia Stormwater Management Manual:

1. Water quality
2. Channel protection
3. Overbank flood protection
4. Extreme flood protection



Doraville's location in the Metropolitan North Georgia Water Planning District requires the city to adopt six Stormwater Management Ordinances. All six ordinances were adopted by the City of Doraville between March 21, 2005 and July 31, 2005. The Model Stormwater Management Ordinances include the following:

1. Post-development Stormwater Management for new development and redevelopment.
2. Floodplain Management/Flood Damage Prevention Ordinance
3. Conservation Subdivision/Open Space Development Ordinance
4. Illicit Discharge and Illegal Connection Ordinance
5. Litter Control Ordinance
6. Stream Buffer Protection Ordinance

In addition to local and regional controls for stormwater management, the National Stormwater Program was developed in response to the Federal Clean Water Act passed in 1992. This legislation developed the National Pollutant Discharge Elimination System (NPDES). The Georgia Environmental Protection Division (EPD) issues NPDES permits in the state. An updated stormwater management plan and a revised permit renewal application were prepared and submitted to the Georgia EPD in mid 2004 and approved in mid 2005. As a provision of the EPD stormwater discharge permit, the city must maintain a Stormwater Management Program (SWMP). The components of the city's program are detailed here.

Structural and Source Control Measures

These address the different activities that physically affect the quantity and quality of the stormwater entering the County stormwater conveyance system. This aspect of the SWMP includes regular inspection and maintenance of catch basins and other structural controls or Best Management Practices.

Illicit Discharge Detection & Elimination

Illicit discharges can include stored chemicals or grease left behind by abandoned businesses. Maintenance operations create wastes that are considered hazardous to humans and to the environment. Storm runoff from these areas can contain solvents and degreasing products; waste automotive fluids; oils and greases, acids and caustic waste are considered illicit discharges. Cleaning parking areas with running water will pick up fuel, oil, grease and lubricants that will contaminate the stormwater or overload pollution control device installed in the storm sewer system. Prevention of these types of discharges into the storm drain system will significantly reduce the concentration of pollutant to streams and lakes. The city encourages citizens to report spills and illegal discharges and allows for this to be anonymously through calling the DeKalb County Fire Department.



Illicit Discharge Inspection is a required, but proactive program component used to identify intentional and unintentional illicit discharges into the City stormwater system. While complete elimination of illicit discharges is unrealistic, this program strives to minimize their occurrence in the County through proper management of toxic materials, public education, monitoring, and efficient response when they do occur.

Industrial Facility Stormwater Runoff

Another requirement of the SWMP is a component for Industrial Facility Stormwater Runoff Control. This component includes a city inventory and inspection program for industrial facilities to ensure that such facilities are in compliance with stormwater regulations.

Construction Site Management Program

The City of Doraville has an Erosion and Sedimentation Control ordinance, establishing it as a designated issuing authority. The City's status as a designated issuing authority grants it the ability to establish and maintain a local site plan review process and conduct all related site inspections. The City does so with occasional assistance on inspections from DeKalb County.

Annual Report

The above sections detailed some of the elements of the city's stormwater management program. This program must be evaluated annually with a corresponding report submitted to the Georgia EPD that updates any changes to the system and any data collected since the previous report. Some of the basic information included in the annual report includes the number of structural stormwater controls in the city's system, as well as all maintenance performed on those structures. Additional information required in the report is related to water quality monitoring, construction site management and erosion control, pollution sources and public education, and solid waste and litter management. The most recent annual report was submitted to the Georgia EPD in December 2004, was revised, resubmitted, and approved in June 2005. The City is on track for submission of the next report in December 2005.

While the current Stormwater Management Program developed by the City of Doraville is adequate for permitting requirements, in the future the city may want to expand its stormwater program to include additional initiatives that promote improved water quality and promote citizen involvement. The following is a list of program elements that the City of Doraville could implement in future updates to the Stormwater Management Program:

Adopt-A-Stream Program

The Adopt-A-Stream Program promotes stream cleanup by getting community members involved in the cleanup efforts. The program provides an opportunity for community members and groups to take ownership of their streams and keep the streams free from litter and other pollutants. In addition to cleanup activities, the program promotes public awareness and understanding related to watershed management and non-point pollution control.



Stream Cleanup: For many of Georgia's waterways, a good trash cleanup is the first step towards creating a cleaner aquatic environment. A stream cleanup removes potential pollution sources in and around the stream.

Stream Survey: This will uncover potential pollution sources. By walking the waterways, we will be looking for things such as sewage overflow points, fish migration and channelized sections of the stream, among other possible problems. The data collected will also help the City in their efforts of improving water quality.

Tree Planting: Planting trees and shrubbery can help restore a healthy creek environment. Trees and shrubs along stream banks prevent erosion by slowing stormwater runoff. Trees provide food and cover for wildlife. When trees and shrubbery are replaced by impervious surfaces, water quality begins to decline.

Storm Drain Marker Program

The storm drain curb marker program was developed to educate the public about non-point source pollution. Volunteers apply a curb marker that reads, "NO DUMPING ... DRAINS TO CHATTAHOOCHEE" on catch basins and distribute door hangers shaped like fish to homes. The door hanger provides information about non-point source pollution and how the public can help.

To help fund the Adopt-A-Stream program, Storm Drain Curb Marker Program, and the Public Education and Information Program, the City could involve area businesses as partners of the programs. Corporate benefits include:

- Helps spread the message about stormwater and non-point source pollution.
- Helps heighten the awareness by reaching the masses.
- Partnerships with companies can help establish a learning environment where employees can benefit from environmentally friendly practices.
- Can help to be a "solution to water pollution".
- Good public relations.
- Recognition in the community and in newspapers.
- An outlet for community involvement.
- Adds to corporate value and attract more investors (if a public company).

Stormwater Management Regulations

The City monitors compliance with the Stormwater Ordinance through the random evaluations of businesses and has developed a database of existing businesses that may have a problem complying with the ordinance.



Solid Waste Facilities

The City of Doraville provides curbside garbage and yard waste pickup to residents in the city. The solid waste service area covers the entire city.

The City's sanitation service has approximately 2000 customers as of 2005. The City of Doraville does not own a landfill. The city contracts with a private company to collect and dispose of all household trash. The contractor provides capacity at its privately owned landfill. There is a transfer station located in Doraville, but it does not accept household garbage.

The city's Solid Waste Plan is a joint plan with DeKalb County; Doraville waste removal is included in the County's Solid Waste Management Plan in terms of capacity of the county's landfill to accommodate the city's waste. The city does not have any waste reduction strategies outside of those incorporated in the County's SWMP.

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Public Safety

Fire, 9-1-1 & EMS

The City of Doraville Police Department handles 911 calls within the city and dispatches EMS services.

Police

Police Headquarters is located in downtown Doraville at 3750 Park Avenue, across the street from City Hall (Figure A9). The Doraville Police Department is the primary entity responsible for public safety in Doraville. There are 62 full-time employees broken down into 7 job classifications as follows:

- (2) Records Clerks
- (1) Maintenance
- (6) Detectives
- (10) Jailors
- (9) 911 Operators/Dispatchers
- (33) Officers (uniformed and administrative)
- (1) Support Staff

The staff operates a variety of shifts. Records Clerks, Administrative Officers, and Detectives operate a single shift:

9:00AM- 5:00PM:

Jailors and 911 dispatchers operate two shifts:

6:00AM – 6:00PM

6:00PM – 6:00AM

Uniformed officers operate three shifts:

6:00AM – 4:00PM

4:00PM - 2:00AM

2:00AM - 6:00AM

In addition to the standard duties, there are also three specialized units within the force. The first is a Traffic Team assigned to Traffic Enforcement in order to reduce the number of accidents in Doraville. Another special unit is the COPS unit, which is assigned to code enforcement as well as neighborhood patrol. The third special unit is the city's SWAT team, which handles high risk warrant situations as well as other high risk incidents within the City of Doraville. The Doraville Police Department does not have a formal agreement with DeKalb County for support but the County does provide general backup when necessary. Doraville's average response time by police is approximately 1-5 minutes.

In its fleet the City currently has 36 Patrol vehicles; these are typically retired between 80,000 and 100,000 miles. Other vehicles in its fleet include undercover cars, a mobile command post, M113 Armored Personnel Carrier with tractor and trailer, and a police van (paddy wagon).



The Police Department's equipment needs have been met through the City's annual budgeting process in the past. Yearly needs typically consist of four police units per year. In the next fiscal year, the Police Department may have the need for an additional records clerk. Other yearly needs for law enforcement equipment are adequately budgeted at this time.

In addition to its equipment needs, the Police Department's facilities must be evaluated to determine if they are adequately serving Doraville. The primary facility in addition to the Police Headquarters is the City Jail. The jail has a capacity of 53 and serves as a temporary housing facility; all inmates are transferred to the DeKalb County Jail within 72 hours of arrest. The Police Department has reported that the jail is currently meeting the needs of the Department.

Recent crime trends in Doraville include gang-related graffiti and automobile break-ins. The majority of these two types of incidents occur around businesses and in the apartment complexes. Local nightclubs are also responsible for a higher number of calls than other businesses.

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Transportation Existing Conditions Assessment

Introduction

The City of Doraville, covering a land area of 3.6 square miles, has a diverse, multimodal transportation system. Located in the northeast corner of DeKalb County, the city has major regional roadway facilities, a rail line, and transit system infrastructure. The city is comprised of quiet, residential neighborhoods and two large industrial areas: the General Motors manufacturing plant south of I-285 and the petroleum storage facilities north of I-285. The city is bisected by Interstate 285 from the northwest to the southeast; the Norfolk Southern rail line bisects the city from the southwest to the northeast. Peachtree Industrial Boulevard/SR 141, Buford Highway/SR 13, New Peachtree Road and Winters Chapel Road provide primarily north-south connectivity, while I-285 and Oakcliff Road provide east-west connections. Doraville is the home to the final passenger station on the MARTA North East line.

The following presents the existing conditions assessment of the transportation system in Doraville. Demographic and travel characteristics are presented, followed by discussion of the transportation system by mode.

Demographic and Travel Characteristics

The U.S. Census Bureau collects socioeconomic and other data that can be reviewed to help determine potential transportation needs as well as understand area travel patterns. Demographic characteristics illustrate the planning context in which the transportation system operates.

The City of Doraville is one of eight cities in DeKalb County. The city had a 2000 population of 9,862, representing 1.5 percent of the county's population. The 2004 population estimate is 10,029, representing a growth rate of 1.7 percent since 2000. Population density is important to consider when examining transportation alternatives such as transit. The greater the density, the more likely the area is able to support more intensive transit services. The city has greater population density at 4.3 persons per acre than the county-wide (3.9 persons per acre). However, the city has fewer households per acre at 1.3 than county-wide (1.5 households per acre).

Selected demographic characteristics of Doraville are shown in Tables 30 and 31. These characteristics are presented because they help identify population groups that may have a greater tendency to use or need transit or transportation alternatives. As shown in Table 30, Doraville has a more diverse population than the county, region or state. Of those who consider themselves one race, 46.3 percent identified themselves as white, 14.8 percent as Black or African American, 12.7 percent as Asian, and 22.1 percent as some other race. The percent of persons identifying themselves as having Hispanic or Latino origin was 43.4 percent. Overall, 28.3 percent of the population is white alone, persons who consider themselves white and are not of Hispanic or Latino origin.

**Table 30. Demographic Characteristics Comparison, Race and Ethnicity, 2000**

Geographic Area	Population	Percent Identifying as One Race				Two or More Races	Percent Hispanic or Latino
		White	Black	Asian	Other Race		
Doraville	9,862	46.3%	14.8%	12.7%	22.1%	4.1%	43.4%
DeKalb	665,865	35.8%	54.2%	4.0%	3.8%	2.1%	7.9%
10-County ARC Region	3,429,379	58.8%	32.1%	3.8%	3.5%	1.8%	7.3%
Georgia	8,186,453	65.1%	28.7%	2.1%	2.8%	1.4%	5.3%

Source: U.S. Census Bureau, 2000

As shown in Table 31, a greater proportion of persons in Doraville live below poverty (15.3 percent) and a greater proportion of households are lacking vehicles (11.0 percent) than found in the county, region or state. There are relatively fewer persons age 65 and older living in the city (6.4 percent), but the proportion of persons age 15 to 19 is greater in the city than is found in the county or region. Overall, the demographic characteristics indicate a population that has a greater proportion of potential transit-supportive markets than is found in the county, region or state.

Table 31. Demographic Characteristics Comparison, Income and Age, 2000

Geographic Area	Total		Percent			
	Population	Households	Persons below poverty	Persons Age 65+	Persons Age 15-19	Households without vehicles
Doraville	9,862	2,998	15.3%	6.4%	7.2%	11.0%
DeKalb	665,865	249,339	10.8%	8.0%	6.7%	9.1%
10-County ARC Region	3,429,379	1,261,894	9.5%	7.3%	6.8%	7.7%
Georgia	8,186,453	3,006,369	13.0%	9.6%	7.3%	8.3%

Source: U.S. Census Bureau, 2000

A number of factors related to the commute travel can be evaluated using Census data. The data indicate how people are getting to work, where they are working, and how long it takes to travel between home and work on an average day. Table 32 shows how residents living in Doraville get to work, compared against the county, region and state. The data show that nearly 48 percent of Doraville commuters rely on transportation alternatives to the single occupant, private vehicle to get to work. The percent of commuters carpooling (32.9 percent) is double that which is typical in the county, region, or state. More persons commute to work using public transit in Doraville (6.8 percent) than in the region or state; however, it is less than the percent county-wide (8.2 percent). Of those commuters taking public transit to work, 3.3 percent take the bus and 3 percent take the rail, compared to county-wide where 5.2 percent take



the bus and 2.4 percent take the rail.¹ The proportion of persons walking to work within the city is also greater at 2.5 percent than is found in the county, region or state.

Table 32. Manner of Commute Comparison 2000

Geographic Area	Number of Workers Age 16 and Over	Percent of Commuters					
		Drive Alone	Carpool	Public Transit	Walk	Other	Work at Home
Doraville	5,203	52.2%	32.9%	6.8%	2.5%	3.2%	2.4%
DeKalb	341,110	70.5%	15.4%	8.2%	1.8%	1.1%	3.0%
ARC 10-County Region	1,733,135	76.4%	13.5%	4.3%	1.3%	1.0%	3.6%
Georgia	3,832,803	77.5%	14.5%	2.3%	1.7%	1.1%	2.8%

Source: U.S. Census Bureau, 2000

Table 33 shows a comparison of Doraville to the county and state for identifying where city residents work. The data give some indication of travel patterns within the city. A majority of residents work outside of their city and county. Over 89 percent of Doraville residents work outside of the city, and over 55 percent commute outside of DeKalb County to work.

Table 33. Location of Work 2000

Geographic Area	Number of Workers Age 16 and Over	Work in City of Residence		Work in County of Residence	
		Number	Percent	Number	Percent
Doraville	5,203	560	10.8%	2,345	44.8%
DeKalb	341,110	26,458	7.8%	149,919	44.0%
Georgia	3,832,803	717,187	18.7%	2,240,758	58.5%

Source: U.S. Census Bureau, 2000

How long it takes persons living in Doraville to commute to their jobs is shown in Table 34 as compared to the county and state. A greater proportion of Doraville commuters get to their jobs in less than 30 minutes (51.6 percent) than county-wide (49.6 percent) or statewide (50.4 percent). However, a greater proportion of Doraville commuters indicated their travel time to work is 30 to 44 minutes (31.8 percent) than either the county-wide (28.3 percent) or statewide (20.9 percent).

¹ Other commuters use of one of the following public transportation modes: streetcar or trolley car, railroad, ferryboat, or taxicab.



Table 34. Travel Time to Work 2000

Geographic Area	Number of Workers Age 16 and Over Commuting to Work	< 10 Minutes	10 to 19 Minutes	20 to 29 Minutes	30 to 44 Minutes	45 to 60 Minutes	> 60 Minutes
Doraville	5,076	5.5%	24.8%	21.3%	31.8%	9.4%	7.1%
DeKalb	330,732	5.8%	21.8%	22.0%	28.3%	11.1%	11.0%
Georgia	3,723,817	11.5%	29.3%	19.6%	20.9%	9.3%	9.3%

Source: U.S. Census Bureau, 2000

Roadways

The roadway system provides the backbone of the transportation network. Doraville has 50.6 centerline miles of existing roadway network. By classifying the roadway system by how each roadway functions, it allows for analysis and evaluation of the roadway's effectiveness within the system. Roadways are described by the federal functional classification system which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways or interstates, which provide the greatest mobility with controlled access. On the other end are local roads which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and is shown in Figure A10.

- Interstate Principal Arterial/Urban Freeway and Expressways** – provide the greatest mobility because access is generally limited to intersections and interchanges. I-285 traverses the city for 1.6 miles and accounts for 3.2 percent of Doraville's total roadway network. The average annual daily traffic (AADT) on I-285 is 231,300 vehicles per day (vpd).
- Urban Principal Arterial and Minor Arterial Streets** – provide the essential network for connecting activity centers. Arterials carry large volumes of traffic at moderate speeds. Principal arterials in Doraville include Peachtree Industrial Boulevard/SR 141 and Buford Highway/SR 13/US 23; minor arterials include New Peachtree Road, Longmire Way, Oakcliff Road, Winters Chapel Road, and Motors Industrial Way. The arterial system in the city comprises 17.6 percent of the total roadway miles, of which 3.7 miles are classified principal arterials and 5.2 miles are classified minor arterials. The AADT on arterial roadways in DeKalb County averages 28,500 vpd on principal arterials and 14,000 vpd on minor arterials.
- Collector Streets** – connect activity centers and residential areas. Their purpose is to collect traffic from streets in residential and commercial areas and distribute it to the arterial system and carry traffic at low to moderate speeds. The collector system in Doraville comprises nearly 4.7 percent or 2.4 miles of the total roadway network. The AADT on collector roadways in the city averages 6,900 vpd.



- **Local Streets** – have the greatest access but the least mobility. Local streets feed the collector system from low volume residential and commercial areas at low speeds. Local streets are usually found in subdivisions. The local roadway network comprises 74.5 percent or 37.7 miles of the total roadway network. The AADT on local streets roadways in Doraville averages 1,600 vpd.

Most of the roadways in Doraville are city streets, as shown on Figure A11; jurisdiction defines which entity owns and is responsible for maintenance. As discussed in the Intergovernmental Agreement section, Doraville contracts with DeKalb County for roadway maintenance and upkeep of its city streets.

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Figure A10. Roadway Functional Classification

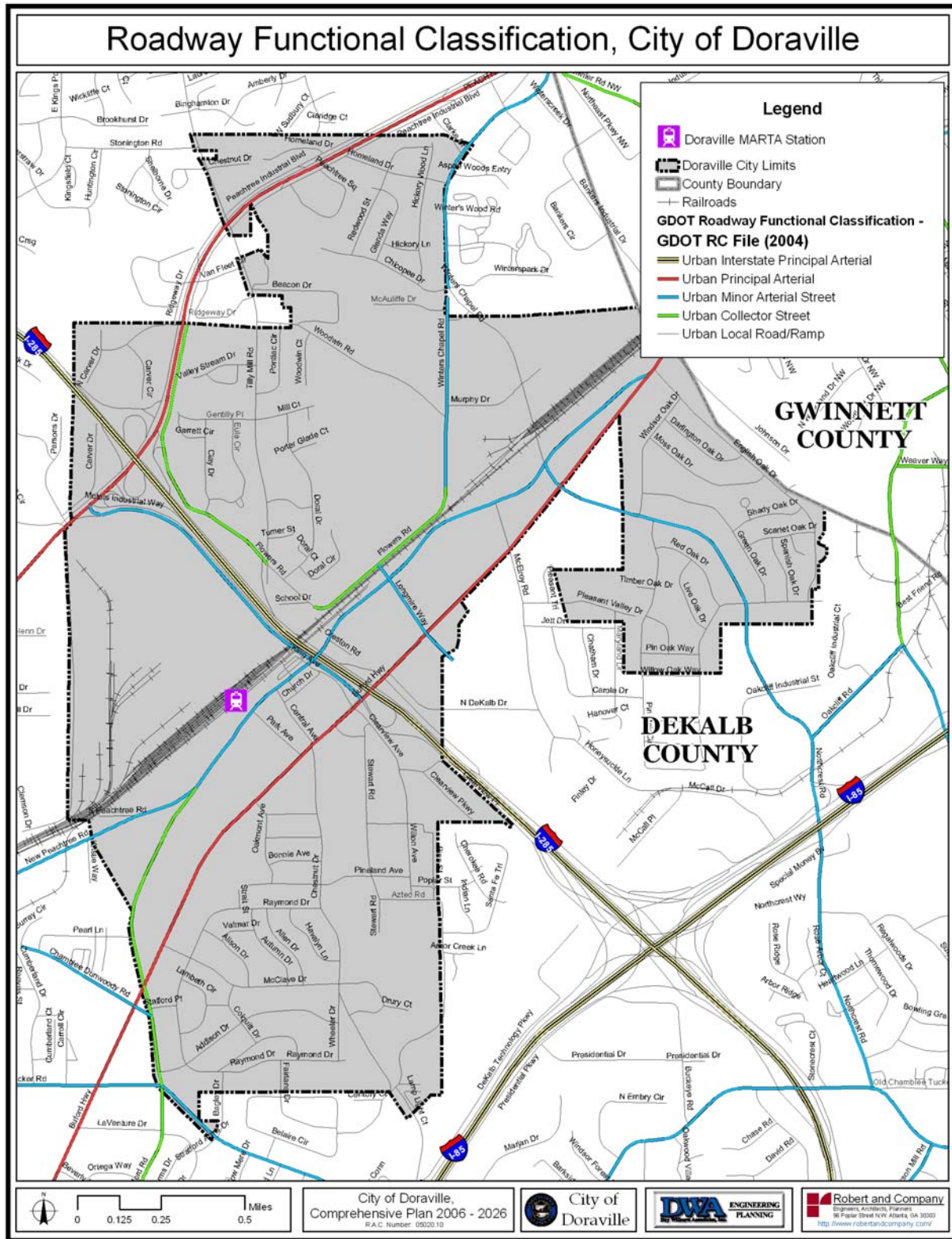
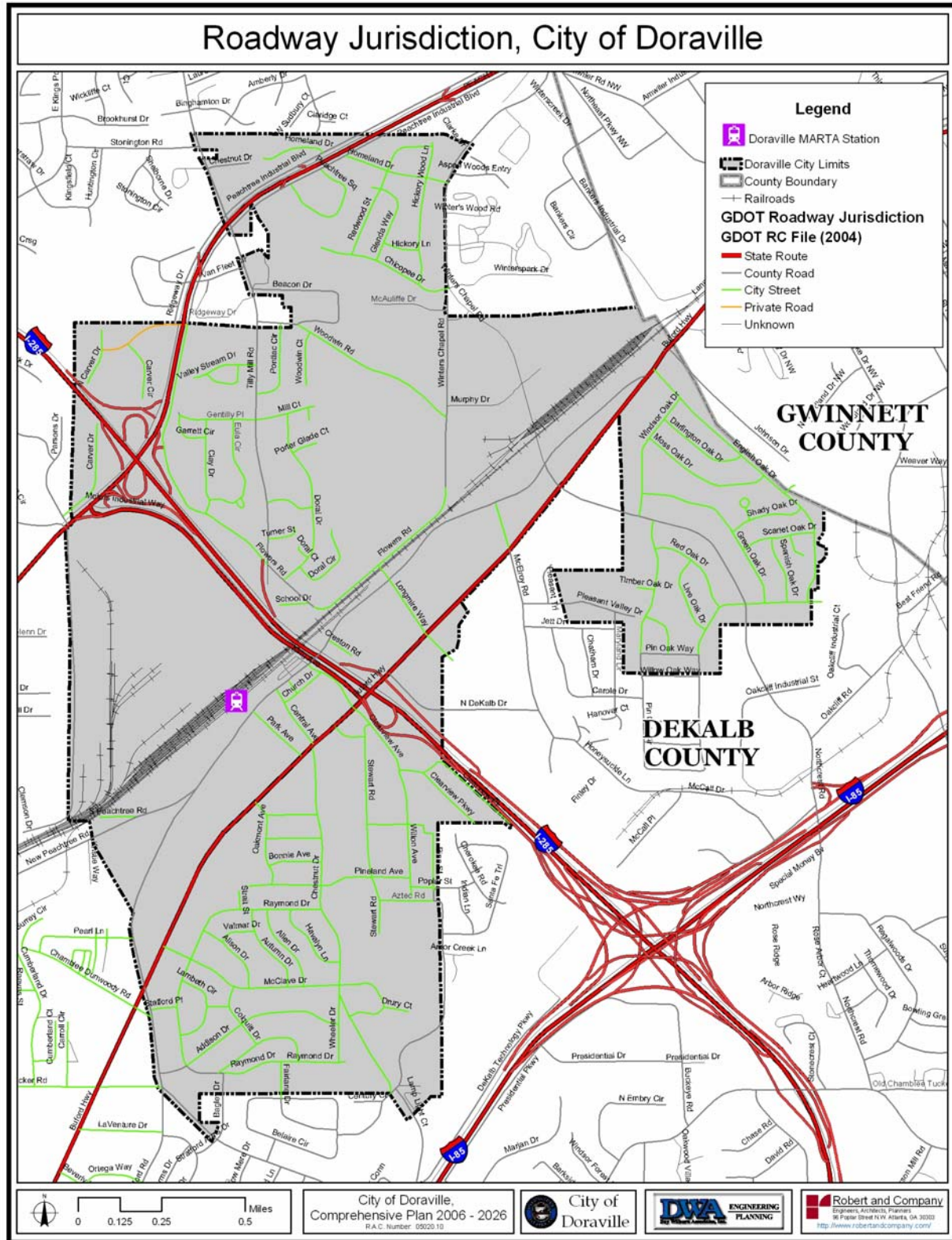




Figure A11. Roadway Jurisdiction





Roadway Utilization

Available roadway network capacity is determined by functional classification, number of lanes, traffic controls and utilization. The number of lanes and traffic signal locations are shown in Figure A12. As shown, most of the Doraville streets have two lanes. The arterials traversing the city provide capacity for high volume of through traffic. I-285 has 10 lanes, Buford Highway has six lanes and Peachtree Industrial Boulevard has five lanes. All of the major arterials are controlled with traffic signals. Figure A13 shows the range of existing (2004) AADT that occurs on the roadway network. It is no surprise that I-285, Buford Highway, and Peachtree Industrial Boulevard experience the greatest utilization on a daily basis in that they are significant regional travel corridors.

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Figure A12. Roadway Operational Characteristics

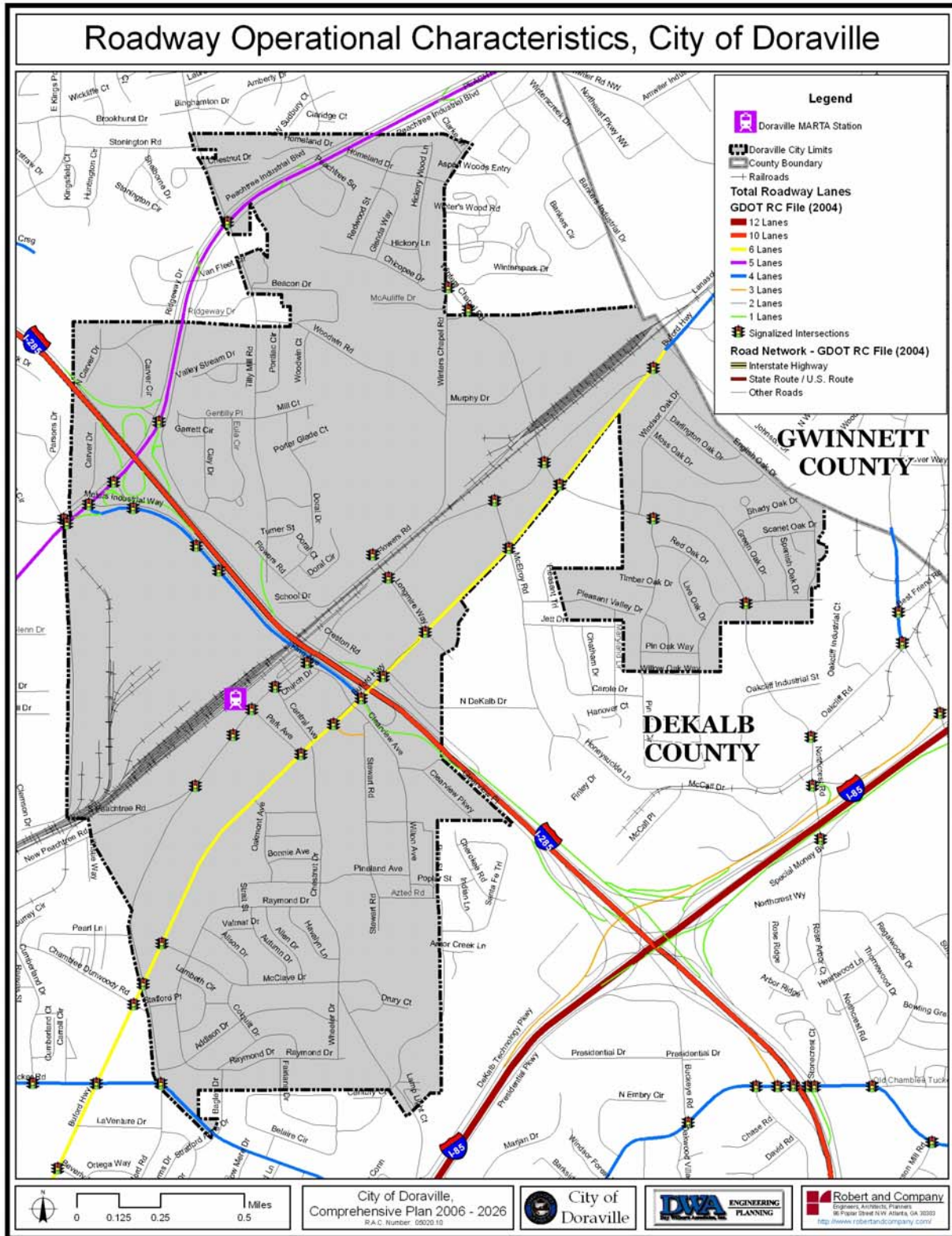
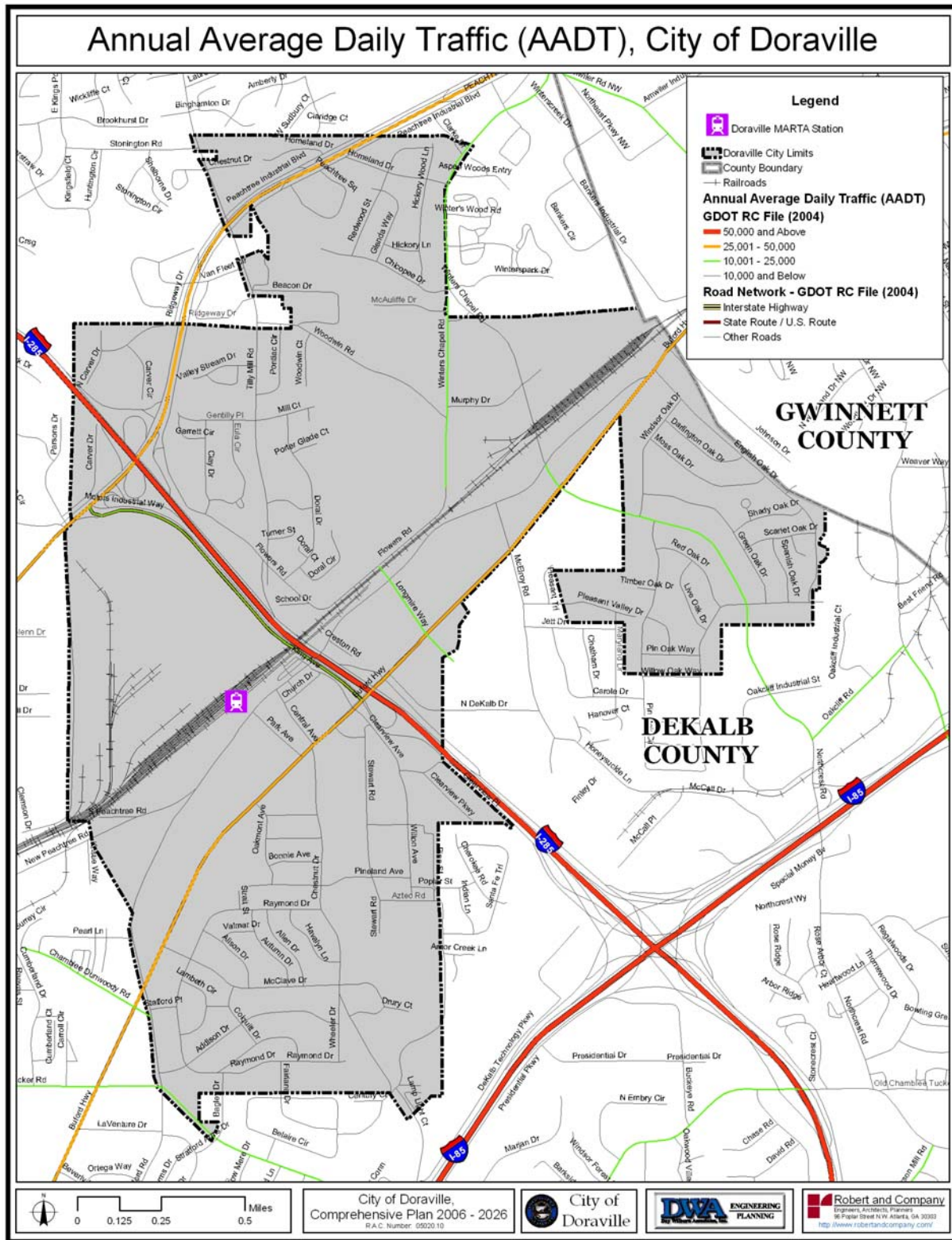




Figure A13. Annual Average Daily Traffic





The level of system performance varies by type of transportation facility, geographic location, time of day and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable due to traffic congestion.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less-than-acceptable LOS. A v/c ratio of more than one indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network and provides an approximation of the LOS of roadways or corridors, based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with LOS A representing the best operating conditions and LOS F representing the worst. The 2000 Highway Capacity Manual provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck of breakdown.

For the Doraville assessment, the following LOS criteria were used to determine congestion levels on roadway segments.

- LOS A through C is equivalent to a v/c less than 0.7.
- LOS D is equivalent to a v/c of 0.7 to 1.00.
- LOS E is equivalent to a v/c of 1.0 to 1.25.
- LOS F is equivalent to a v/c of 1.25 and greater.

To determine what facilities were congested in the Doraville, the DeKalb travel demand model, developed for the DeKalb *Comprehensive Transportation Plan*, was used. This model was developed from the region-wide travel demand model developed by the Atlanta Regional Commission (ARC). Model results for existing 2000 and 2005 were evaluated. It is important to note that the model network reflects the actual roadway network, but due to the nature of the model, the network is an abstraction of the actual



system. Major roadways classified as collectors and arterials are included in the model network, but local roads are not.

Figures A14 and A15 illustrate 2000 and 2005 afternoon peak period congestion. For the base year 2000, I-285 is operating at a LOS E, with some segments operating at LOS F. Peachtree Industrial Boulevard, New Peachtree Road, Shallowford Road and portions of Buford Highway are operating at LOS D. In 2005, high congestion is occurring on I-285 throughout the city. At the interchange of I-285 and Peachtree Industrial Boulevard, conditions have significantly deteriorated, and the interchange has exceeded capacity.

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Figure A14. 2000 Roadway Congestion

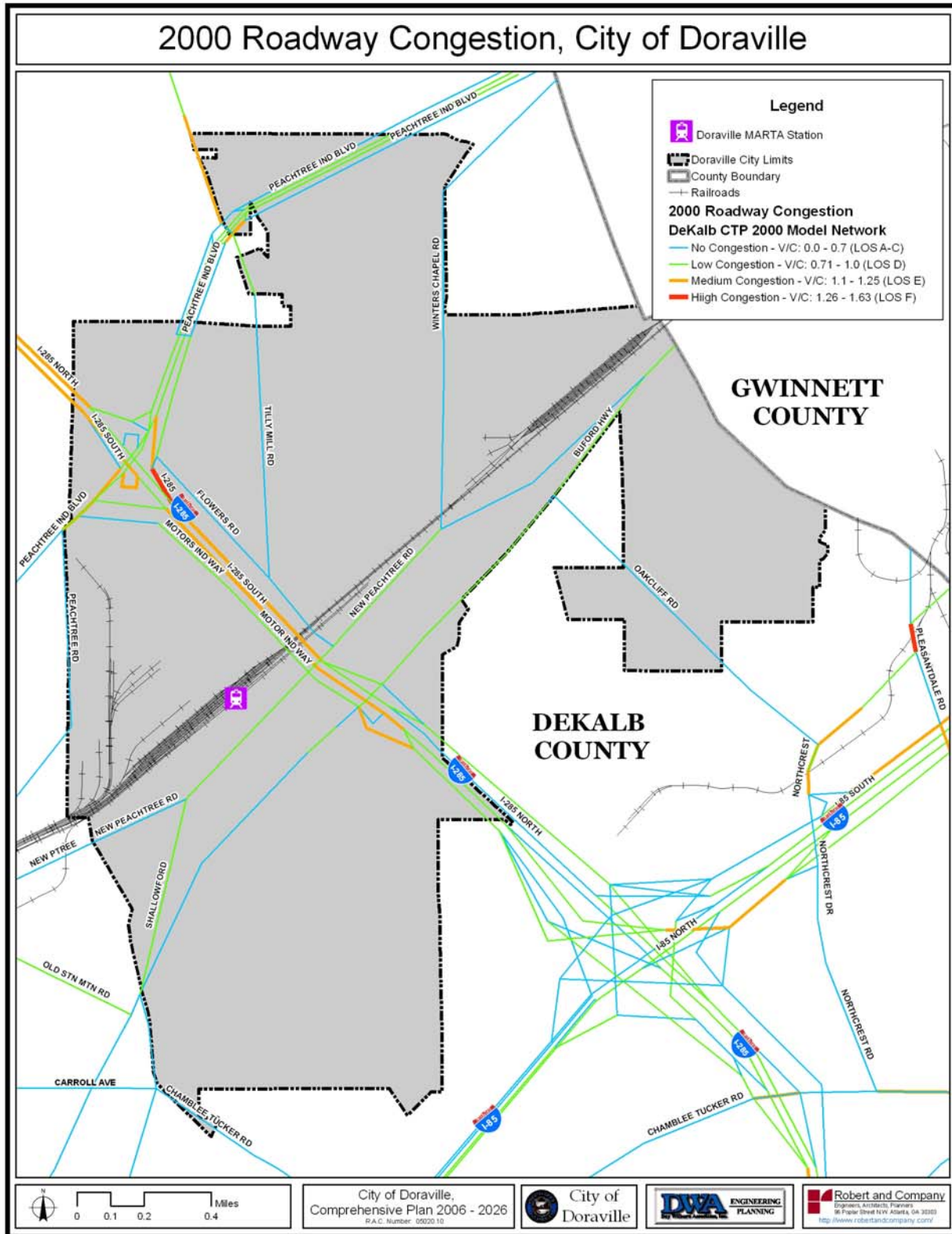
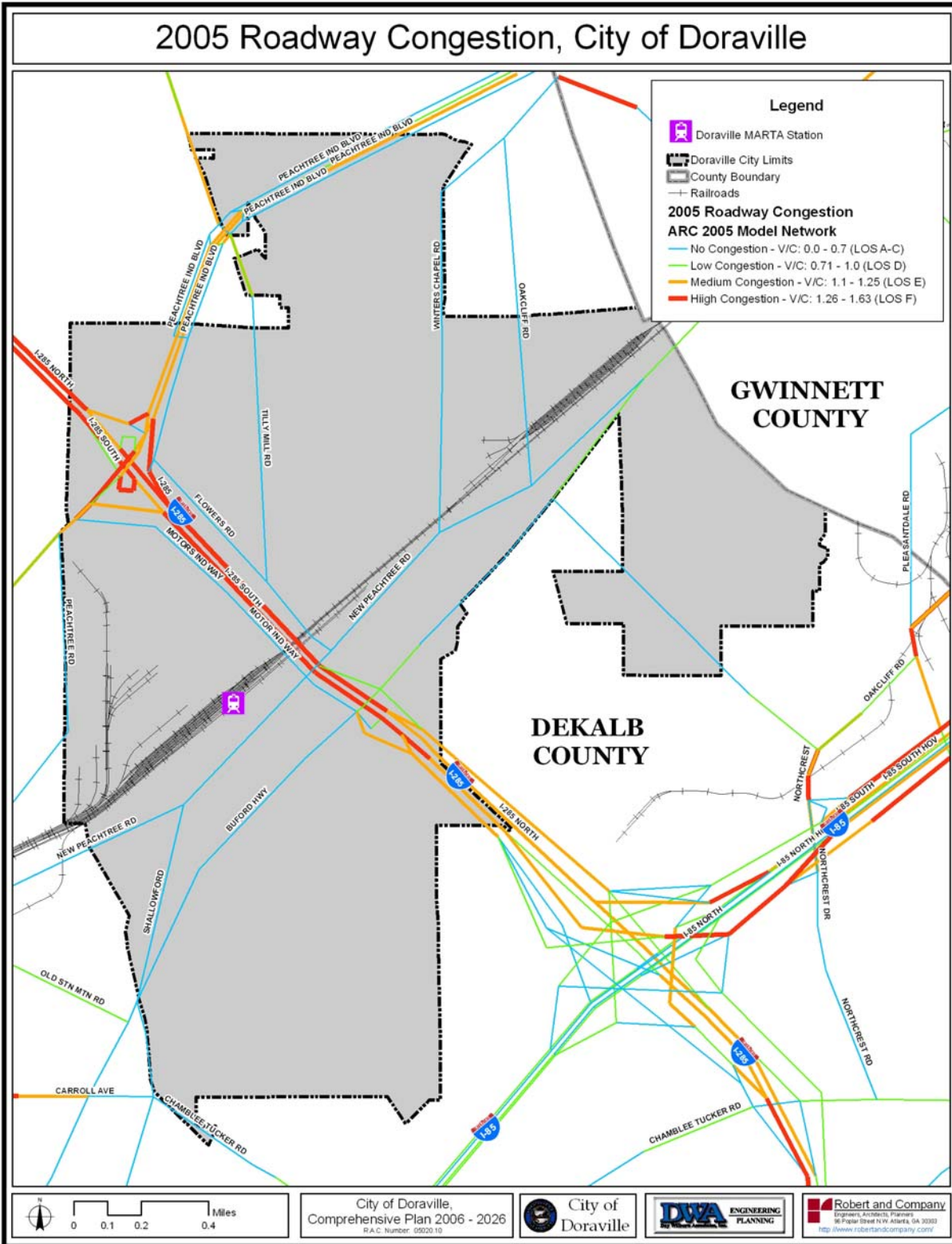




Figure A15. 2005 Roadway Congestion





As required by federal law and regulations, ARC has developed a Congestion Management System (CMS) for the Atlanta region. Within the CMS, roadways are identified for congestion monitoring, evaluation, and identification of improvements to alleviate congestion. Five roadways in Doraville are included in the CMS: I-285, Buford Highway/SR 13, Peachtree Industrial Boulevard/SR 141, Oakcliff Road, and Winters Chapel Road. Table 35 lists the CMS facilities and identifies the reason for inclusion in the CMS.

Table 35. ARC Congestion Management System Facilities

Roadway	From/To	Reasons for Inclusion in the CMS
I-285	Entire length in the DeKalb County	Heavy peak period volumes
Buford Highway/SR 13	Shallowford Road to Gwinnett County line	Heavy peak volumes; no turning lanes
Peachtree Industrial/SR 141	Peachtree Road to I-285 north	No turning lanes; poor signal timing
Oakcliff Road	Buford Highway/SR 13 to Northcrest Road	No turning lanes; poor intersection geometrics
Winters Chapel Road	Woodwin Road to Gwinnett County line	Heavy peak volumes; no turning lanes

Source: Atlanta Regional Commission, Congestion Management System

Roadway and Bridge Conditions

Data is maintained by the Georgia Department of Transportation (GDOT) on roadway and bridge condition. Roadway pavement condition is rated within the roadway characteristics (RC) file, which contains a Pavement Condition Evaluation System (PACES) rating. Pavement is rated under the PACES system on a linear scoring system from 10 to 99. The rating ranges are summarized in Table 36. As shown in Figure A16, a majority of the roadway system in Doraville is rated good or very good. Of the 36.7 centerline miles in Doraville for which pavement ratings are available, 14.7 percent are rated very good, 50.9 percent are rated good, and 31.9 percent are rated fair. Only 2.5 percent are rated poor.

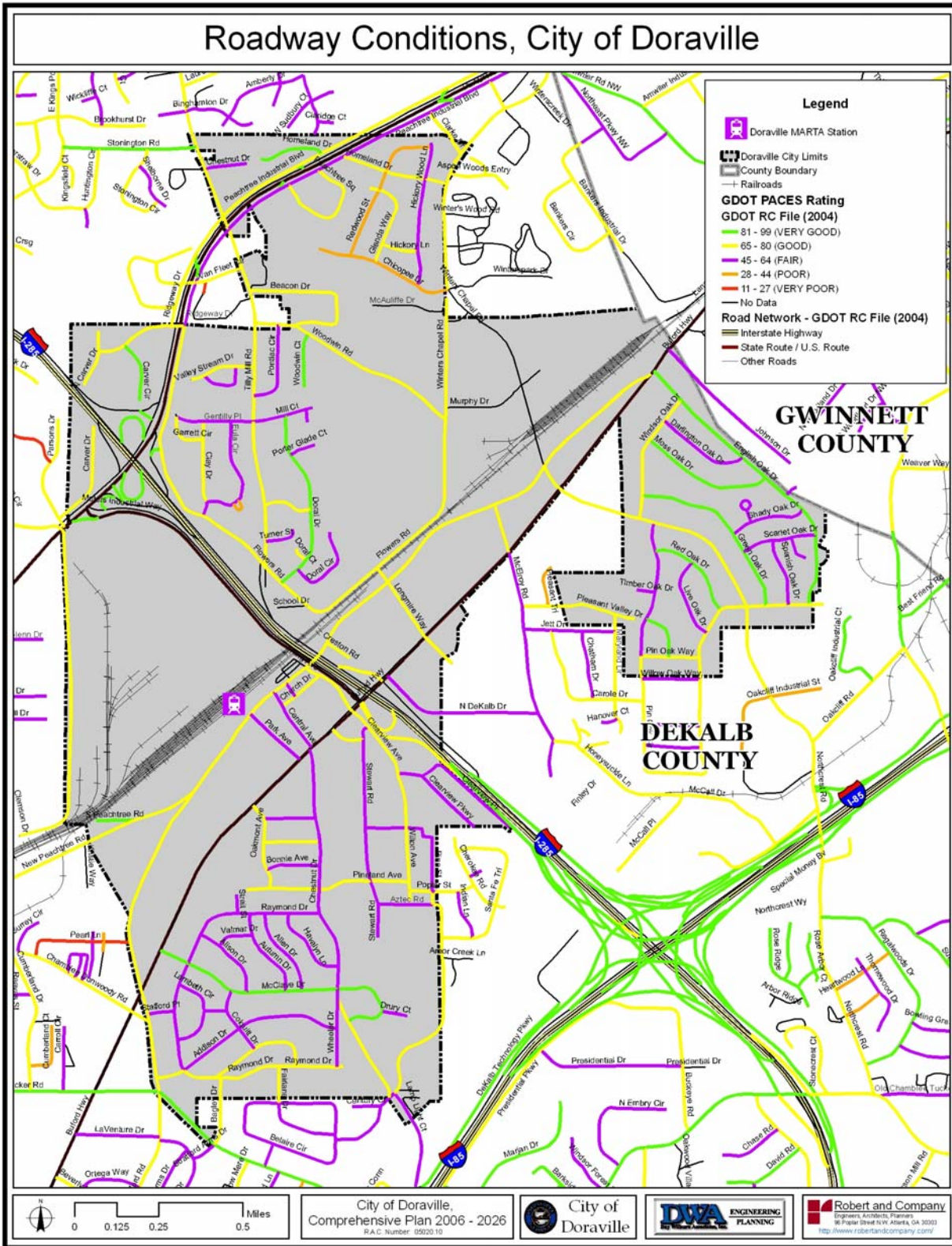
Table 36. PACES Rating

Rating	Definition	Score
Very Good	No maintenance necessary at present time.	81 to 99
Good	Rideability good, some minor repairs needed.	65 to 80
Fair	Considerable deterioration; needs major repairs or resurfacing in near future.	45 to 64
Poor	Badly deteriorated; needs leveling and resurfacing.	28 to 44
Very Poor	Critical condition; needs immediate attention.	11 to 27

Source: GDOT, Systems Inventory Data Collection, Coding, and Procedures Manual



Figure A16. Roadway Conditions





According to the 2004 GDOT database for the National Bridge Inventory (NBI), Doraville has eleven bridges that meet the criteria for inclusion in the NBI.² Of the inventoried bridges, seven bridges are owned and maintained by the state, three are owned and maintained by the county, and one is owned by the railroad but maintained by the state. The oldest bridge in the city dates to 1969. Only three bridges are greater than 27 years old. The remaining bridges were constructed or reconstructed within the last 15 years. None of the bridges have been identified as needing replacement or widening.

Roadway Safety

To evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for a period of 2001 through 2004 using the GDOT crash database for surface streets within the City of Doraville. Crashes occurring on I-285 were excluded from the evaluation because the high number of crashes that occur on the facility would skew the crash analysis (3,661 crashes occurred on I-285 from 2001 through 2004 on the roadway segment that passes through Doraville). In addition, since the Interstate system is under the jurisdiction of the state, Doraville cannot directly address safety concerns on the Interstate. The Interstate ramp intersections with Peachtree Industrial Boulevard and Buford Highway were included in the analysis.

Figure A17 identifies the locations of vehicle-to-vehicle crashes over the four-year period. During this period, a total of 3,120 crashes occurred, an average of 780 crashes per year. As is shown, most of the vehicle crashes occurred on Buford Highway. For vehicular crashes, normalized crash rates were calculated for each facility based on its functional classification. City roadway crash rates were compared against the county-wide crash rate averages. To identify areas in need of additional investigation, locations were flagged when the crash rate at the location exceeded one standard deviation from the county-wide average. Figure A18 shows potential locations for additional safety evaluation based on this assessment.

² A bridge is defined as a structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a tract or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than twenty feet between under coping of abutments, or spring lines of arches, or extreme end of openings for multiple boxes, and may include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. Georgia Department of Transportation, NBIS Coding Guide.



Figure A17. Crashes Involving Vehicles, 2001-2004

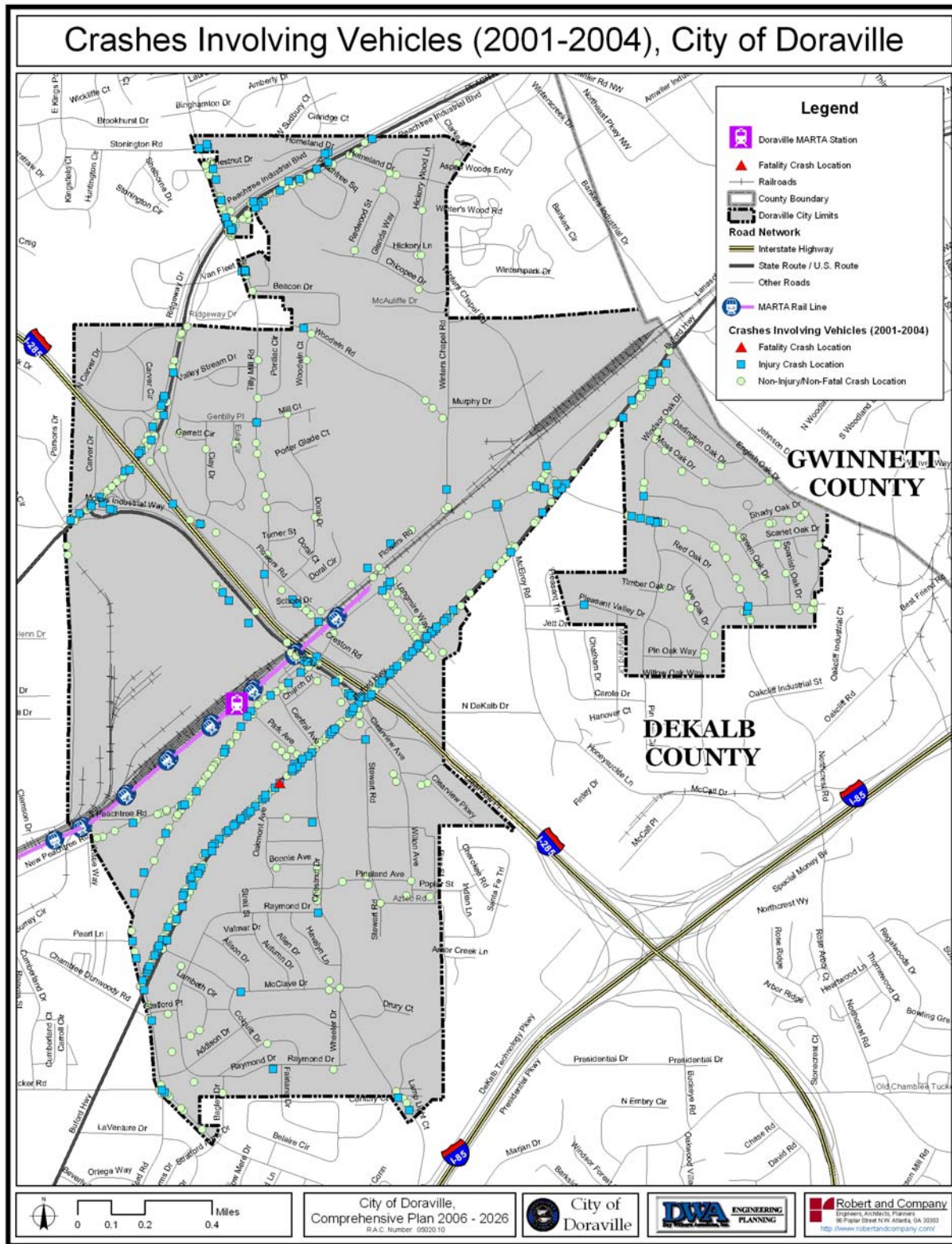
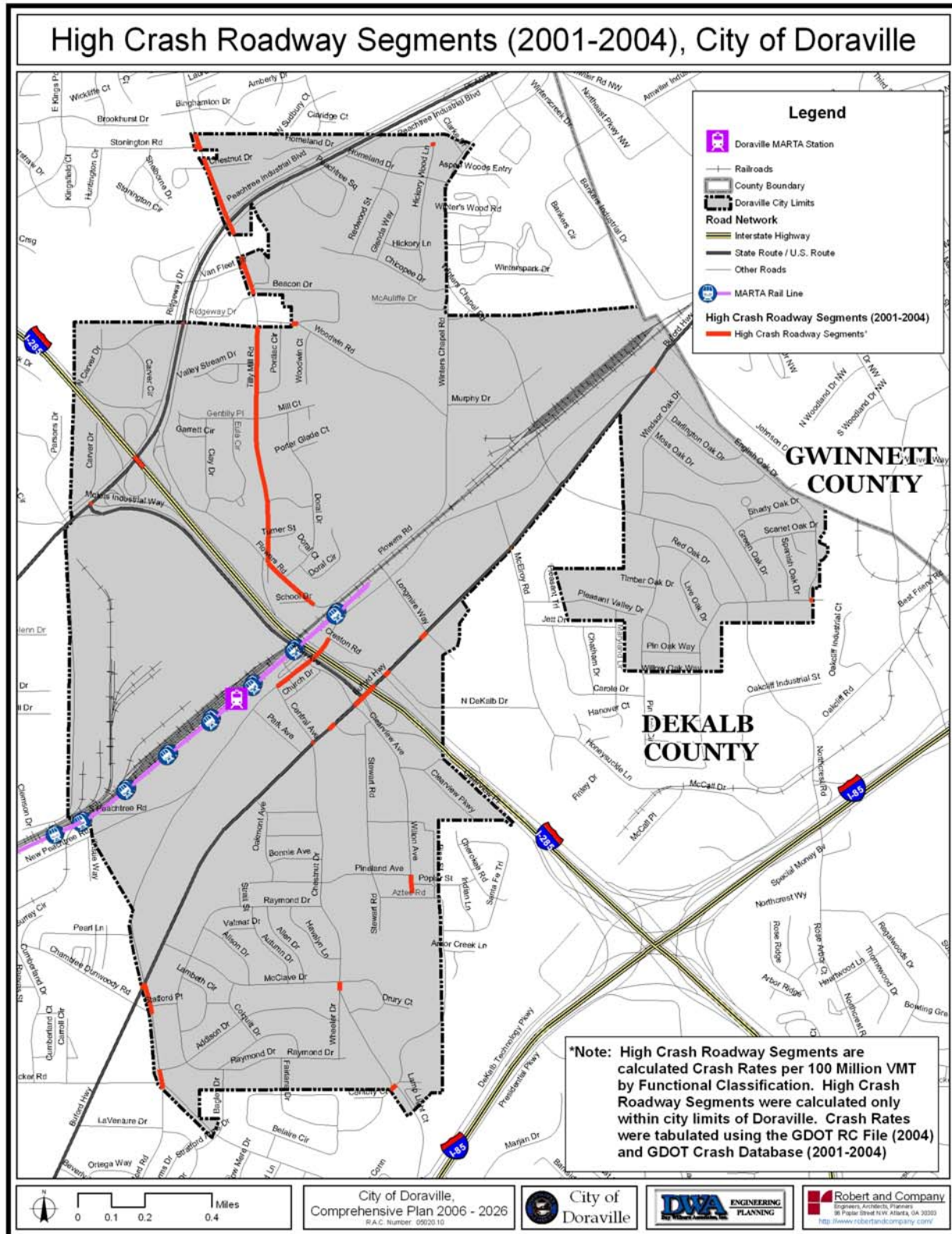




Figure A18. High Crash Roadway Segments, 2001-2004





A high level of pedestrian activity occurs in the city's commercial core, and many pedestrians make mid-block crossings on Buford Highway. To evaluate the level of conflict between vehicles and pedestrians or bicyclists, locations of pedestrian and bicyclist crashes, injuries, and fatalities were identified. For the period of 2001 to 2004, 38 vehicular crashes involved a pedestrian or bicyclist, accounting for 1.2 percent of all crashes in the city. Four crashes involved a fatality, 29 crashes involved an injury, and five crashes resulted in no injury. Normalized rates based on population were compared to county-wide and national averages, as summarized in Table 37. As is shown, the pedestrian crash injury and fatality rate in Doraville exceeds what is experienced county-wide or nationally. The location of pedestrian/vehicle and bicycle/vehicle crashes, injuries, and fatalities is shown in Figure A19. Buford Highway, New Peachtree Road and Peachtree Industrial Boulevard experienced the greatest number of crashes with pedestrians or bicyclists.

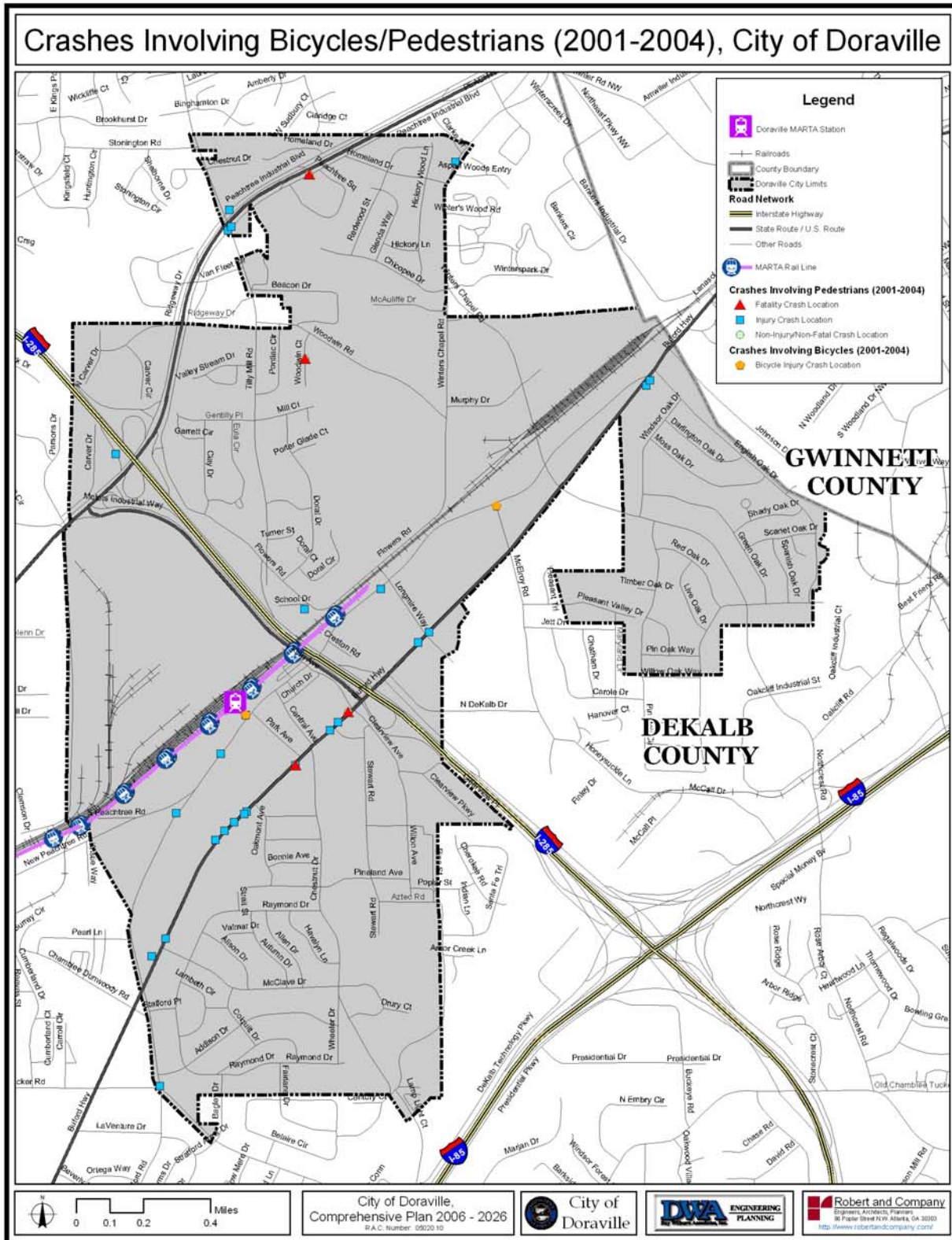
Table 37. Bicyclist and Pedestrian Injuries and Fatalities, Rates per 100,000 People, 2001-2004

Geography	Non-Injury Pedestrian Crash	Injury Pedestrian Crash	Fatal Pedestrian Crash	Non-Injury Bicycle Crash	Bicycle Injury Crash	Fatal Bicycle Crash
Doraville	12.50	67.51	10.00	n/a	5.00	n/a
DeKalb County	0.26	41.67	2.63	1.41	6.20	0.11
United States (2002)	n/a	24.62	1.67		16.65	0.23

Source: GDOT Crash Database 2001-2004; Traffic Safety Facts 2002, U.S. Department of Transportation



Figure A19. Crashes Involving Bicycles/Pedestrians, 2001, 2004





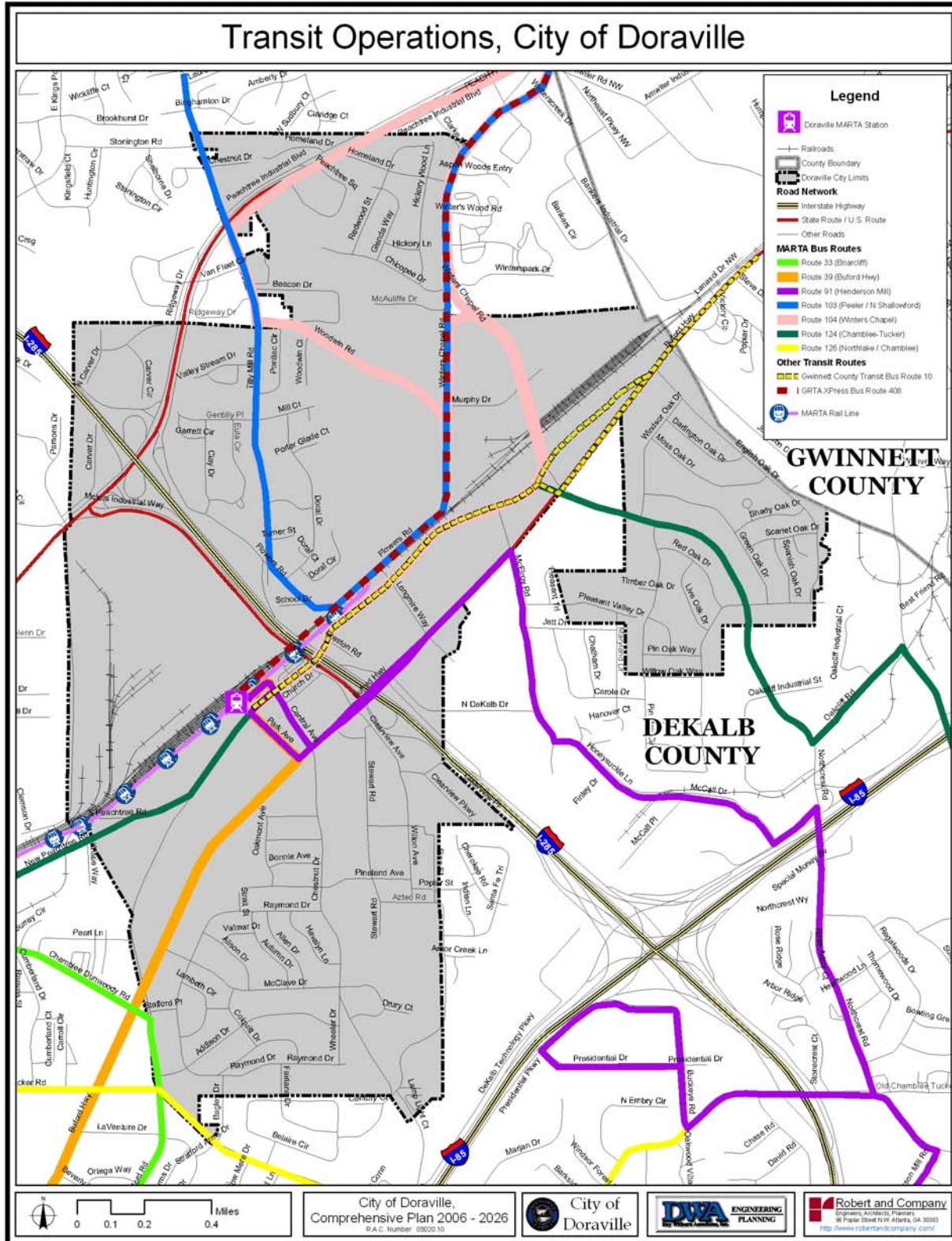
Transit

Availability and access to transit in Doraville is more robust than most areas. The anchor of the transit system is the Doraville Station on New Peachtree Road, which is the final station on the Metropolitan Area Rapid Transit Authority (MARTA) rail North East line. Not only does the station have integrated transit service with four MARTA bus routes, it also serves as the transfer point for a Gwinnett Transit System route and a Georgia Regional Transportation Administration (GRTA) express bus route. The Doraville station is listed as an official National Highway System (NHS) intermodal connector. As an essential intercept/transfer point for three transit systems, it provides direct connection via public transportation to downtown Atlanta within 24 minutes, to Gwinnett Place Mall within 41 minutes, and to north Duluth (Peachtree Parkway/SR 141 and McGinnis Ferry) within 20 minutes (during peak periods). A private jitney service, the Royal Bus Lines, also serves the Doraville area. A map depicting transit service routes in Doraville is shown in Figure A20. Table 38 lists the transit services by operator, type, and service parameters that serve Doraville.

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Figure A20. Transit Operations



**Table 38. Existing Transit Service in the City of Doraville**

System Operator	Service/Name	Description	Days/Hours of Service*	Service Frequency
MARTA	NE Rail	Connects to downtown Atlanta, Hartsfield Atlanta International Airport and points in between; the Doraville Station is the last stop on the NE rail line. It has 1,070 parking spaces.	Daily 5 am – 1:45 am	10 to 20 minutes
MARTA	39/Buford Highway	Connects to Lindbergh Station	Daily 5 am – 12:30 am	12 to 24 minutes
MARTA	91/Henderson Mill	Connects Doraville Station to Brookhaven Station	Monday-Friday 6 am – 10 pm	60 minutes
MARTA	104/Winters Chapel	Connects to Tilly Mill Road and Peachtree Industrial Boulevard business districts	Monday-Friday 6 am – 7 pm	30 minutes
MARTA	124/Chamblee / Tucker	Connects to Chamblee Station and Tucker area	Monday – Saturday 6 am – 11 pm	21 to 44 minutes
MARTA	33/Briarcliff	Connects Chamblee Station to Lindbergh Station	Monday – Saturday 5:30 am – 11:30 pm	45 to 50 minutes
MARTA	103/ Peeler/N. Shallowford	Connects Chamblee Station to Dunwoody Medical Center	Daily 5:30 am – 12:30 am	35 to 60 minutes
MARTA	126/Northlake/Chamblee	Connects Chamblee Station to Northlake Mall	Monday – Saturday	40 minutes
Gwinnett County Transit	Route 10	Provides service between Doraville and the Gwinnett Transfer Center and Gwinnett Place Mall. The service only stops at the Doraville Station with DeKalb County	Monday-Saturday	15 to 30 minutes
GRTA	408 Xpress – Peachtree Parkway to Doraville	Provides express bus service between Doraville and north Duluth	Monday-Friday 6 am – 7:30 pm	30 to 90 minutes
Royal Bus	Operated by Royal Ground Transportation Inc.	Operates in the Buford Highway corridor	Unknown	Unknown

Source: MARTA, Gwinnett County Transit, and GRTA

*Note: reflects approximate hours of service



In terms of access to either bus service or rail service, almost the entire area of Doraville is within one-half mile of an existing service. The role of the Doraville Station as a transfer center for three public transit operators provides persons living or working in Doraville connections to a much larger geographic area via public transit than is available in much of the region.

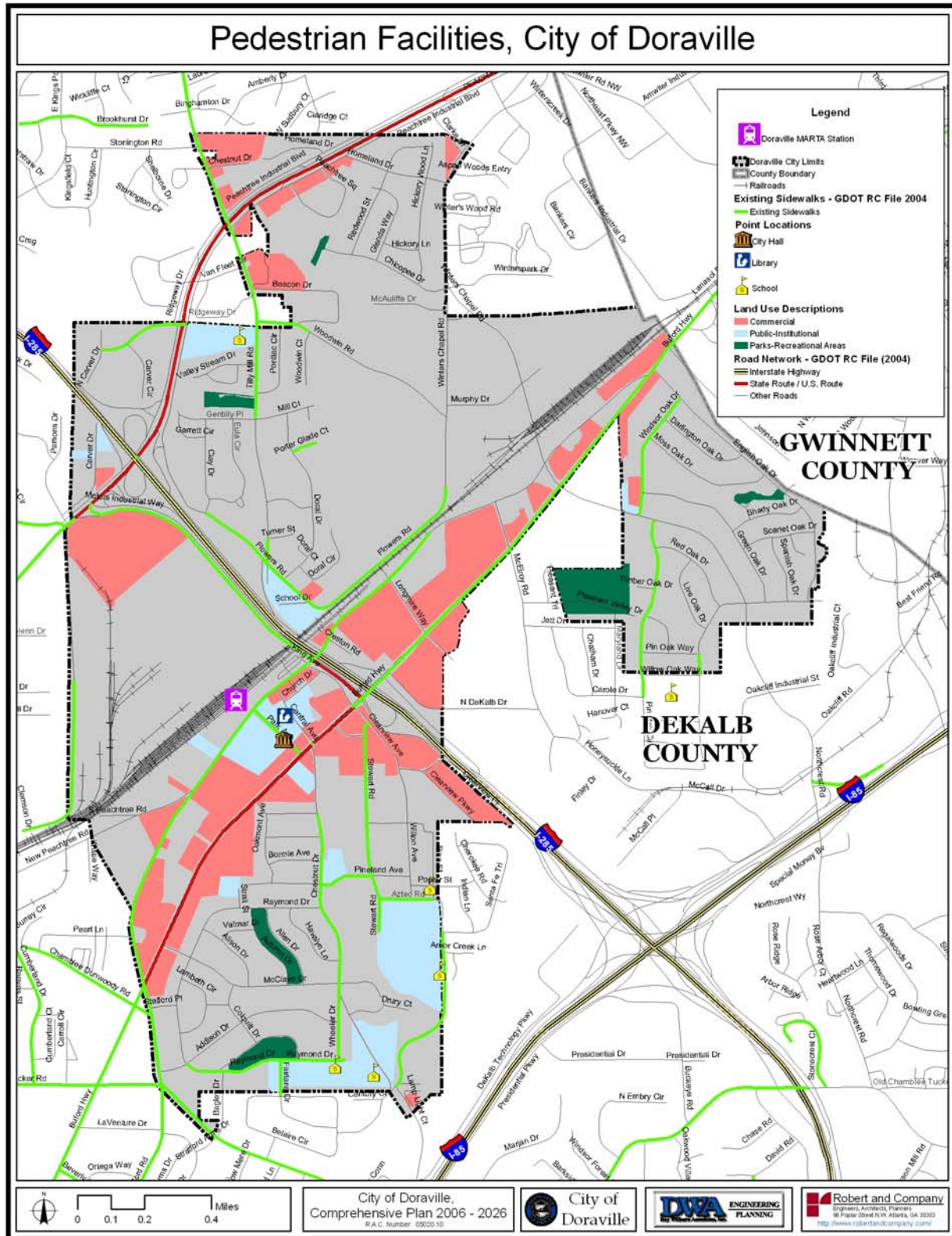
Pedestrian Facilities

The primary pedestrian facility infrastructure in the City of Doraville is sidewalks. Other elements also contribute to a pedestrian environment including the provision of well-defined crosswalks, pedestrian actuated traffic signals, and compact development patterns. The existing sidewalk network is shown in Figure A21. Although some roadways in Doraville have sidewalks, there is not a continual network of sidewalks throughout the city. As shown in the map, sidewalks do not serve all of the major activity areas in the city, including city facilities, schools, major employment and shopping areas. In performing a spatial overlay analysis of sidewalks with existing bus routes, it is evident that a majority of the bus routes currently operating in the city are underserved by sidewalks. Sidewalks along bus routes improve the safety and comfort for bus patrons, walking to bus stops and during boarding and alighting buses.

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Figure A21. Pedestrian Facilities





Bicycle Facilities

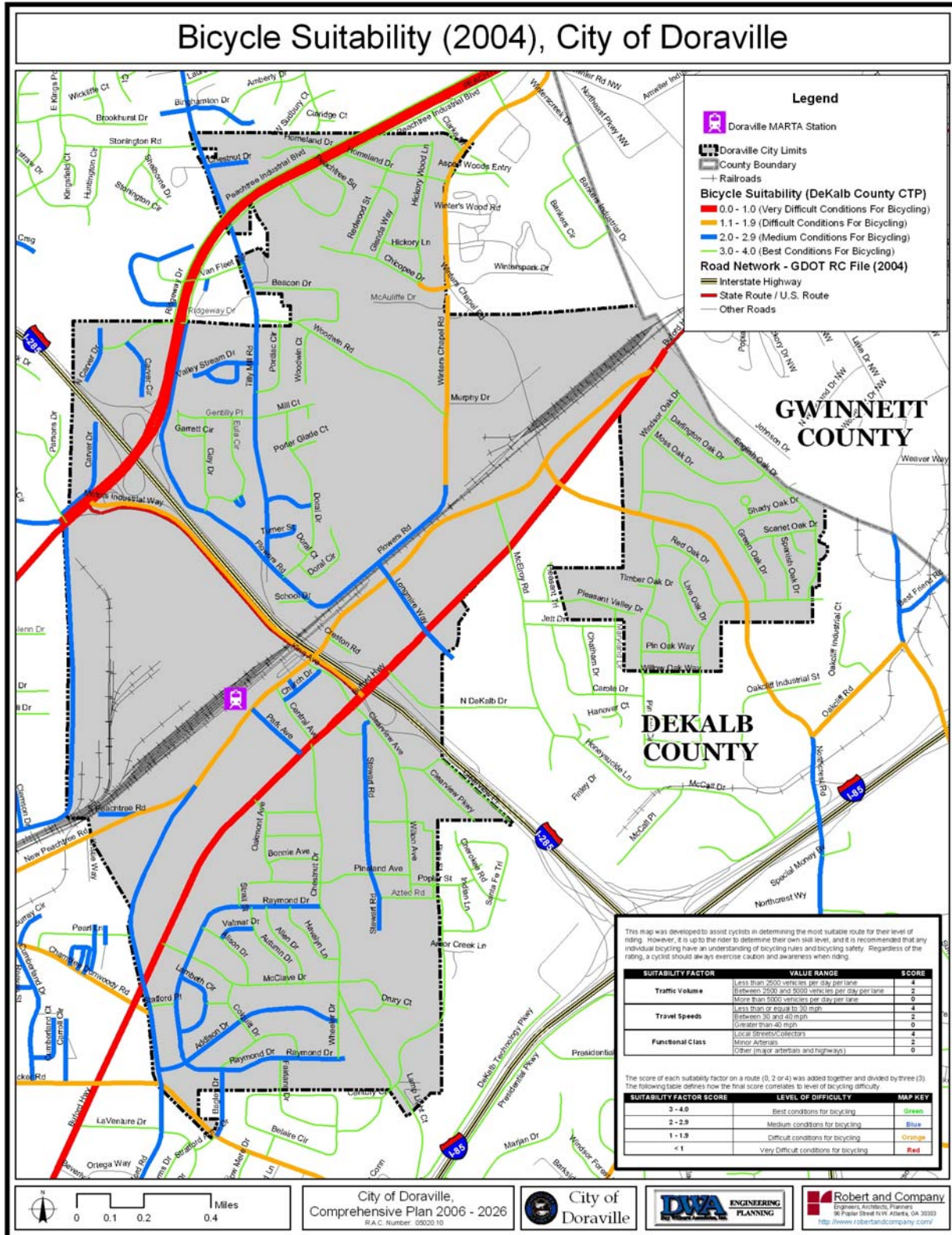
In the City of Doraville, there are no existing bicycle facilities, either marked routes or bicycle lanes available. Bicycling is permitted on all major streets, but the suitability of bicycling within the city varies greatly. Both the ARC and DeKalb County have assessed bicycle suitability of major roadways within DeKalb County. The bicycle suitability evaluation performed by ARC in 2003 indicated the following roads had the best conditions for bicycling in Doraville: Clearview Avenue, Wilton Road, Aztec Road, and portions of Chestnut Drive. Roads identified as having “medium conditions” for bicycling include Chestnut Drive, Tilly Mill Road and Flowers Road. Three roads were identified as having difficult conditions for bicycling: Peachtree Industrial Boulevard, Buford Highway, and Peachtree Road.

A comprehensive bicycle suitability analysis was conducted during the DeKalb *Comprehensive Transportation Plan* development. Figure A22 illustrates the outcome of the suitability assessment. Each roadway was screened using GDOT road characteristics data, using traffic volumes, average travel speeds, and functional classification, as described in the map inset box. Each roadway was assigned a suitability ranking on a four-point scale from very difficult to best conditions for bicycling. Although the screening does provide guidance on the locations for bicycle-supportive facilities, other factors should also be considered such as connections to activity centers and schools, and commute patterns. The experience and skill of bicyclists should also be taken into account, especially when considering creating safe routes for bicycling to school.

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Figure A22. Bicycle Suitability, 2004





Parking

The City of Doraville does not operate any public parking lots other than what accompanies public, city-owned buildings. The largest parking facilities are at the MARTA Doraville Station. Public parking at the station, which includes surface parking and an elevated parking ramp, has 1,070 parking spaces. A private parking ramp, owned by BellSouth Corporation adjacent to the MARTA station, has 850 parking spaces. City offices are located between New Peachtree Road and Buford Highway on Park Avenue and Central Avenue. On-street parking is not provided in the city-service area. Parking for area businesses is largely provided by private, on-site parking lots. Existing development within the Buford Highway commercial corridor is characterized by buildings set back far from the roadway edge of pavement. The space in between the buildings and the roadway is filled with surface parking. There are few or no shared parking facilities between the parcels. The design and physical layout of much of the commercial development is oriented to vehicular access from Buford Highway, so pedestrian circulation between parcels and from the street is impeded by the parking lot design.

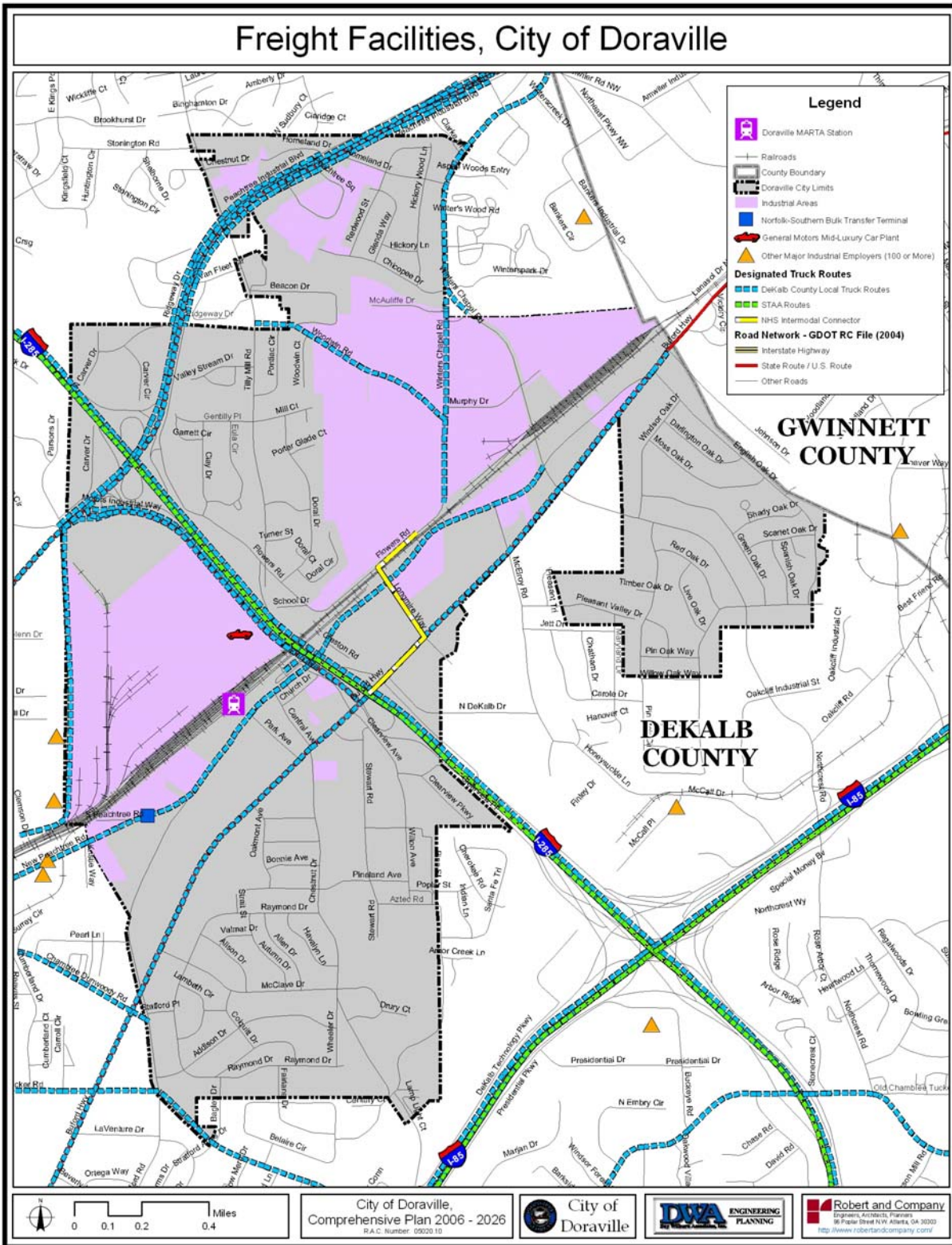
Freight

For its geographic size, Doraville has an extensive freight network of rail facilities and designated roadway freight routes, as shown in Figure A23. The proximity of Doraville to Interstates 285 and 85 and the Norfolk Southern rail line make it an accessible location for major freight distribution. Much of the freight network is oriented to the General Motors plant and Colonial and Plantation Pipeline Petroleum Tank Facilities, which have multiple railroad spurs and heavy truck access on Peachtree Road, Motors Industrial Way, Flowers Road, New Peachtree Road, Woodwin Road, and Winters Chapel Road. The roadway route to the petroleum tank facilities on Buford Highway, Longmire Way, and Flowers Road is designated an official NHS intermodal connector.

A main Norfolk Southern rail line, connecting Atlanta to Greenville, South Carolina, traverses the City of Doraville. The average number of trains per day on the line ranges from 50 to 100. There are ten railroad crossings in Doraville, of which nine are at-grade crossings. According to the Federal Railroad Administration (FRA), no rail/vehicle collisions have been reported at any of the rail crossings in Doraville during the period from 2000 to 2004.



Figure A23. Freight Facilities





Current Studies

A number of transportation planning studies have recently been completed or are underway that will impact Doraville. The recently completed *ARC Mobility 2030* long range transportation plan, with its accompanying *Transportation Improvement Program (TIP)*, identifies short range improvements for the Doraville area. TIP projects are shown in Figure A24 and listed in Table 39. Local street improvements in Doraville will include pedestrian facilities on Peachtree Industrial Boulevard and Buford Highway. Regional improvements that have the potential to impact Doraville are the addition of Intelligent Transportation System (ITS) enhancements and ramp metering and High Occupancy Vehicle (HOV) lanes on I-285. An *I-285 Strategic Implementation Plan* study is currently under development by GDOT. The study will be completed by early 2006 which will identify recommendations for improving operations at the two Interstate interchanges in Doraville, Peachtree Industrial Boulevard and Buford Highway.

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Figure A24. Short Range Projects

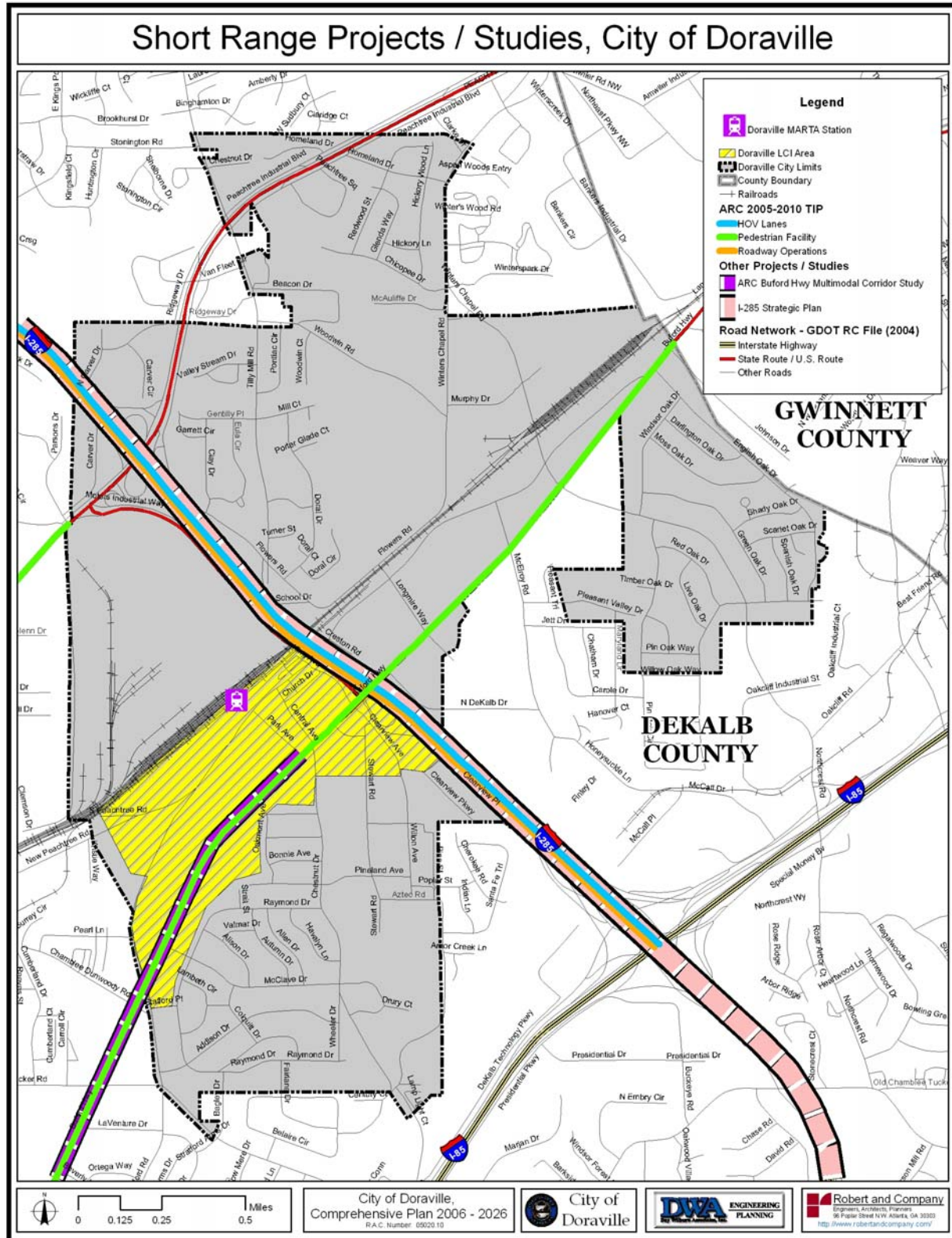




Table 39. FY 2005-2010 Transportation Improvement Program Projects, Doraville

ARC Project Number	GDOT PI Number	Project Name, Description and Location	Project Type	Sponsor	Location	Length (miles)
DK-AR-BP052	0002410	SR 141/Peachtree Industrial Boulevard) from McGaw Drive to Peachtree Road North	Pedestrian Facility	DeKalb County	DeKalb County	1.8
DK-324A	0004640	SR 13/Buford Highway streetscape, sidewalks, lighting and refuge islands from Fulton County line to Shallowford Terrace	Pedestrian Facility	GRTA	DeKalb County	4.78
DK-324B	0006254	SR 13/Buford Highway	Pedestrian Facility	DeKalb County	DeKalb County	5.5
DK-324C	0002902	SR 13/Buford Highway from Fulton County line to I-285 North	Pedestrian Facility	DeKalb County	DeKalb County	4.7
DK-324D	731770	SR 13 (Buford Highway) pedestrian & landscape enhancements from Shallowford Terrace to I-285 North	Pedestrian Facility	GDOT	DeKalb County	2.2
DK-324E	0004641	SR 13 (Buford Highway) pedestrian refuge islands from Shallowford Terrace to Gwinnett County line	Pedestrian Facility	GRTA	DeKalb County	3.5
AR-241	713405	I-285 North - ITS and ramp meters from I-75 North to I-85 North	ITS-Smart Corridor	GDOT	Multi-County	13.14
AR-H-300A	0001758	I-285 North HOV lanes from I-75 North to I-85 North	HOV Lanes	GDOT	Multi-County	13.1
AR-H-300B	0001758	I-285 North HOV lanes from I-75 North to I-85 North	HOV Lanes	GDOT	Multi-County	13.1

Source: Atlanta Regional Commission, FY 2005-2010 Transportation Improvement Program Project List

DeKalb County has undertaken development of a joint county/city *Comprehensive Transportation Plan (CTP)* that will provide multimodal transportation improvements within the city. The DeKalb CTP is slated for completion in early 2006. Through the ARC Livable Cities Initiative (LCI) program, Doraville is currently conducting a LCI study in the core of Doraville (Figure A24). The LCI study, to be completed by November 2005, will focus on short-range, implementable strategies for improving the multimodal transportation network in the LCI study area. Finally, ARC is conducting a study to evaluate Bus Rapid Transit (BRT) options in the Buford Highway corridor. The Buford Highway corridor study, slated for completion by March 2007, will provide direction for multimodal transportation improvements to complement existing and planned projects.



Transportation Issues and Opportunities

To identify transportation issues and opportunities, both qualitative and quantitative factors were considered. Quantitative input includes the transportation assessment by mode presented in the previous section. A field visit and windshield survey of the study area was conducted to supplement the assessment. Insight from city of Doraville staff and officials was sought. Input received through the Doraville LCI study, reflecting local stakeholders and the general public, was also reviewed. The following presents currently identified issues and opportunities.

Issues

Doraville's "Main Street" is Buford Highway/SR 13. However, Buford Highway does not connect the community, rather it divides the city east-west, while I-285 divides the city north-south. The residential areas east of Buford Highway have limited direct access to community facilities on the west side of Buford Highway. The direct route from the southern neighborhoods to Central Avenue via Chestnut Drive is intersected by Buford Highway. The intersection is not controlled with traffic signals.

Persons living, working, or shopping within the city have a relatively high access to public transit services as compared to the Atlanta region. However, impedances to using transit include limited pedestrian facilities (such as sidewalks, delineated cross walks at intersections, and bus shelters) as well as routes which operate on high volume, high speed roadways which can cause conflict between other vehicles and those riding transit.

Due to the proximity of the MARTA Doraville Station to the Norfolk Southern rail yard, the station is only accessible from the east side. Persons living in the area are separated from the station by busy, high traffic volume streets. The pedestrian facility infrastructure around the station is limited, though sidewalks exist on New Peachtree Road.

Heavy industrial land uses are adjacent to residential land uses, and large trucks originating from or traveling to the industrial areas use residential streets, even though some of the streets are designated with truck prohibition signage.

Public parking in the city service area is limited. Private parking for local businesses and retail operations are provided on-site. The location of parking is usually the property's frontage, and the design and layout is not particularly pedestrian-friendly.

Within the Buford Highway commercial corridor and downtown city service area, pedestrian infrastructure is lacking. Pedestrian facilities are not provided to link the residential areas to the activity areas within the city.

Overall, the community is not bicycle or pedestrian friendly. The city has many streets where traffic travels at inappropriate speeds, making pedestrian activity unsafe and unappealing.

There is little connectivity between pedestrian, bicycle, transit, and roadway facilities.



The community's roadway design is not sensitive to roadway uses or local concerns. There is a lack of activities located within easy walking distance of transit stops. The city does not have enough on-street parking allowed in places where it can be safely provided or in pedestrian retail districts.

The city has an inability to adjust the design or operation of roadways to adapt to future conditions that have changed from the past. The roadway network does not adequately serve the higher intensity uses of retail, shops and offices.

The city has not had a comprehensive transportation assessment that includes parking, traffic and transit, from a local and regional perspective.

Opportunities

The City of Doraville has well-established neighborhoods in the four corners of the city. Pedestrian and bicycle facility improvements could greatly enhance the access, connectivity, and safety for residents to use walking and bicycling to get to local shopping, schools, and parks. The schools are located within the community, so the areas around them are good candidates for implementing "Safe Routes to Schools" programs.

The area has access to rail and bus transit services. Sidewalk infrastructure and bus stops would greatly enhance the environment for transit patrons.

The MARTA Doraville Station is an important, multimodal transit hub, which currently serves three transit agencies: MARTA, GRTA, and Gwinnett County transit. On a monthly basis, over 150,000 rail boardings occur at the station. The activity occurring at and around the station could provide a stimulus for economic redevelopment in the area adjacent to the station. Economic development opportunities are being evaluated in the Doraville LCI study.

In the 2005 federal transportation bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), a number of programs address freight mobility and safety. As an area with a high level of freight facilities and utilization, Doraville could take advantage of these programs.



Intergovernmental Coordination

The boundaries for use of community facilities and transportation corridors as well as the effects of land use often go beyond the legal boundaries of a county or municipal government. The purpose of this section is to inventory the existing intergovernmental coordination mechanisms and processes between the City of Doraville and DeKalb County as well as between the city and other governmental entities and programs that have the potential of impacting the successful implementation of the Community Agenda.

Adjacent Local Governments and the Service Delivery Strategy

Doraville is one of nine municipalities within DeKalb County. DeKalb County provides many services to the residents of the City of Doraville, as they are also residents of the County. The Service Delivery Strategy (SDS) is designed to serve as the primary coordination mechanism between these city and county governments.

In 1997 the State passed the Service Delivery Strategy Act (HB489). This law mandates the cooperation of local governments with regard to service delivery issues. Each county was required to initiate development of a Service Delivery Strategy (SDS) between July 1, 1997 and January 1, 1998. Service Delivery Strategies must include an identification of services provided by various entities, assignment of responsibility for provision of services and the location of service areas, a description of funding sources, and an identification of contracts, ordinances, and other measures necessary to implement the SDS.

The Service Delivery Strategy for DeKalb County was adopted in June 1999. The City of Doraville is not a signatory of this document, but, rather has shared services with the county through other intergovernmental agreements executed prior to 1999 and a number of agreements executed since 2002. The City is joining with DeKalb County to revise and update the county's Service Delivery Strategy in the summer of 2005. The provision of services in the city is discussed in detail in the Community Facilities section. The major intergovernmental agreements between DeKalb County and Doraville Service are summarized here. As the local governments meet to review and update the current DeKalb County Service Delivery Strategy, each of the existing agreements listed here will be examined and evaluated.

Elections

The intergovernmental agreement with DeKalb County establishes that the county jointly provides election services to the City of Doraville. The city contracts with DeKalb County for election services for each municipal election. This includes the appointment and compensation of workers, supply equipment and materials, process ballots, handle required advertisement.

Sheriff/Jail & Evictions

The intergovernmental agreement establishes DeKalb County as the provider of sheriff, jail, and eviction services to the City of Doraville.



Fire Protection

DeKalb County provides fire protection services for the City of Doraville.

EMS

The intergovernmental agreement specifies that DeKalb County is the provider of emergency management services to the City of Doraville.

Medical Examiner

DeKalb County provides any necessary medical examiner services to Doraville.

Emergency Management

The intergovernmental agreement establishes the joint responsibility of DeKalb County and the City of Doraville for the provision of emergency management services.

Water Treatment/Water Distribution

DeKalb County provides these services to the City of Doraville.

Wastewater Collection & Treatment

DeKalb County provides these services to the City of Doraville.

Street Construction & Maintenance

The intergovernmental agreement establishes that DeKalb County will provide street construction and maintenance services to the City of Doraville. This includes re-paving (not including LARP), pothole repair, etc.

Traffic Engineering

DeKalb County provides traffic engineering services to the City of Doraville, as established in the intergovernmental agreement.

Storm Water

The City of Doraville and DeKalb County have established a joint effort in the provision of storm water services to the City of Doraville. Additional information on the city's stormwater controls, and water and sewer service is presented in the Community Facilities section.



Libraries

Doraville and DeKalb County have an intergovernmental agreement pertaining to library services. The Doraville Library is a branch of the DeKalb County Public Library. The City of Doraville staffs the library and maintains the buildings and grounds, while the county provides books and other library materials and services.

Economic Development

The current Service Delivery Strategy does not include an agreement between the city and the DeKalb County Economic Development Authority for the provision of economic development and redevelopment coordination services. The city currently is responsible for its own economic development efforts.

School Board

The DeKalb County Board of Education oversees the DeKalb County Public Schools, which serve the entire county and the majority of the municipalities, including Doraville.

Regional and State Entities

Atlanta Regional Commission

The Atlanta Regional Commission (ARC) serves as the regional development center for metropolitan Atlanta area including the City of Doraville. The ARC provides a variety of services to governments in its region, such as land use and transportation planning coordination, services for the elderly and workforce development. The ARC is responsible for serving the public interest of the state by promoting and implementing the comprehensive planning process among its ten county region and with involvement in local and regional planning related to land use, transportation, recreation, historic preservation, natural resources, and solid waste. The city is represented on the ARC's Board of Directors. The existing mechanisms of coordination between Doraville and the Atlanta Regional Commission are considered adequate and expected to remain constant through the planning period.

Metropolitan North Georgia Water Planning District

With a finite water resource and a population of nearly 4 million and growing, the need to carefully and cooperatively manage and protect Metropolitan Atlanta's rivers and streams has become a priority. The Metropolitan North Georgia Water Planning District was signed into law on April 5, 2001 (2001 S.B. 130) and is developing regional and watershed specific plans for stormwater management, wastewater management, and water supply and conservation in a 16 county area which encompasses Clayton, Bartow, Cherokee, Cobb, Coweta, DeKalb, Douglas, Fayette, Fulton, Forsyth, Gwinnett, Hall, Henry, Paulding, Rockdale and Walton Counties. Local governments within the District that do not substantially adopt the model ordinances will be ineligible for state grants or loans for stormwater related projects. This decision may be appealed to the District Board with a majority vote required to overturn. Those governments that do not implement plans that apply to them would have their current permits for water withdrawal, wastewater capacity or NPDES stormwater permits frozen. The city adopted the required watershed, wastewater, and water supply conservation measures in April 2005.



Georgia Department of Transportation

The Georgia Department of Transportation (GDOT) maintains and improves state and Federal highways in DeKalb County and provides financial assistance for local road improvements. Doraville coordinates with DeKalb County and is closely tied with GDOT through the county's Transportation Department. This coordination is expected to continue throughout the planning period.

Georgia Department of Natural Resources

The Georgia Department of Natural Resources (DNR) is available to provide assistance and guidance to the city in a number of important areas including; water conservation, environmental protection, wildlife preservation, and historic preservation.

Georgia Department of Community Affairs

The Georgia Department of Community Affairs (DCA) has overall management responsibilities for the State's coordinated planning program and reviews plans for compliance with minimum planning standards. DCA provides a variety of technical assistance and grant funding opportunities to the city.

Private Entities

DeKalb County Chamber of Commerce

A non-profit membership organization, the DeKalb County Chamber of Commerce provides assistance to new businesses wishing to locate their establishments in the county. The agency's activities are focused in the areas of business recruitment and retention. The City of Doraville does not contract with DeKalb County for specific economic development efforts through the Economic Development Authority. However, the city does utilize the Chamber of Commerce for business recruitment assistance when necessary or desired.

Georgia Power Company

Georgia Power is a utility company servicing customers throughout the State of Georgia. There is little coordination required between the city and Georgia Power except for issues related to electric utility hookups.