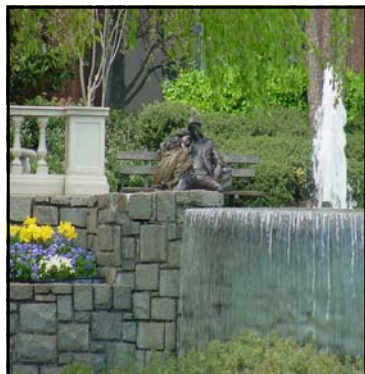


# DeKalb County Comprehensive Plan 2005-2025



## Community Agenda May 2007



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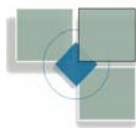
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## **Comprehensive Plan 2005-2025 Acknowledgements**

### **Vernon Jones, DeKalb County CEO**

#### **DeKalb County Board of Commissioners**

- Elaine Boyer, Commission District 1
- Jeff Rader, Commission District 2
- Larry Johnson, Commission District 3
- Burrell Ellis, Commission District 4
- Lee May, Commission District 5
- Kathie Gannon, Commission District 6
- Connie Stokes, Commission District 7
- Keith Barker, BOC Chief of Staff

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- Tess Snipes, Commission District 4
- Markus Butts, Commission District 5
- Larry Danese, Commission District 6
- Vickie Elisa, Commission District 7

#### **Planning and Land Use Committee**

Pursuant to a Memorandum of Understanding between the Board of Commissioners and the Chief Executive Officer, a Planning and Land Use Committee was established with the principal objective of assuring public participation in the development of the Comprehensive Plan. The following persons served as members of the Committee:

- Jeff Rader, Commission District 2, Committee Chairperson
- Kathie Gannon, Commission District 6
- Connie Stokes, Commission District 7

#### **DeKalb Planning and Development Department**

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## **Comprehensive Plan 2005-2025 Acknowledgements**

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### **Development Division Management and Staff**

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Community Development Department  
DeKalb County Libraries  
Board of Health  
Department of Education  
Geographical Information Systems Department  
Department of Parks and Recreation  
Department of Public Works  
Department of Watershed Management  
Human Services Department, Office of Senior Affairs

### **Other Contributors**

DeKalb County Community Council Members  
DeKalb County Civic Associations  
DeKalb County Citizens (Public Meeting Attendees)

### **Other Agencies**

Day Wilburn Associates, Inc.  
Georgia Department of Transportation  
Atlanta Regional Commission  
Georgia Department of Community Affairs

**RESOLUTION**

**A RESOLUTION BY THE BOARD OF COMMISSIONERS OF DEKALB COUNTY GEORGIA TO ADOPT THE 2005-2025 COMPREHENSIVE PLAN UPDATE AND TRANSMIT THE DOCUMENT TO THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS AND THE ATLANTA REGIONAL COMMISSION**

**WHEREAS**, the DeKalb County Board of Commissioners has completed the Community Assessment, Community Participation and Community Agenda documents as part of the 10-year Comprehensive Plan Update and;

**WHEREAS**, this document was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and;

**WHEREAS**, the required public meetings were held on May 17 and 25, 2006, and June 3 and 7, 2006 to inform and update the DeKalb citizens of the revised procedures, format, and purpose of the Comprehensive Plan, and;

**WHEREAS**, additional public meetings were held August 24, 2006, September 7, 2006, September 14, 2006, and January 18, 2007 to encourage broader public participation and input, and;

**WHEREAS**, the document was updated based on stakeholder input up to the final submittal date of February 27, 2007 and;

**WHEREAS**, the final document was presented to the DeKalb County Planning Commission on May 8, 2007, and;

**WHEREAS**, the Department of Community Affairs requires that the Board of Commissioners adopt the Comprehensive Plan (Community Assessment, Community Participation Program, and Community Agenda) prior to recertification as a Qualified Local Government.

**NOW BE IT THEREFORE RESOLVED**, that the DeKalb County Board of Commissioners hereby adopts the 2005-2025 Comprehensive Plan Update in its entirety (Community Assessment, Community Participation and Community Agenda) and authorizes the transmittal of the document to the Atlanta Regional Commission and the Georgia Department of Community Affairs as required by state law.



ADOPTED by the DeKalb County Board of Commissioners, the 22 day of May, 2007.



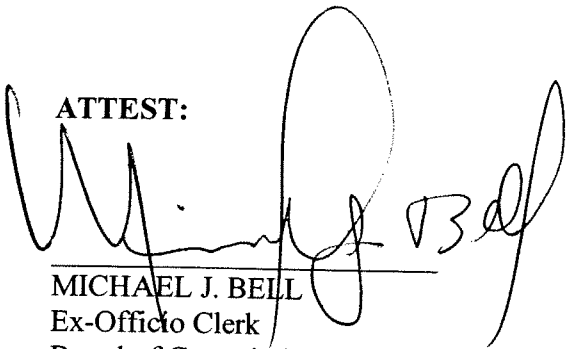
**BURRELL ELLIS**  
Presiding Officer  
Board of Commissioners  
DeKalb County, Georgia

APPROVED by the Chief Executive Officer of DeKalb County, this 30 day of May, 2007.



**VERNON JONES**  
Chief Executive Officer  
DeKalb County, Georgia

ATTEST:



**MICHAEL J. BELL**  
Ex-Officio Clerk  
Board of Commissioners and  
Chief Executive Officer

APPROVED AS TO FORM



**William J. Linkous, III**  
County Attorney  
DeKalb County, Georgia

APPROVED AS TO SUBSTANCE:



**Patrick Ejike**  
Planning and Development Director  
DeKalb County, Georgia

## DEKALB COUNTY

ITEM NO.

**H32**

## HEARING TYPE

Public Hearing

## BOARD OF COMMISSIONERS

## BUSINESS AGENDA / MINUTES

MEETING DATE: May 22, 2007

## ACTION TYPE

Resolution

SUBJECT: 2005 – 2025 Comprehensive Plan Update

DEPARTMENT: Planning and Development

PUBLIC HEARING:  YES  NOATTACHMENT:  YES  No

PAGES: 52

INFORMATION CONTACT: Patrick Ejike  
Andrew Baker, AICP

CD: Full Text

PHONE NUMBER: 404-371-2155

**Deferred from February 27, 2007 and April 10, 2007**PURPOSE:

To consider a resolution to adopt the 2005-2025 Comprehensive Plan Update document;

To consider authorizing the Chief Executive Officer to forward the Comprehensive Plan Update document and resolution to the Atlanta Regional Commission (ARC) and the Department of Community Affairs (DCA) per state law.

NEED/IMPACT:

The Comprehensive Plan update process requires ARC and DCA to receive a copy of the adopted Comprehensive Plan Update comprising of Community Assessment, Community Participation, and Community Agenda for DeKalb County. The required public meetings were held on May 17 and 25, 2006, and June 3 and 7, 2006 to inform and update the DeKalb citizens of the revised procedures, format, and purpose of the Comprehensive Plan. Additional public meetings were held August 24, 2006, September 7, 2006, September 14, 2006, and January 18, 2007.

A transmittal resolution of the final document is now needed for ARC and DCA. The Department of Community Affairs requires that the Board of Commissioners adopt the Comprehensive Plan (Community Assessment, Community Participation Program, and Community Agenda) prior to recertification as a Qualified Local Government.

This is a progressive document and changes/revisions were made up to the final adoption date. Attached to this agenda is the executive summary of the 2005-2025 Comprehensive Plan Update document and resolution. The full text of the document is contained on the CD attached; a hard copy and CD of the full text are being furnished to Chief Deputy Clerk for the official record.

RECOMMENDATION (S):

To approve a resolution to adopt the 2005-2025 Comprehensive Plan Update document;

To authorize the Chief Executive Officer to forward the Comprehensive Plan Update document and resolution to the Atlanta Regional Commission (ARC) and the Department of Community Affairs (DCA) per state law.



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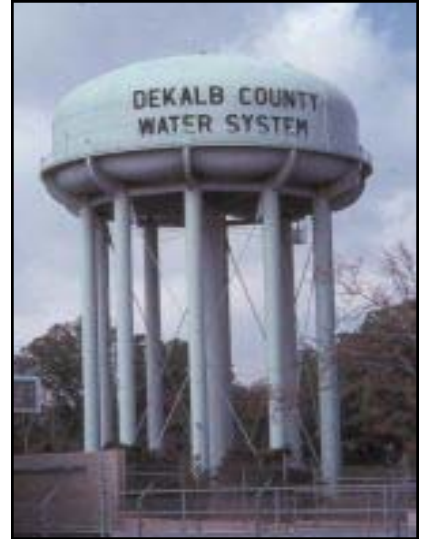




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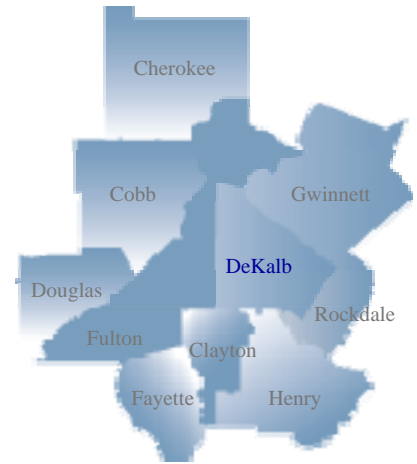
# INTRODUCTION





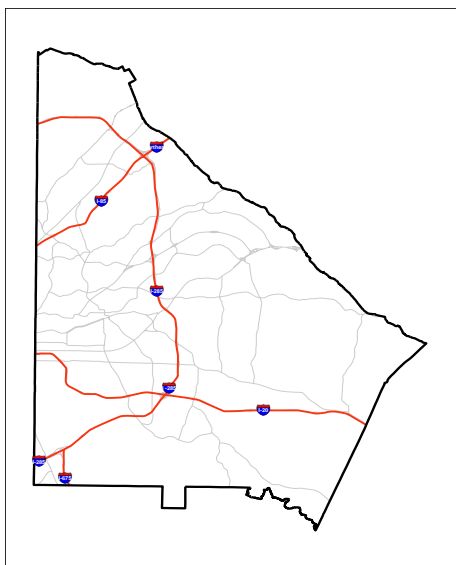
# 1. INTRODUCTION

DeKalb County is one of the ten (10) counties that comprise the metropolitan Atlanta region. This jurisdiction is 268 square miles and is home to nine incorporated municipalities. Through a 1981 Act of the Georgia General Assembly, DeKalb County was established with distinct executive and legislative county government branches. The executive branch is headed by the elected position of Chief Executive Officer (CEO), while the legislative branch comprises of a seven-member body known as the Board of Commissioners (BOC). The Board of Commissioners elects a Presiding Officer and a Deputy Presiding Officer from its membership. The CEO may preside at Board meetings and may also vote in the event of a tie-vote; however the CEO does not preside or vote on zoning matters. The CEO has exclusive power to supervise, direct and manage the administration of the County Government.



DeKalb County was known as a bedroom community to the City of Atlanta. However, over the years, DeKalb has transitioned from a suburban community to a more urban community. DeKalb County is the State of Georgia’s second largest county and is home to such entities as Emory University, Mercer University, Georgia Perimeter College, the Center for Disease Control, Perimeter Mall and Stonecrest Mall. The County’s major employment centers are Perimeter Center, Northlake, Mall At Stonecrest, Emory/CDC, and Lithonia Industrial District. There are also numerous Fortune 500 companies with office and headquarter locations in DeKalb County.

The housing stock of DeKalb County consists of a variety of housing types, which range from historic cottages, Victorians, and craftsman bungalows, to present day ranches, townhomes and two-story structures. There are approximately 261,231 (2000 Census) housing units in the County of which approximately 64% consists of single-family homes and the remaining percentage consists of townhomes, condos and apartments. DeKalb’s median housing cost is \$135,100 (2000 Census) and the median household income is \$49,117 (2000 Census). The amount of vacant undeveloped land in the County is diminishing and as a result, the County is seeing more residential rehabilitation and redevelopment activity.



DeKalb County has five major road arteries that run through its boundaries – Interstates 85, 20, 285, and 675, as well as US 78 on the east side of the County. DeKalb County is also home to the DeKalb-Peachtree Airport which is a general aviation field that handles corporate operations for the metro area. DeKalb Peachtree Airport is the second busiest airport in Georgia, second only to Hartsfield-Jackson Atlanta International Airport. Hartsfield-Jackson Atlanta International Airport, which is the world’s busiest airport for passengers and operations, is only six miles from DeKalb's southwestern border. The metropolitan Atlanta area is also served by the Metropolitan Atlanta Rapid Transit Authority (MARTA) system. This system provides an alternative method of transportation for DeKalb County’s residents and businesses with the jurisdiction’s nine rail stations and fifty bus routes.





## ***INTRODUCTION***

As the County's amount of vacant land dwindles and older areas are in need of redevelopment, the County has sought strategies to accommodate compatible new development. One technique is the formulation of Overlay Districts throughout the County. Overlay Districts are a method for the County to control growth, preserve existing land use patterns and promote aesthetic qualities consistent with the specific area. DeKalb County has three legislatively adopted overlay districts – Candler Road, Dunwoody Village and Stonecrest Overlay Districts. Areas under consideration include Wesley Chapel, Panola and Buford Highway. Additionally to address the growing population and dwindling land acreage throughout DeKalb County, key areas are identified to promote economic development, higher densities and mixed-use developments. These areas have been designated activity centers of various intensities throughout the county.

### ***1.1 Purpose***

The Community Agenda is the guiding principal for the future development for DeKalb County. After extensive public involvement of all segments of the community, a thorough analysis of current and future trends, and assessment of the community's issues and opportunities, the "blue print" for the future was established.

The Atlanta Metropolitan Area including DeKalb County has experienced significant growth over the last twenty years. This trend is expected to continue well into the next planning horizon of 2025. Overall, the population of DeKalb County increased 40% from 1980 to 2000 (483,024 to 665,865). The population is expected to increase to 848,706 in 2020. With such changes in population, there is an increase in the demand for housing, an increase in demand for goods and services, and also an increase in traffic congestion and an increased pressure on infrastructure. The goal of this action plan prepare a road map of short-term and long-term critical planning actions for the county. The actions will help guide the allowable uses, density/intensity and design character for future development.

The Community Agenda includes recommendations and strategies to improve the overall "quality of life" in DeKalb County. It takes a comprehensive approach to land use, transportation, green space, recreation, housing, economic development, infrastructure improvements, natural resources, environmentally sensitive areas, community facilities and services, and intergovernmental coordination. In addition, the Community Agenda takes a close look at *Areas Requiring Special Attention* and *Character Areas*. This document has been designed to be concise and user-friendly and is intended to guide decision making by elected officials.

Another purpose of the Community Agenda is provide a road map for the county's future. It has been developed through a very public process through the involvement of the general public, community leaders and stakeholders with the goal of making key decisions about the future of the county. The Community Agenda is a crucial part to the plan, as it includes the community's vision for the future, key issues and opportunities, and an implementation program for achieving the vision and addressing the identified issues and opportunities. The Community Agenda is intended to generate local pride and enthusiasm about the future of the county, thereby making citizens demand the plan is implemented. With increased public support, the plan is more likely to be implemented.

The Community Agenda is a public driven document designed to mitigate development issues and better plan for future population growth and development while maintaining the county's vision. The document is user friendly for day-to-day decision making by community leaders as the community works toward achieving the desired future of DeKalb County. ***Again, this document is more than a plan, it is a working, breathing, policy and action instrument.***





## ***1.2 Public Participation***

DeKalb County recognized that public involvement would be essential to the development of the Comprehensive Plan. County staff executed a community participation program that engaged residents, visitors, and business owners throughout the county. One goal of this process was to connect with those citizens not traditionally involved in the planning process. The overall goal was to have stakeholder involvement up front and throughout the planning process. The slogan of the participation program was: ***Bringing residents together to address the needs of tomorrow.***

### **2004 Participation Activities**

The first series participation activities began back in 2004 with public meetings held in each commission district. The meetings were held between 5:30 and 7:30 pm. The meetings were jointly sponsored by the DeKalb County Planning and Development Department and the Public Works Department to present and discuss both the Comprehensive Plan and Solid Waste Management Plan. The meetings were designed to:

- Increase public awareness,
- Present the State mandated requirements,
- Listen to public comments and reactions to the current plans

The two-hour meetings combined a variety of communication methods to ease the gathering of information, the sharing of community concerns and priorities, and community reactions to the plans. First, there was a “walk-around” meeting format, which allowed the public to review fact sheets and display boards at their leisure, complete the public comment forms, and hold one-on-one discussions with the DeKalb County representatives specializing in various planning aspects. There were areas designated for each planning component and display boards were positioned around the meeting room.

Second, DeKalb County representatives delivered a formal presentation that described each plan and the requirements, tasks, and schedule for both the Comprehensive Plan and Solid Waste Management Plan update. The last part of the meeting was dedicated to Questions and Answers. These comments were documented and compiled into a summary.

### **2005 Participation Activities**

A more strategic approach was taken after the first year of public participation and comment on the Comprehensive Plan. In addition to two public meetings, two visioning workshops were held as a new way to interest the public and learn of their thoughts and concerns. Three additional meetings were held as a special request for a civic association or on behalf of commissioners.

The visioning workshops were designed to engage citizens in an interactive, and hands-on meeting format to develop a methodology for the formulation of a future land use map and to identify planning strategies for land use, housing, economic development, facilities and services, transportation, and urban design. At the meetings, citizens were encouraged to sit at one of five tables with each table representing a different planning area of the County. Land use maps of the County were spread on each table. Citizens discussed a series of planning topics with a staff member from the County Planning Department. Participants had markers to draw on the maps the changes they wanted to see take place in the future. Planning staff recorded their responses to be included within the Comprehensive Plan.



## **INTRODUCTION**

During the visioning workshops two basic questions were asked: *What do you want to change or create in your community?* and *What do you want to preserve and protect in your community?* The results of the questions were as follows:

### ***What do you want to change or create in your community?***

- Improve traffic congestion on major roads
- More greenspace
- Need more recycling areas

### ***What do you want to preserve and protect in your community?***

- State and National Parks
- Historic and cultural sites and building
- Stable single family neighborhoods
- Greenspace connectivity
- Existing nature preserves
- Historic architectural character of residential neighborhoods

## **2006 Public Participation Activities**

The public participation process and opportunity for stakeholder involvement continued throughout 2006. Listed below are several of the participation methods used during the planning process:

### **Outreach**

County staff utilized several techniques to achieve resident involvement. Techniques included advertising in local newspapers and mailing post cards to those residents in the department's civic association database. In addition to advertising in the newspaper, mailing the post cards, and public hearings, we employed the following techniques.

- Community Council - special, short presentations on the Comprehensive Plan at the Community Council meetings, in an effort, to "tag on".
- Press Releases - distributed press releases through the County's Communications Department to spread the word about the meetings and the plan.
- Public Service Announcements - used public service announcements to allow for the simultaneous presentation of information about the plan as well as public meetings.
- Newspaper Advertisements - the advertisements were placed in commonly read sections of the newspapers and during days most likely to reach intended readers to satisfy legal requirements for meetings and to inform the public about meeting locations and times.
- Website - in addition the traditional approach of mail outs, emails and post cards, information was also posted on the County webpage ([www.co.dekalb.ga.us/planning](http://www.co.dekalb.ga.us/planning)).



**Community Survey of Issues and Opportunities**

There were a total of five public meetings held in 2006 to discuss key issues and opportunities in DeKalb County. Surveys were distributed to the Community Council and the general public to assess their views on quality of life concerns. The persons surveyed only represent a sampling of the overall population. The results of the surveys were grouped into the following categories:

1. Economic Development
2. Housing
3. Land Use /Sense of Place
4. Transportation
5. Community Facilities and Services
6. Public Health
7. Natural and Cultural Resources
8. Planning and Development Process

**Economic Development**

- The majority of citizens surveyed think that business retention is important, and more should be done.
- Citizens feel that more innovative economic development should take place.
- 67% of the citizens surveyed agree the economic development projects are promoted without adequate consideration of their impacts on infrastructure and natural resources.
- 60% of the citizens surveyed agree economic development efforts favor new development over redevelopment opportunities.
- 60% of the citizens surveyed agree the county lacks sufficient jobs or economic opportunities for local residents.

**Housing**

- The majority of citizens (93%) surveyed agree that some neighborhoods are in need of revitalization or upgrade.
- 80% of citizens surveyed agree there is neighborhood opposition to higher density and affordable housing.
- 73% of the citizens surveyed agree there are significant amounts of housing in poor or dilapidated condition in the County.
- 60% of the citizens surveyed believe DeKalb County has enough affordable housing.

**Land Use / Sense of Place**

- A majority of citizens (80%) agree that DeKalb lacks public spaces designed for gathering and social interaction.
- A majority of citizens (80%) agree that DeKalb County lacks a “center” that combines commercial, civil, cultural and recreational activities.
- 67% of the citizens surveyed agree the County has too many unattractive sprawl development along roadways.
- 67% of the citizens surveyed agree there is typically neighborhood opposition to new/innovative or higher density developments.
- 60% of the citizens surveyed agree there is no clear boundary where towns stop and the County begins.
- 60% of the citizens surveyed agree there are not enough places for arts activities and performances
- 53% of the citizens surveyed agree there is an inadequate mix of uses (like corner groceries or drug-stores) within certain neighborhoods.



## **INTRODUCTION**

- 53% of the citizens surveyed agree DeKalb County has little or no sense of place-visitors do not know when they arrived.

### **Transportation**

- A majority of citizens surveyed (80%) agree that transportation corridors in the county are congested.
- A majority of citizens surveyed (80%) agree streets are designed in ways that discourage pedestrian and bike activity.
- 73% of the citizens surveyed agree streets in new developments are not connected to or compatible with those in neighboring parts of the County.
- 67% of the citizens surveyed agree DeKalb County lacks a local trail network.
- 67% of the citizens surveyed agree people lack transportation choices for access to housing, jobs, services, goods, health care, and recreation.

### **Intergovernmental / Planning and Development Process**

- The majority of citizens surveyed (80%) have no opinion about conflicts between our development plans and those of adjacent counties.
- 67% of citizens surveyed have no opinion about conflicts between our development plans and adjacent municipalities.
- 60% of the citizens surveyed agree the County does not share plans or planning information with neighboring communities.
- 60% of the citizens surveyed agree DeKalb County does not promote partnerships between local government and community stakeholder groups.

### **Natural and Cultural Resources**

- The majority of citizens surveyed (100%) agree too many trees are lost to development.
- 93% of the citizens surveyed agree that natural and cultural resources are significant.
- 86% of the citizens surveyed agree the County has environmental pollution problems.
- 80% of the citizens surveyed agree natural and cultural resources are not being improved, enhanced, and/or promoted.
- 80% of the citizens surveyed agree current development practices are not sensitive to natural and cultural resources.
- 80% of the citizens surveyed agree farmland and rural scenery are disappearing.
- 80% of the citizens surveyed agree there is not enough green space or park land in the County.
- 74% of the citizens surveyed agree Countywide protection of historic and cultural resources is inadequate.

### **Facilities and Services**

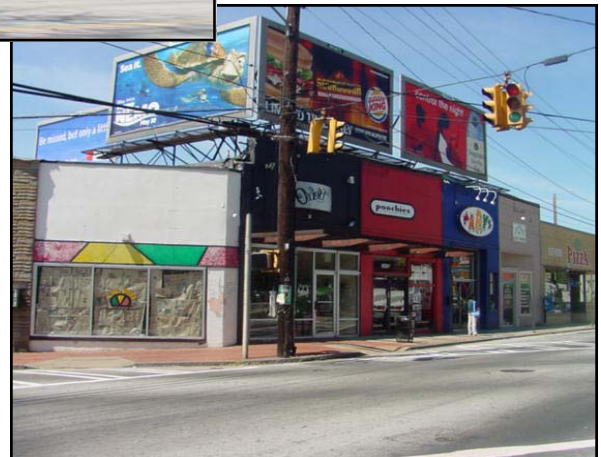
- The majority of citizens surveyed (80%) agree some parts of the county are not adequately served by public facilities.
- 73% of the citizens surveyed agree the cost of providing public services and facilities for new development typically exceeds the revenue from this development.
- 60% of the citizens surveyed agree current facility extension policies do not foster development that maximizes the use of existing infrastructure.

The goal of the public participation process has been to allow the members of the public to take *ownership* of the document. It has entailed two-way communication between the county staff and community stakeholders. All of the issues and opportunities identified by County residents has been used to shape the community vision and policies as well as a guide for future development.





# COMMUNITY ISSUES and OPPORTUNITIES





## ***COMMUNITY ISSUES AND OPPORTUNITIES***

### **2. COMMUNITY ISSUES AND OPPORTUNITIES**

The potential issues and opportunities identified in the Community Assessment have been modified based on stakeholder knowledge of the community, staff interpretation of the Community Assessment and comments provided by the Atlanta Regional Commission and the Georgia Department of Community Affairs. Public Health and Aging Population have been added to the list, based on concerns raised during the public participation process. The issues or opportunities will be followed-up with strategies in the implementation program section.

The revised list of issues and opportunities include:

1. Population (Aging and General)
2. Economic Development
3. Housing
4. Intergovernmental Coordination / Planning Process
5. Land Use / Sense of Place
6. Natural Resources
7. Historic Resources
8. Facilities and Services
9. Public Health
10. Transportation



**COMMUNITY ISSUES AND OPPORTUNITIES**

**Table 2-1:  
Community Issues and Opportunities**

Category	Issues	Opportunities
<p><b>2.1 Population</b></p>	<ul style="list-style-type: none"> <li>• Adult day health facilities and modernized nutrition sites are needed.</li> <li>• There is an aging senior population.</li> <li>• Most seniors have larger homes than needed, there is a need for additional senior housing facilities.</li> <li>• There is a growing ethnic population, which nearly doubled over the last decade.</li> <li>• The population in the county is expected to increase by approximately 25% in the next 20 years.</li> </ul>	<ul style="list-style-type: none"> <li>• DeKalb County has a Human Services Department focused on serving the needs of the seniors.</li> <li>• The Senior Services Division of has produced a Bridge Builders Document, which details a 5 year Master Plan for seniors in DeKalb County.</li> <li>• The post secondary educational attainment levels are higher than those of the state.</li> <li>• In 2002, the per capita personal income of the County ranked 4th in the State and is higher than the national average.</li> </ul>
<p><b>2.2 Economic Development</b></p>	<ul style="list-style-type: none"> <li>• There is public concern that more innovative economic development needs to take place.</li> <li>• There is public concern that more improvement is needed in business retention.</li> <li>• Improvements are needed in the dissemination of public information for employment availability.</li> <li>• There is a need to promote more large scale corporate development to help strengthen the tax base.</li> <li>• There is public concern of projects lacking the consideration of impacts on infrastructure &amp; natural resources.</li> <li>• There is a lack of retention with industrial and commercial property.</li> <li>• There are redevelopment issues in major commercial corridors.</li> <li>• There is a lack of large scale family entertainment centers.</li> <li>• There are not enough dine-in restaurants outside the perimeter (specifically along Memorial Drive).</li> <li>• The General Motors Doraville Plant Closing will result in the loss of thousands of jobs.</li> <li>• There is a high unemployment rate in the county.</li> <li>• More than 50% of the work force do not reside in DeKalb County.</li> </ul>	<ul style="list-style-type: none"> <li>• DeKalb County offers a variety of tax exemptions and expansion incentives to new business and industry.</li> <li>• More than 150 companies have relocated or expanded operations in DeKalb County.</li> <li>• The county contains nearly one fifth of the businesses located in Metro Atlanta.</li> <li>• The County has a Community Development Authority.</li> <li>• The County has established an Office of Economic Development to bring prosperity through new investment.</li> <li>• DeKalb is home to more than 150 international companies.</li> <li>• Coordination exists between Economic Development, Public Works, and Planning &amp; Development Departments.</li> <li>• The County is home to eight colleges and universities.</li> <li>• Business retention and recruitment is active.</li> <li>• The DeKalb Technical Institute provides an excellent resource for skills training and development.</li> </ul>



**COMMUNITY ISSUES AND OPPORTUNITIES**

Category	Issues	Opportunities
<p><b>2.3 Housing</b></p>	<ul style="list-style-type: none"> <li>• The location of affordable housing is away from major amenities and employment.</li> <li>• The County lacks adequate low income housing units.</li> <li>• There are deteriorating SF homes in need of maintenance.</li> <li>• Building standards need to be improved.</li> <li>• Many subdivisions built over the last 10 to 20 years are in need of increased upkeep, maintenance or rehabilitation.</li> <li>• Several older neighborhoods are in need of revitalization with many homes in need of rehabilitation.</li> <li>• Gentrification is taking place displacing seniors and low income persons.</li> <li>• There is a lack of mixed use affordable housing in “high-end” neighborhoods.</li> <li>• DeKalb has the highest number of foreclosures than any county in the state.</li> <li>• Trends show a variety of housing types are needed to service population growth.</li> <li>• The need for special needs housing continues to grow in DeKalb.</li> </ul>	<ul style="list-style-type: none"> <li>• DeKalb County has established an Infill Overlay ordinance.</li> <li>• The County has established Pedestrian Community Districts (PCD) to address the growing need of mixed use development.</li> <li>• The County has a Community Development Department to address housing needs.</li> <li>• The DeKalb Housing Authority has been established to service public housing needs and voucher programs.</li> <li>• The County has assembled an infill task force to address the maintenance of sustainable communities.</li> <li>• The county has an inventory of vacant sites available for redevelopment and/or infill housing.</li> </ul>
<p><b>2.4 Inter-governmental Coordination / Planning Process</b></p>	<ul style="list-style-type: none"> <li>• There is a lack of communication between DeKalb County government and the Department of Education.</li> <li>• There is a lack of coordination between DeKalb County and municipality elected officials.</li> <li>• The County lacks in efforts to share plans and planning information with neighboring Counties and jurisdictions.</li> </ul>	<ul style="list-style-type: none"> <li>• DeKalb County has a Community Council comprised of citizens, that voluntarily assist in the development process.</li> <li>• The County plans with adjacent communities for areas near mutual boundaries, through Intergovernmental Agreements in the delivery of services, etc.</li> </ul>
<p><b>2.5 Natural &amp; Historic Resources</b></p>	<ul style="list-style-type: none"> <li>• The county needs to preserve open space, farmland, and its critical environmental areas.</li> <li>• There is a lack of financing tools for land acquisition and protection.</li> <li>• The County’s availability of green space is shrinking, due to increased development.</li> <li>• The flood plains are typically narrow and frequently flood during the winter and spring.</li> <li>• Non-point source pollution and stormwater runoff are major concerns.</li> </ul>	<ul style="list-style-type: none"> <li>• DeKalb County has a greenspace program that has expanded and added new parks.</li> <li>• Bond referendum approved for the acquisition and development of greenspace throughout DeKalb County.</li> <li>• The county and region has a mild climate.</li> <li>• The County is home to Stone Mountain and Arabia Mountain.</li> </ul>





**COMMUNITY ISSUES AND OPPORTUNITIES**

Category	Issues	Opportunities
<p><b>2.5 Natural &amp; Historic Resources - Continued</b></p>	<ul style="list-style-type: none"> <li>• There are not enough incentives to preserve and coordinate with building trusts.</li> <li>• Lack of adaptable reuse of historic structures.</li> <li>• There are many small sites that need to be determined as what qualifies as historic site or not.</li> </ul>	<ul style="list-style-type: none"> <li>• There are current tools in place to preserve the County’s historical districts.</li> <li>• The County maintains a historic resource database.</li> <li>• The County is dedicated to using Best management practices (BMP’s) to reduce the impacts of stormwater runoff and non-point source pollution.</li> </ul>
<p><b>2.6 Facilities and Services</b></p>	<ul style="list-style-type: none"> <li>• There is a lack of maintenance in County parks.</li> <li>• Parks and recreation facilities are limited and do not meet demand</li> <li>• The hours of operation not long enough at libraries.</li> <li>• School construction is outpaced by residential development.</li> </ul>	<ul style="list-style-type: none"> <li>• The age, capacity function, safety, and maintenance needs of parks have been inventoried.</li> <li>• The aesthetic appearance of all libraries is distinguishable.</li> <li>• There is a variety of recreational opportunities.</li> </ul>
<p><b>2.7 Public Health</b></p>	<ul style="list-style-type: none"> <li>• The current septic tank policies, need additional review and planning.</li> <li>• The county needs community education of public health issues related to land-fills and other health risks.</li> <li>• Smart growth (with environmental health’s involvement in the planning process)</li> <li>• Increased pollution, and smog are impacting public health.</li> <li>• Public transportation access for the workforce</li> <li>• Emergency preparedness planning for bioterrorism and large scale crisis.</li> <li>• There is a growing aging population.</li> </ul>	<ul style="list-style-type: none"> <li>• The Board of Health has created a plan of needs, and recommended strategies of health concerns, for the citizens of DeKalb County.</li> <li>• New warehouse space has been provided (30,000 sq. ft.).</li> <li>• The Board of Health is in the process of implementing a new vision and mission as well as organizational structure changes.</li> </ul>
<p><b>2.8 Transportation</b></p>	<ul style="list-style-type: none"> <li>• Most high intensity uses are not located near public transportation facilities.</li> <li>• Traffic congestion is a major concern in the county.</li> <li>• There are few transportation options in DeKalb County.</li> <li>• There is no regulation requiring connections between new developments on more than one road.</li> </ul>	<ul style="list-style-type: none"> <li>• There are numerous greenway trails in DeKalb County.</li> <li>• Most of the existing and planned trails are part of a regional system funded and planned by the PATH Foundation.</li> <li>• Sidewalk connections between schools (public), transit facilities, and neighborhoods have been prioritized.</li> </ul>



**COMMUNITY ISSUES AND OPPORTUNITIES**

Category	Issues	Opportunities
<p><b>2.8</b> <i>Transportation</i> <i>- Continued</i></p>	<ul style="list-style-type: none"> <li>• The lack of an effective grid system at the neighborhood level results in increased congestion on the limited number of arterials</li> <li>• Many streets were not designed to reflect the neighborhood context through which they operate.</li> <li>• A parking management plan is need countywide.</li> <li>• There are limited road connections.</li> <li>• Construction costs are on the rise as well as the costs of infrastructure maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>• Many of the older town centers have sufficient on-street parking.</li> <li>• Parking options are the greatest in town centers.</li> <li>• There is an existing Access Management plan .</li> <li>• Approx 62% of DeKalb’s population live within 1/4 mile of a MARTA bus route or rail station.</li> <li>• GRTA currently operates an express commuter bus (coach) service with several pending.</li> <li>• The County has five major road arteries I-85, I-20, I-285 and I-675 as well as US 78.</li> <li>• DeKalb is home to the DeKalb-Peachtree Airport and is in close proximity to the Hartsfield Jackson International Airport.</li> <li>• There are several CSX rail lines which traverse the county.</li> </ul>
<p><b>2.9</b> <i>Land Use / Sense of Place</i></p>	<ul style="list-style-type: none"> <li>• Changes to the Future Land Use Plan are too frequent.</li> <li>• A large amount of land has been dedicated to surface parking.</li> <li>• Major corridors have a high percentage of unattractive development.</li> <li>• Adjacent neighborhoods lack accessible neighborhood retail centers.</li> <li>• There is a lack of uses for art and cultural activities.</li> <li>• Older strip commercial centers are in decline or underutilized.</li> <li>• There is a lack of spaces for social gathering.</li> <li>• There is a lack of centers that combine commercial, civic, and recreational activities.</li> <li>• Many neighborhoods lack a sense of place or identity.</li> </ul>	<ul style="list-style-type: none"> <li>• The County has established Pedestrian Community Districts (PCD) to address the growing need for mixed use developments.</li> <li>• The County has completed and is completing several small area studies that encourage mixed use development, pedestrian connectivity and transit oriented development (TOD).</li> <li>• The declining and underutilized strip commercial centers provide an opportunity for redevelopment.</li> <li>• The location of old and abandoned shopping centers will allow for redevelopment along major corridors without intruding into established residential neighborhoods</li> </ul>



# QUALITY OF LIFE





### 3. QUALITY OF LIFE

This chapter is based on the socio-economic conditions in DeKalb County. The chapter discusses variables that include population demographics, economic conditions, housing and public health. This chapter will help provide the foundation for the issues, opportunities, and policies and strategies to be discussed later in the plan.

#### 3.1 Population

##### Total Population

As one of the first areas of suburban growth in metropolitan Atlanta the population of DeKalb County has increased steadily over the last 20 years, similar to other counties in the region. The County experienced the greatest increase between 1990 and 2000, growing from 545,837 to 665,865, which is a 22% increase. This increase typically presents an abundance of issues and opportunities for the County’s over-all quality of life.

**Table 3-1:  
POPULATION GROWTH: DEKALB COUNTY (1980-2005)**

Year	Population	Change from Previous Census		Change Since 1980	
		Number	Percent	Number	Percent
1980	483,024				
1985	514,430				
1990	545,837	62,813	13.0%		
1995	585,400				
2000	665,865	120,028	22.0%	182,841	37.5%
2005	711,577				

Source: U.S. Bureau of the Census; DCA DataViews

The population in the County is expected to increase from 665,865 in 2000 to 848,706 in 2020, an increase of about 28 %. This growth is expected to continue mostly in the southeastern portions of the County, where most of the vacant land remains. The changes in population have important implications. A growing population tends to indicate a healthy economy. However, it also potentially indicates a need for more economic development, and especially for the availability of jobs and housing. Population growth may also require additional schools, public safety facilities, including fire and police and infrastructure expansions.

**Table 3-2:  
POPULATION PROJECTIONS: DEKALB COUNTY (2000-2025)**

Year	Population	Change from Previous Census		Change Since 2000	
		Number	Percent	Number	Percent
2000	665,865				
2005	711,577				
2010	757,286	91,421	13.7%		
2015	802,996				
2020	848,706	91,420	12.1%	182,841	27.5%
2025	894,416				

Source: U.S. Bureau of the Census; DCA DataViews



**Population by Race and Ethnicity**

In 1990, 54% of the population was white compared to 36% in 2000. The majority population of DeKalb is African American, which increased between 1990 and 2000 from 42% to 54%. Large numbers of immigrants have contributed to the increases in the African American populous. Most of the immigrants are from Sub-Saharan African nations.

The Hispanic population is integrated with all the races listed, because they are classified in many categories. Currently the census regards the Hispanic identity not as a racial classification, but as a separate ethnic classification, which is why the category has been separated in the table. The Hispanic populous has become one of the fastest growing populations in the County, more than tripled in size between 1990 and 2000 from 15,619 to 52,542 an increase of 236 %. Persons classified under “other race” have also increased dramatically from 5,838 in 1990 to 37,638 in 2000 a more than 500% increase. The increasing racial and ethnic mix will create a need for additional programs and services that address cultural diversity. Table 3-3 depicts the racial and ethnic composition of the population by number, rate of change, and percentage of the overall population.

**Table 3-3:  
DeKalb County Population by Race and Ethnicity (1980-2005)**

Race	1980	1985	1990	1995	2000	2005	Percent Change & (Number)		% of Population		
							1980-1990	1990-2000	1990	2000	2005
White	344,254	318,282	292,310	265,416	238,521	212,088	-15.1% (-51,944)	-18.4% (-53,789)	53.6%	35.8%	29.8
Black or African American	130,980	180,703	230,425	295,768	361,111	418,644	75.9% (99,445)	56.7% (130,686)	42.2%	54.2%	58.8
American Indian and Alaska Native	605	802	998	1,273	1,548	1,784	65% (393)	55.1% (550)	0.2%	0.2%	0.3
Asian or Pacific Islander	4,633	10,450	16,266	21,657	27,047	32,651	251% (11,633)	66.3% (10,781)	3.0%	4.1%	4.6
other race	2,552	4,195	5,838	21,738	37,638	46,410	128.8% (3,286)	544.7% (31,800)	1.1%	5.7%	6.5
<b>Total</b>	483,024	514,432	545,837	605,852	665,865	711,577	13% (62,813)	22% (120,028)	100 %	100 %	100 %
<b>Hispanic Ethnic Population</b>											
Hispanic Origin	7,470	11,545	15,619	34,081	52,542	63,810	109.1% (8,149)	236.4% (36,923)	2.9%	7.9%	9.0

Source: U.S. Census; Georgia DCA DataViews



**QUALITY OF LIFE**

According to projections the Black or African American population will continue to grow as the majority population in DeKalb County. By 2025, more than 70% of the population will be Black or African American. During the same time frame less than 12% of the County population will be white and the Hispanic population will have increased to approximately 12% of the total population (Table 3-4). This information is also depicted in Figure 3-1. Such a diverse population will have implications in terms of schools, recreational facilities and the demand for bi-lingual employees and cultural diversity training. Although the projections cannot predict an exact future, they offer a good starting point and sound basis for the evaluation of the future needs in the County.

**Table 3-4:  
DeKalb County Population Projections by Race and Ethnicity (2000-2025)**

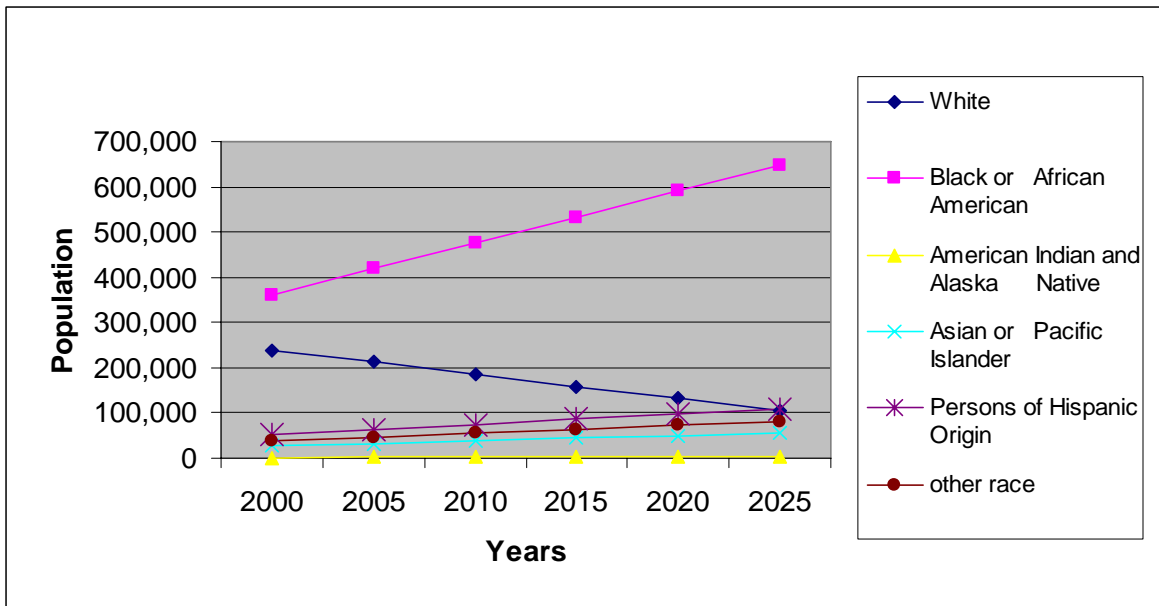
Race	2000	2005	2010	2015	2020	2025	Number Change		Percent of Population		
							2000-2010	2010-2020	2010	2020	2025
<b>White</b>	238,521	212,088	185,655	159,221	132,788	106,355	-52,866	-52,867	24.5%	15.6%	11.9%
<b>Black or African American</b>	361,111	418,644	476,177	533,709	591,242	648,775	115,066	115,065	62.9%	69.7%	72.5%
<b>American Indian and Alaska Native</b>	1,548	1,784	2,020	2,255	2,491	2,727	472	471	0.3%	0.3%	0.3%
<b>Asian or Pacific Islander</b>	27,047	32,651	38,254	43,858	49,461	55,065	11,207	11,207	5.1%	5.8%	6.2%
<b>other race</b>	37,638	46,410	55,181	63,953	72,724	81,496	17,543	17,543	7.2%	8.6%	9.1%
<b>Total</b>	665,865	711,577	757,287	802,996	848,706	894,418	91,422	91,419	100%	100%	100%
<b>Hispanic Ethnic Population</b>											
<b>Hispanic Origin</b>	52,542	63,810	75,078	86,346	97,614	108,882	22,536	22,536	9.9%	11.5%	12.2%

Source: U.S. Census; Georgia DCA DataViews





**Figure 3-1:  
Race and Ethnicity (2000-2025)**





**Population by Age**

In both 1990 and 2000, the majority of the population was between the ages of 25 – 34. However, there was a slight decrease from 20.9% in 1990 to 19.5 % of the total population in 2000, this has remain steady into 2005. The County also experienced an increase in the age groups of 5 – 13 since 1990. The 14-17 age group has been on the decline since 1980. In contrast the 5-13 and 18-20 age groups have increased.

The County has also seen its senior population increase. Seniors are an integral part of the citizenry of DeKalb County, Georgia. According to the County Action Plan for Senior Services 2003-2007, the County has the second largest population of seniors, 60 years of age and older, within the 10-county area of metropolitan Atlanta. The table below also depicts a rise in the County’s senior population over the last 25 years. The 2000 and 2005 populations indicate an increase in all age groups over the 1990 population (Table 3-5). Age is a characteristic that can directly impact schools, medical care, housing, community services and transportation facilities in the County.

**Table 3-5:  
DeKalb County Population by Age (1980-2005)**

Age	1980	1985	1990	1995	2000	2005	Change (Number)		Percent of Population		
							1980-1990	1990-2000	1990	2000	2005
<b>0 – 4</b>	31,115	34,886	38,657	43,007	47,357	51,418	7,542	8,700	7.1%	7.1%	7.2%
<b>5 – 13</b>	67,331	68,554	69,777	80,444	91,111	97,056	2,446	21,334	12.8%	13.7%	13.6%
<b>14 – 17</b>	36,192	28,656	21,119	23,315	25,510	22,840	-15,073	4,391	3.9%	3.8%	3.2%
<b>18 – 20</b>	27,430	26,573	25,716	27,440	29,163	29,596	-1,714	3,447	4.7%	4.4%	4.2%
<b>21 – 24</b>	39,669	38,942	38,215	40,970	43,724	44,738	-1,454	5,509	7.0%	6.6%	6.3%
<b>25 – 34</b>	94,201	104,210	114,218	122,046	129,873	138,791	20,017	15,655	20.9%	19.5%	19.5%
<b>35 – 44</b>	63,741	78,797	93,852	104,212	114,571	127,279	30,111	20,719	17.2%	17.2%	17.9%
<b>45 – 54</b>	50,855	53,953	57,051	71,202	85,353	93,978	6,196	28,302	10.5%	12.8%	13.2%
<b>55 – 64</b>	38,507	39,642	40,776	43,378	45,979	47,847	2,269	5,203	7.5%	6.9%	6.7%
<b>65 and over</b>	33,983	40,220	46,456	49,840	53,224	58,034	12,473	6,768	8.5%	8.0%	8.2%
<b>Total</b>	483,024	514,433	545,837	605,854	665,865	711,577	62,813	120,028	100.0%	100.0%	100.0%

Source: US Census; DCA DataViews



**QUALITY OF LIFE**

According to the projections listed in Table 3-6 the overall population in DeKalb County will increase 35% between 2000 and 2025. The largest population increase will occur within the 35-44 age group (56%) while the 14-17 age group is expected to experience a substantial decrease (53%). The senior population 65 and older will grow significantly (45%). These figures and trends within these populations are significant to the consideration of services that will be required in the future, especially in relation to the construction of schools as well as housing and senior services.

**Table 3-6:  
DeKalb County Population Projections by Age (2000-2025)**

Age	2000	2005	2010	2015	2020	2025	Change (Number) 2000- 2025	Percent change 2000-2025
<b>0 - 4</b>	47,357	51,418	55,478	59,539	63,599	67,660	20,303	42.9%
<b>5 – 13</b>	91,111	97,056	103,001	108,946	114,891	120,836	29,725	32.6%
<b>14 – 17</b>	25,510	22,840	20,169	17,499	14,828	12,158	-13,352	-52.3%
<b>18 – 20</b>	29,163	29,596	30,030	30,463	30,896	31,329	2,166	7.4%
<b>21 – 24</b>	43,724	44,738	45,752	46,765	47,779	48,793	5,069	11.6%
<b>25 – 34</b>	129,873	138,791	147,709	156,627	165,545	174,463	44,590	34.3%
<b>35 – 44</b>	114,571	127,279	139,986	152,694	165,401	178,109	63,538	55.5%
<b>45 – 54</b>	85,353	93,978	102,602	111,227	119,851	128,476	43,123	50.5%
<b>55 – 64</b>	45,979	47,847	49,715	51,583	53,451	55,319	9,340	20.3%
<b>65 and over</b>	53,224	58,034	62,845	67,655	72,465	77,275	24,051	45.2%
<b>Total</b>	665,865	711,577	757,287	802,998	848,706	894,418	228,553	34.3%

Source: DCA DataViews



**Population by Income**

In 1989-1990 the majority of residents in DeKalb County had a household income of less than \$10,000 with the smallest number of households making between \$125,000 and \$149,999. This disparity has since changed with the majority of households in 1999-2000 making between \$75,000 and \$99,999 and one of the smallest numbers of households are making between \$10,000 and \$14,999 (Table 3-7). Given the 2005 and 2010 estimates and projections this level of household income is expected to continue. This may be the result of increases in educational attainment and the affects of other market forces including the influx of large employers as well as rises in the cost of health and housing, which often result in higher incomes.

**Table 3-7:  
DeKalb County Household Income Distribution (1980-2010)**

HOUSEHOLD INCOME	1989-1990	1999-2000	2005 (Estimate)	2010 (Projection)
Less than \$10,000	20,291	16,129	16,685	16,931
\$10,000 to \$14,999	12,354	9,828	9,296	8,639
\$15,000 to \$19,999	16,518	11,831	10,967	9,550
\$20,000 to \$24,999	18,042	14,065	12,845	11,487
\$25,000 to \$29,999	17,902	15,028	13,091	12,344
\$30,000 to \$34,999	16,865	15,686	14,259	14,250
\$35,000 to \$39,999	15,526	15,665	14,961	11,440
\$40,000 to \$44,999	14,296	14,858	29,020	27,110
\$45,000 to \$49,999	12,294	13,706	—	—
\$50,000 to \$59,999	19,656	24,758	24,268	26,391
\$60,000 to \$74,999	19,108	29,511	30,718	27,919
\$75,000 to \$99,999	14,429	29,666	34,632	36,570
\$100,000 to \$124,999	5,324	15,890	20,567	25,843
\$125,000 to \$149,999	2,615	8,226	10,999	16,105
\$150,000 or more	3,856	14,544	19,467	28,173
<b>Total</b>	<b>209,076</b>	<b>249,391</b>	<b>261,775</b>	<b>272,752</b>

Note: The category for \$200,000 or more did not exist in 1990  
Source: U.S. Census 2000, Summary File 3  
Demographics Now for 2005 and 2010 estimates and projections

The median household income has been steadily increasing over the last twenty years. Between 1990 and 2000 the median household income increased by 37 %. When compared to the state, county incomes are quite higher on average and are about 15% more. This is likely attributed to the higher standard of living experienced in the Atlanta metropolitan area than other parts of the State overall. Incomes are expected to increase into the future at about the same rate (Table 3-8). Traditionally, higher income levels lead to better living conditions and overall quality of life.

**Table 3-8:  
Median Household Income (1980-2010)**

JURISDICTION	Median Household Income				
	1980	1990	2000	2005 (Estimate)	2010 (Projection)
DeKalb County	\$34,290	\$35,721	\$49,117	\$53,560	\$59,251
Georgia	\$27,743	\$29,021	\$42,433	\$49,502	\$54,344

Source: U.S. Census 2000 Summary File 3, Demographics Now for 2005 and 2010 Estimates and Projections



## **3.2 Economic Development**

### **Employment Trends**

National trends have impacted DeKalb County resulting in job losses, which have often been the result of corporate downsizing and consolidations through mergers and acquisitions. The area of the county most recently affected by the shake-out in major big-box retailers has been Memorial Drive from around I-285 and beyond, where vacant buildings that once housed K-Mart/Office Max, Home Depot, Circuit City, and Pace Warehouse sit in silent testimony. In addition, several car dealerships along the far east of Memorial Drive (past Hairston Road), have also left the area.



Clearly, the major growth sector in the county continues to be white-collar professional and administrative offices, with the outstanding emphasis on medical and health sciences-related facilities. The Clifton Road corridor exemplifies this type of growth. The area has no apparent room for expansion except through density and height increases on existing properties within the corridor. Demand among private health-related companies and laboratories to be located near this internationally unique collection of institutions runs high and cannot be met within the area's physical boundaries. Transportation facilities do not adequately serve this area.

DeKalb's attraction for industrial and distribution facilities lies not so much in its own labor force, but in its accessibility to workers from many other parts of the region. Although forecasts by the Atlanta Regional Commission suggest a slight turn-around in future manufacturing employment, little activity among manufacturers has been occurring lately. This may happen in relation to the high-tech and research-related operations already in the county that will generate new products (especially in the biomedical area with the marketing and sale of medical appliances and devices).

### **Employment by Industry**

In 2000, DeKalb County had an employment base of 347,410 jobs, an increase of 15 % since 1990 (Table 3-9). The top industries representing 40% of all employment include educational, health and social services (19%), professional, scientific, management, administrative, and waste management services (13%), and retail trade (10%). Current trends related to these industries include the following:

- **Education, health and social services** - service is one of the fastest sectors, with healthcare being the most dominant of the service sectors, the county has a large variety of health facilities and programs available to county residents. The biomedical activities represent one of the most vibrant growth industries, focused on the Clifton road Corridor. Many other service related industries include accommodations, education and food services.
- **Professional, scientific, management, administrative, and waste management services** - the county has a variety of professional related industries including construction, engineering and management. More than half of the Fortune 500 Industries with a presence in the Atlanta area have operations in DeKalb.
- **Retail trade** - the retail trade industry is quite lucrative in the county as there are several shopping centers including, Perimeter , Stone Crest, Northlake and North and South DeKalb Malls.



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By 2020, the top three DeKalb County industries will include professional, scientific, management, administrative, and waste management services, educational, health and social services and arts, entertainment recreation, accommodation and food services (Table 3-9). The agricultural, forestry, fishing, hunting and mining industries will be non-existent. The County may feel the need to gear its economic and educational activities towards these sectors and/or others it desires to expand in the county. The following table illustrates the County’s employment by industry through 2025.

**Table 3-9  
DeKalb County Employment by Industry (1980-2025)**

Category	1980	1985	1990	1995	2000	2005	2010	2015	2020	2025
<b>Total Employed Civilian Population</b>	248,204	274,028	299,852	323,631	347,410	372,212	397,013	421,815	446,616	471,418
<b>Agriculture, Forestry, Fishing, hunting &amp; mining</b>	2,017	2,548	3,078	1,849	620	271	0	0	0	0
<b>Construction</b>	13,520	14,316	15,111	18,542	21,973	24,086	26,200	28,313	30,426	32,539
<b>Manufacturing</b>	33,710	32,399	31,087	29,513	27,939	26,496	25,054	23,611	22,168	20,725
<b>Wholesale Trade</b>	15,585	15,583	15,581	13,421	11,260	10,179	9,098	8,016	6,935	5,854
<b>Retail Trade</b>	42,362	45,716	49,070	42,117	35,164	33,365	31,565	29,766	27,966	26,167
<b>Transportation, warehousing, and utilities</b>	21,751	25,873	29,995	25,536	21,076	20,907	20,739	20,570	20,401	20,232
<b>Information</b>	NA	NA	NA	NA	21,992	NA	NA	NA	NA	NA
<b>Finance, Insurance, &amp; Real Estate</b>	22,113	24,341	26,568	27,592	28,616	30,242	31,868	33,493	35,119	36,745
<b>Professional, scientific, management, administrative, and waste management services</b>	15,273	17,809	20,345	34,368	48,391	56,671	64,950	73,230	81,509	89,789
<b>Educational, health and social services</b>	39,355	44,682	50,009	58,088	66,167	72,870	79,573	86,276	92,979	99,682
<b>Arts, entertainment, recreation, accommodation and food services</b>	11,455	7,682	3,908	15,252	26,595	30,380	34,165	37,950	41,735	45,520
<b>Other Services</b>	15,066	25,842	36,617	27,154	17,691	18,347	19,004	19,660	20,316	20,972
<b>Public Administration</b>	15,997	17,240	18,483	19,205	19,926	20,908	21,891	22,873	23,855	24,837

Source: U.S. Census Bureau; Georgia DCA Plan builder; DeKalb County Planning Department





## 2.3 Housing

### Housing Units

A significant portion of DeKalb County's housing stock was constructed over the last twenty years. In 1980, there were approximately 181,798 housing units in DeKalb County compared to 231,520 units in 1990. Since 1980, there has been an approximate 40% increase in total available housing in the County. The largest portion of this development (27.4%) occurred during the 1980s and the remaining 12.8% occurred during the 1990s. The majority of the housing units constructed over the last twenty years consists of single family detached structures and multiple unit structures between 3 and 19 units, which includes triplexes and small multi-family apartment buildings.

**Table 3-10:  
Total Housing Units by Year and Type DeKalb County (1980 - 2000)**

Category	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
<b>Single Units (detached)</b>	108,439	59.60%	129,626	56.00%	152,340	58.30%
<b>Single Units *(attached)</b>	5,774	3.20%	11,170	4.80%	13,056	5.00%
<b>Double Units</b>	4,849	2.70%	4,322	1.90%	4,630	1.80%
<b>3 to 9 Units</b>	29,274	16.10%	40,946	17.70%	44,905	17.20%
<b>10 to 19 Units</b>	20,185	11.10%	25,431	11.00%	22,427	8.60%
<b>20 to 49 Units</b>	6,065	3.30%	12,244	5.30%	8,830	3.40%
<b>50 or more Units</b>	6,541	3.60%	5,458	2.40%	14,094	5.40%
<b>Mobile Home or Trailer</b>	659	0.40%	595	0.30%	882	0.30%
<b>All Other</b>	12	0.00%	1,728	0.70%	67	0.00%
<b>Total Housing Units</b>	181,798	100.00%	231,520	100.00%	261,231	100.00%

Source: U.S. Department of Commerce, Bureau of the Census. DeKalb County Planning Department \*Includes condominiums and townhomes.



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In the past, DeKalb County has experienced significant increases in the number of multi-family homes. This type of development is expected to continue in the form of townhouses and cluster home developments. Although there are a large number of apartments in the County, it is the County’s goal to encourage the development of single-family residential homes. The remaining undeveloped areas of DeKalb County should be developed to re-establish neighborhoods as the basic building blocks for the County. Mixed-use developments are encouraged due to dwindling developable land. Given the correlation between population and housing there will be a need for additional housing in the future. The total housing units are expected to increase by 28% between 2005 and 2025 to meet the population demands (Table 3-11).

**Table 3-11:  
Projected Housing Units by Year and Structure Type DeKalb County 2005 - 2025**

Category	2005	2010	2015	2020	2025
<b>Single Units (detached)</b>	163,315	174,291	185,266	196,241	207,216
<b>Single Units (attached)</b>	14,877	16,697	18,518	20,338	22,159
<b>Double Units</b>	4,575	4,521	4,466	4,411	4,356
<b>3 to 9 Units</b>	48,813	52,721	56,628	60,536	64,444
<b>10 to 19 Units</b>	22,988	23,548	24,109	24,669	25,230
<b>20 to 49 Units</b>	9,521	10,213	10,904	11,595	12,286
<b>50 or more Units</b>	15,982	17,871	19,759	21,647	23,535
<b>Mobile Home or Trailer</b>	938	994	1,049	1,105	1,161
<b>All Other</b>	81	95	108	122	136
<b>Total Housing Units</b>	281,089	300,948	320,806	340,664	360,522

Source: U.S. Bureau of the Census, Department of Community Affairs DCA DataViews, DeKalb County Planning Department



**Owner and Renter Occupied Units**

Between 1980 and 2000, the total year-round owner-occupied units increased from 56.6% to 58.5% (Table 3-12). Similarly, renter-occupied units increased from 38.5% in 1980 to 41.5% in 2000. Altogether, there has been an increase of 33,343 renter-occupied units since 1980. Owner-occupied housing units increased by 42,979 since 1980. While vacancy rates were not available for 1980, the vacancy rates decreased dramatically between 1990 and 2000. The owner-occupied vacancy rate decreased from 3.1% to 1.6%. Rental vacancy rates decreased significantly from 13.7% to 4.7%.

**Table 3-12:  
DeKalb County Housing Tenure and Vacancies (1980 - 2010)**

DeKalb County	Year Round		All	Estimated	Projected
	1980	1990	2000	2005	2010
<b>Total Units</b>	181,798	231,520	261,231	288,494	300,591
<b>Total Occupied</b>	172,922	208,690	249,339	261,775	272,752
<b>Total Vacant</b>	8,876	22,830	11,892	26,719	27,839
<b>Vacancy Rate % of Total</b>	4.90%	9.80%	4.60%	9.26%	9.26%
<b>Owner Occupied</b>	102,842	120,587	145,821	159,785	173,006
<b>% of Total</b>	56.60%	52.10%	55.80%	55.30%	57.56%
<b>Owner Vacancy Rate</b>	N/A	3.10%	1.60%		
<b>Renter Occupied</b>	70,080	88,103	103,518	101,990	99,746
<b>% of Total</b>	38.50%	38.10%	39.60%	35.4%	33.18%
<b>Renter Vacancy Rate</b>	N/A	13.70%	4.70%		

Source: U.S. Department of Commerce, Bureau of the Census (1980-2000). Demographics Now for 2005 and 2010.

The projected percentage of owner and renter occupied units are expected to decrease between the years of 2005 and 2010. As shown in Table 3-12 above, owner occupied units are projected to increase while renter occupied units are expected to decrease.

The County is approximately 80% built out, with 5% of vacant land that cannot be developed. Therefore, new construction on vacant land is expected to decline, leading to increases in infill development. New trends for the development of housing are starting to occur. Residential housing is starting to become more dense, and the development of townhouses, lofts, and mixed-use structures are meeting the need for the growing population and lack of developable land.





**Jobs Housing Balance**

Jobs-housing balance is a planning tool that local governments can use to achieve a roughly equal number of jobs and housing units or households in their jurisdiction or part of a jurisdiction. Ideally, the jobs available in a community need to match the labor force skills, and housing should be available at prices, sizes, and locations for workers who wish to live in the area. There is a “qualitative” as well as “quantitative” component to achieving job-housing balance. Jobs-housing balance is more of a planning technique than a regulatory tool. The table shows that in 2000 there were nearly twice as many jobs as housing units in DeKalb County. The total occupied units include owners and renters. This trend is expected to continue into the future. According to these statistics, there is and will continue to be a need for additional housing units in DeKalb County.

**Table 3-13:  
DeKalb County Jobs-Housing Balancing Measures**

DeKalb County Data	Year 2000	Year 2005	Year 2010
Total Population	665,865	711,577	
Labor Force	519,626	524,324	529,299
Housing Units	265,093	288,494	300,591
Total Occupied Units	249,339	261,795	272,752
Resident Workers in DeKalb	149,919	N/A	N/A
Households	261,231	261,775	272,752

Source: U.S. Census Bureau, DeKalb County Planning Department

As shown in Table 3-14, elements have been determined to calculate jobs-housing balance. The majority of workers in DeKalb County do not reside in the County (77%). Therefore, a high number of residents are commuting in and out of the County, which is common for the Atlanta region. Perhaps if additional and varied housing units were provided in the county more employees would be willing to reside in the County, potentially decreasing automobile dependency, traffic congestion and pollution and also improving the economy as less money would be spent outside of the county were wages are paid.

**Table 3-14  
DeKalb County Housing Balances Ratios**

Jobs-Housing Elements	2000 Ratio
Jobs-Housing Units	2:1
Jobs-Occupied Units	2:1
Percentage of workers who reside locally	23%
Employment to population	0.78:1
Jobs to resident workers	3:1

Source: DeKalb County Planning Department



### **3.4 Intergovernmental Coordination**

Intergovernmental Coordination is of the utmost importance for service delivery without service duplication. It is the goal of DeKalb County to ensure that there is no service duplication, overlap, and competition. The purpose of this section is to inventory the existing intergovernmental mechanisms and processes between DeKalb County, the eight (8) municipalities within the county, and the City of Atlanta.

#### **Adjacent Local Governments**

DeKalb County is one of ten counties in the Atlanta region, and the most dense county in the state, by population. The County is bordered by Fulton, Gwinnett, Rockdale, Clayton, and Henry Counties, and the City of Atlanta. Eight cities are located within the County, and they are: Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. The Service Delivery Strategy is designed to serve as a primary mechanism to coordinate services between DeKalb County and city governments.

#### **Planning Coordination**

DeKalb County does not have a formal and consistent coordination mechanism for land use planning with adjacent local governments. Some land use coordination takes place through the Atlanta Regional Commission and planning studies that cross jurisdictional lines, but these activities do not provide a consistent and formalized coordination process. The Atlanta Regional Commission's Land Use Coordinating Committee (LUCC) and the Transportation Coordinating Committee (TCC) provide the opportunity to communicate with regional jurisdictions on information, data, issues, regional studies and other planning topics around the region. Attending these meetings provide the opportunity to coordinate on regional issues and studies, but does not provide a formal coordination process with adjacent local governments.

Major development projects around the region have a formalized coordination mechanism through the Developments of Regional Impact (DRI) process coordinated by the Georgia Department of Community Affairs. The DRI process requires all proposed development projects that meet a predetermined size threshold to undergo a review by the appropriate Regional Development Agency (RDA), the Georgia Regional Transportation Authority (GRTA), and the local jurisdictions that are impacted by the proposed development. These major projects must undergo a review of its land use, transportation and infrastructure impacts. Because the DRI review process is only initiated for major development projects, it does not provide a consistent coordination mechanism for all land use activities.

#### **School Board**

The DeKalb County Board of Education oversees the DeKalb County Public Schools, which serve the entire county and the majority of municipalities. It is the official policy-making body of the DeKalb School System. As of January 1, 2005, there are nine members elected from individual districts. Currently there is no consistent coordination mechanism between the Department of Planning and Development and the Board of Education. Due to the close relationship of development and school planning and impacts, a formalized and consistent coordination mechanism is needed.





**Regional and State Entities**

- Atlanta Regional Commission
- Metropolitan North Georgia Water Planning District
- Georgia Department of Transportation
- Georgia Department of Natural Resources
- Georgia Department of Community Affairs

**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.

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

*DeKalb County Greenspace Program:* In 2001, voters in unincorporated DeKalb County approved more than \$87 million for acquisition of parkland and greenspace. In addition, to further expand the greenspace program, the County has leveraged an additional \$15 million from public and private grants. Since 2001, DeKalb has acquired more than 2,220 acres of land to enhance and make connections to existing parks, secure areas of natural beauty, safeguard water sources, preserve cultural and historical resources and create new parks and greenways.



### **3.5 Natural and Historic Resources**

#### **Geological Features**

The County's valuable resources have been inventoried and assessed for management, conservation and long-range benefits to the community. The assessment also considers the potential vulnerability of the community's natural resources to land development and other human activities. Currently, there are management planning programs underway to protect and conserve these natural resources.

The area within DeKalb County contains two significant and unique geological features: Soapstone Ridge and Stone Mountain. Soapstone Ridge consists of approximately 5,000 acres located in the southwestern portion of the County. Rising 200 feet above the surrounding terrain, the Soapstone Ridge is a series of ultramafic rock formations which appear sudsy when wet, hence the name "Soapstone." The Soapstone Ridge contains aboriginal steatite quarries which are of archeological and historic significance. Soapstone was used by early inhabitants of DeKalb County to carve bowls and other small tools as early as the Archaic Period (3000 B.C. - 1500 B. C.). This designated area is protected by strict archaeological guidelines. Stone Mountain is located in the eastern area of the county and is the largest exposed granite outcropping in the world. The mountainous dome was created over millions of years as the surrounding cover of softer soils eroded away exposing the solid granite mountain which stands over 700 feet above the surrounding landscape. Smaller granite outcroppings are scattered throughout the eastern portion of DeKalb County comprising a total of 2,045 acres.

Additionally, the Davidson-Arabia Mountain was designated a major resource park by DeKalb County in 1987 and has been recently designed a National Heritage area. The area is over 2000 acres in size featuring a 950-foot granite mountain with a lake and nature trails, and interpretive tours on the endangered species, wildflowers, and geology found on Arabia Mountain. Several federally protected, endangered and threatened submerged plant species grow in the vernal pools located on the mountain. Through December 2005, DeKalb County's Parks Bond and Greenspace program has added 1,250 acres to the Arabia Mountain Nature Preserve.

#### **Wetlands**

According to maps prepared by the U.S. Department of Interior, Fish and Wildlife Service there are various wetlands in DeKalb County. The majority of the wetlands are located in flood prone areas of perennial creeks. Wetlands are protected under Section 404 of the Federal Clean Water Act, which is administered by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency. Section 404 requires that any activity involving the deposition of dredged or fill material must receive a permit from the Corps of Engineers. Before development permits are issued, a careful field examination should be conducted to determine the magnitude and importance of each wetland and its role in the overall ecosystem. As a result of HB 285, State law requires that the engineer of record (with a current Level II certification) must make a site visit before plans can be submitted to the County which will outline all Natural Resources on the property. This would include all state waters within 200' of the property and all wetlands on the property.

From 2005-2025 DeKalb plans to develop a greenway system with a result-oriented, comprehensive watershed approach. This plan will preserve ecologically significant natural corridors along our headwaters, streams, flood plains, wetlands, and creeks. Greenways will also serve to preserve recharge areas for ground water infiltration. The Georgia DNR requires that the county adopt, implement, and enforce an ordinance protecting "Significant Recharge Areas." DeKalb's ordinance must include limits on impervious surface areas accompanying development, infiltration of storm water, and regulation for the handling of hazardous materials. At present, DeKalb has no ordinance or designated recharge areas. By designating greenways within recharge areas, DeKalb can effectively address the need for ground water recharge without a regulatory approach.



**Historic Resources**

DeKalb County is rich in historical resources and archeological resources. Many historic homes, mills, and bridges still stand as a living museum and history lesson for all. These are the sites and structures that molded the history and created the future of the county.

Several strategies to preserve DeKalb County’s historic resources are currently underway. These strategies range from efforts at the local level all the way to the federal level, with several structures and districts listed on the National Historic Register. DeKalb County’s Board of Commissioners created a seven-member Historic Preservation Commission, in 1994. This Commission is charged with the designation of historic properties, the issuance of certificates of appropriateness, and public hearing procedures. The commission is currently taking applications for historic designation and working to increase public awareness of the economic value of historic preservation. Listed below are several historic districts and structures located in the county:

National Register Historic Districts

1. Avondale Estates Historic District
2. Brookhaven Historic District
3. Cameron Court Historic District
4. Candler Park Historic District
5. Druid Hills Historic District
6. Emory University District
7. Oglethorpe University Historic District
8. South Candler Street-Agnes Scott College Historic District
9. Emory Grove Historic District
10. Inman Park-Moreland Historic District
11. Stone Mountain Historic District
12. University Park-Emory Highlands-Emory Estates Historic District
13. Winnona Park Historic District

National Register Historic Structures

1. Briarcliff House (Asa G. Candler, Jr. Home)
2. Callanwolde
3. Mary Gay House
4. William T. Gentry House
5. Cora Beck Hampton Schoolhouse and House/Holleyman School
6. Agnes Lee, Chapter House of the United Daughters of the Confederacy
7. Old DeKalb County Courthouse
8. Free and Accepted Masons, Pythagoras Lodge No. 41
9. Scottish Rite Hospital for Crippled Children
10. The Seminary/Malone House
11. The Smit-Benning House
12. Steele-Cobb House



13. Stone Mountain Covered Bridge
14. Swanton House
15. Check-Spruill House
16. Farmer, Neville, and Helen, Lustron House
17. Kirkwood School
18. Pines, Russell, and Nelle, Lustron House
19. United States Post Office-Decatur, Georgia
20. Zuber-Jarrell House

National Register Historic Sites

1. DeKalb Avenue-Clifton Road Archeological Site
2. Soapstone Ridge-Southwestern DeKalb
3. Decatur Cemetery

### ***3.6 Facilities and Services***

#### **Water and Sewer**

Since 1980, DeKalb County has passed seven separate bond issues to provide for capital facilities improvements. These bond issues included roads (1983), fire (1983), libraries (1986), parks (1987), jail (1990-1991), health facilities (1993), and Water & Sewer (1997, 1999, 2000, 2003). Overall, DeKalb County has been successful in achieving its goal of providing adequate facilities in a wide array of areas. The County's water system serves approximately 285,500 customers and is the second largest system in the state of Georgia. The water system provides service to the entire county with the exception of some 33,000 residents that live within the City of Atlanta-in-DeKalb.

In total, there are approximately 254,000 sewer customers in DeKalb County. These customers are served by 2,000 miles of sewer pipeline. Because the county's drainage patterns rarely conform to political boundaries, the county has established a number of shared facilities and joint use agreements with adjacent municipalities and counties.

#### **Storm Water**

The citizens of DeKalb County are facing an increasingly acute and complex set of stormwater infrastructure challenges as the County continues to develop. An effective stormwater management and infrastructure system is required to protect properties from flooding, to preserve and enhance the environmental quality of area watersheds, and to comply with National Pollutant Discharge Elimination System (NPDES) requirements. (NPDES is part of the Clean Water Act enforced by the Georgia Environmental Protection Department). During a rainfall event, the possibility of flooding is always present.



**Police**

The Police Department provides a wide range of activities directed toward the maintenance of safety and security for the individual citizen and the DeKalb community as a whole. Primary activities include: programs for the prevention, detection and suppression of crime; identification and apprehension of criminal offenders; enforcement of state criminal laws, traffic laws and applicable county ordinances; and specialized and support services. The Police Department is comprised of three (3) primary Divisions; Uniform, Criminal Investigation, and Special Services. To meet the growing needs of the DeKalb County population, the Police Department has plans to expand the current precinct boundaries.

**Fire and Emergency Management Systems**

The DeKalb County Fire Department serves all of unincorporated DeKalb County and provides primary service to the cities of Avondale Estates, Chamblee, Clarkston, Doraville, Lithonia, Pine Lake, and Stone Mountain. The DeKalb County Fire Department also provides back up service to the cities of Decatur and Atlanta. The DeKalb County Fire and Rescue Department is headed by a Fire Chief, Assistant Director, and Assistant Chief of Operations. Other divisions comprising the DeKalb Fire and Rescue are Fire Marshal, Fire and Rescue Academy, Administration Services, Operations Division, Community Relations, and Specialty Teams. During the next five years (2005-2009), the county will need to add 20,668 square feet of fire/EMS facility space to met service area population growth during that time period at the level of service standard (existing 2004 level of service). By 2030, the county will need to add 60,829 square feet of facilities.

**Parks and Recreation**

DeKalb County provides recreational opportunities to its citizens through a number of facilities. Over 100 parks, tennis courts, and athletic fields, in addition to a variety of swimming pools, recreation centers, picnic shelters, and golf courses make up the DeKalb County Parks and Recreation experience. The Parks and Recreation Department is responsible for all operation and maintenance of ballparks, soccer fields, and greenspace. The Department also operates special programs for youth activities such as swimming lessons and summer camps. Senior citizens can take advantage of programs that offer therapeutic benefits for healthy living. Table 3-16 details the inventory of the DeKalb County Parks and Recreation system.

**Table 3-15:  
DeKalb County Park and Recreational Facilities (2005)**

Facility	Number
Parks	120
Recreation centers	11
Picnic shelters	87
Golf courses	2
Athletic fields	158
Tennis courts	105
Swimming pools	12
<b>Total Facilities</b>	<b>495</b>
Source: DeKalb County Parks and Recreation	

As a result of the DeKalb County Parks and Recreation Strategic Plan, completed in September 2000, it was found that the supply of the County park and recreational system does not meet the demand of the county residents. Residents want new, better, and more modern facilities. They want new ball fields and athletic centers. They place a high priority on having walking trails in the parks, especially in neighborhood parks.





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The new acquisitions, whether used as active parkland or passive greenspace, will be a tremendous resource for DeKalb citizens from both a recreational and environmental standpoint and will foster a quality of life that helps to stimulate quality economic development. Funding for the program was increased in 2005 with the passage of another bond referendum allocation an additional \$28 million for land acquisition through the county greenspace program.

### **Libraries**

DeKalb County provides educational, informational, recreational and cultural opportunities to its citizens through twenty-four (24) existing public library facilities and a public information network that provides home and office access to electronic library resources. Twenty (20) library branches and two (2) homework centers are operated directly by county library personnel, and one branch (Doraville) is operated by Doraville city personnel, providing county library service through an inter-local service agreement. The county library system also operates a library processing center which provides support services to the branches.

The DeKalb County Public Library's recognized service area is the entire county. The Library System's existing level of service in key areas is as follows:

- Collection: 1.23 library material items per capita (books and media)
- Staffing: 1 FTE employee per 3,135 residents
- Facilities: .38 square feet per capita

In July 2005, the DeKalb County Public Library Board of Trustees approved a 2006-2025 Library Facilities Plan which was based upon the following target service levels:

- Collection: 2 library material items per capita (books and media)
- Staffing: 1 FTE employee per 2,250 residents
- Facilities: .6 square feet per capita

These goals are based upon recognized minimum standards and demands by county residents for improved access to public library services, in terms of more and larger facilities, improved resources, and hours open. The 2006-2025 Library Facilities plan includes twenty-one (21) library building projects to be completed over the next twenty years. In November 2005, DeKalb County voters approved a \$54,540,000 bond referendum to implement the 13 highest priority projects in the Library Facilities Plan, leaving the remaining projects to be addressed in future years.



### **3.7 Public Health**

#### **DeKalb County Board of Health**

The DeKalb County Board of Health’s vision is “to promote, protect and improve the health of the people who live, work and play in the county”. The Board of Health’s mission is to promote wellness through care, education and example; empower communities to develop and implement their own wellness strategies; collaborate with community partners to provide access to quality, affordable and culturally competent healthcare and education; create centers of excellence to improve the status of health; and build and maintain a committed and well-trained workforce that provides superior customer service. The FY2007 organizational change supports our initiatives with the integration of personal health services and population based services.



#### **DeKalb County Board of Health’s Organization**

The agency’s major divisions include: the Office of the Director, which includes Emergency Preparedness, the Marketing and Business Development Division, the Environmental Health, the Division of Administration and the Division of Community Health and Prevention Services (CHAPS).

The **Office of the Director**, under the oversight of the District Health Director, oversees the fiscal, administrative, programmatic and clinical services of the DeKalb County Board of Health. The Director establishes the vision, mission and strategic direction of the organization. The Director recommends policies that promote and protect the health of residents, as well as provides periodic assessments of the status of health of people, who live in DeKalb County.

The Office of the Director includes the **Emergency Preparedness Department** that is a resource in the area of bioterrorism preparedness. This department coordinates and develops bioterrorism response plans, exercises and refines local preparedness plans and facilitates public health training for social service, faith based institutions, clinicians, first responders, students and others. This department also coordinates activities of the Center for Public Health Preparedness (CPHP), the National Association of Cities and Counties Health Organization (NACCHO), and also funded the advanced practice center that develops best practices and tools for emergency preparedness efforts.

The **Marketing and Business Development Division** provides marketing, media, community relations, graphic design, risk communication, website and business development services.

**Administration Division** is the central business, fiscal and administrative arm of the Board of Health. The Division oversees finance, human resources, facility management, contracts, information technology, and telecommunications. The Office of Vital Records is also under the Administration Division. This department maintains birth certificates for children born in DeKalb County and death certificates of county residents.

The **Environmental Health Services Division** promotes courteous, quality service dedicated to a healthy DeKalb County. Its programs are organized into the following main areas:



## ***QUALITY OF LIFE***

### **Food Protection Services**

The goal of the Food Protection program is to prevent food borne illness in the population served by food service establishments in DeKalb County. To accomplish this objective, the food protection program engages in the following activities: year-round, risk-based inspections of food service establishments, plan review and approval for new food service establishments and establishments that undergo changes or upgrades, pre-operational and compliance risk assessments for food service establishments, consultation, education, and ongoing certified food safety manager training. The Food Protection program also manages food borne illness outbreaks in coordination with epidemiologists, investigates general complaints and initiates enforcement actions as necessary to ensure code compliance, sanitation and illness prevention.

### **Tourist Accommodations**

DeKalb County has over 100 tourist accommodation facilities. Some of the newer facilities have been built with extra facilities to allow for extended stays. However, about a quarter of these facilities have had many of the motel and hotel rooms converted to long term stay facilities without the enhanced facilities resulting in elevated safety and sanitation concerns. Initial discussions with the county Planning and Development Department have shown the need to upgrade the definitions of tourist accommodations to account for the changes in facilities and their use.

### **Technical Services**

The Technical Services team conducts a variety of regulatory and educational activities, including swimming pool and spa inspections, plan reviews, permitting and complaint investigations. The Technical Services team also conducts elevated blood lead level investigations, lead based paint inspections and risk assessments, radon testing, nuisance investigations, sewage (non-septic tank) investigations, occupational death investigations, commercial trash compactor review and approval and health education regarding lead, radon, and pool safety.

### **Residential Services**

The Residential Services program addresses health issues involving animals and insects. Several different services are provided, including controlling rodent populations through baiting and preventing the breeding of vermin through the elimination of unsanitary conditions such as animal enclosures, garbage, trash, debris and dead animals. The Residential Services Program prevents and controls West Nile virus, and other arboviruses, through monitoring, surveillance, education and intervention. The Residential Services team also provides rabies control by enforcing home quarantine for dogs and cats, locating persons exposed to rabid animals, and alerting the public to rabies outbreaks.

### **Land Use Services**

The Land Use program regulates the operation of septic tanks throughout the county and provides well water testing. Services include reviewing and issuing permits for new and repaired septic systems, conducting on-site inspections, investigating complaints, inspecting repaired systems for compliance, reviewing and approving alternate septic systems, reviewing and inspecting commercial septic systems, inspecting and permitting sewage pump-out trucks, testing well water for safety and providing health education to the public about septic tanks and well water.



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### Special Projects

The Special Projects unit is responsible for creating new and innovative environmental public health programs designed to address various non-regulatory topics. This unit works closely with community stakeholders and government partners. The Special Projects unit is responsible for the indoor air quality program, hazardous waste and chemicals risk assessments, geographical information support, the built environment program and environmental epidemiology. This unit also developed and worked with the county to adopt a body crafting ordinance for the regulation of tattoo and body piercing facilities in DeKalb County. .

The **Community Health and Prevention Services (CHAPS) Division** merges clinical services and population based services to increase the Board of Health’s efforts in meeting the health needs of the residents of DeKalb County through increased health education and clinical services. This Division provides clinical screening and treatment for a wide-array of health problems and monitors health status to identify community problems, diagnoses and investigates health problems in the community, informs, educates and empowers people about health issues, mobilizes community partnerships and actions to identify and solve health problems and develops policies and plans that support community health efforts.



The CHAPS division includes two (2) regional Community Administrators, Nursing and Clinical Services, Health Assessment and Promotion Department, Dental Services and Countywide Services. The five (5) health centers include Clifton Springs, North DeKalb, Kirkwood, East DeKalb, T.O. Vinson and the Richardson facility. An overview of some of the clinical programs and services are as follows:

The **WIC Program** provides food supplements for pregnant and postpartum women, infants and children who meet the federal guidelines for financial eligibility and nutritional risk. Clients are certified at the Board of Health centers by a nutritionist and vouchers are issued for the purchase of specified food supplements at local grocery stores. Clients may be on the program for a period of six months to a year, depending upon their status. Children at nutritional risk are eligible to remain on the WIC program up to their fifth birthday, if certified every six months.

The **Health Check Program** services children from birth through twenty years of age. The program consists of a comprehensive medical history, nutritional history, assessment of eligibility for WIC services, developmental assessment, TB screening, assessment for lead poisoning, review of immunization status, physical examination, appropriate laboratory testing and assessment of hearing and vision. Any problems that are detected that require additional evaluation or treatment are referred to an appropriate medical provider. The majority of the services are provided by public health nurses.

**Primary Care Pediatric Services** include the evaluation diagnoses and treatment of an array of primary care pediatric illness services are provided to newborns through the age of seventeen. Children who are diagnoses with illnesses that require additional evaluation are referred to specialist, as indicated.

**Center for Torture and Trauma Survivors (CTTS) Program** provides screening of torture and trauma survivors, case management for clients, medical, psychological and social services, referral for legal services and community education.



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The **Refugee Health Clinic** provides screening services for newly-arrived refugees in the DeKalb County. The Board of Health facilitates referral, follow-up and treatment of medical issues detected during the screening process. The Board of Health administers required immunizations for change of Immigration status and provides education about the availability of health services, expectations, and appropriate.

**Dental Screening and Treatment Services** are available for children adolescents and pregnant women who meet established criteria. Limited services are available for senior citizens. The Board of Health currently has dental clinic services available at the North DeKalb, East, T. O. Vinson, Clifton Springs, and Kirkwood health centers. Preventive dental health education and dental screenings are provided at selected schools throughout DeKalb County.

In addition to the above clinical services, the **Health Assessment and Promotion** department provides the following programs and services:

The **Assessment, Surveillance and Epidemiology** unit monitors the health behaviors of DeKalb residents, conducts surveillance for notifiable diseases, investigates disease outbreaks, provides epidemiologic support to programs throughout the Board of Health and serves as a resource for the public about the status of health in the county.

**Chronic Disease Programs** encourages the adoption of policies that promote increased physical activity and improved nutrition in the DeKalb County public schools. It coordinates effective nutrition and physical activity programs in elementary schools and provides technical and financial support to community-based groups that promote improved nutrition and physical activity among youth.

**The Center for Community Health Transformation** goals are to demonstrate a grassroots process in the Clarkston community for improving health conditions and to share lessons learned with other communities. The center staff prepares individuals, organizations and communities to gain control over their own health, well-being and quality of life through health education trainings, workshops, youth projects, grant writing and other empowerment methods.

**Live Healthy DeKalb** is a community-based health improvement initiative under the direction of a volunteer steering council. The Live Healthy DeKalb Steering Council has identified three strategic priority areas: (1) physical activity and nutrition; (2) cultural competency and disparities; and (3) partnerships for health improvement. Plans for addressing each priority area are developed, implemented and evaluated by action groups comprised of steering council members and community volunteers.

**Injury Prevention** works with the community and other agencies to reduce the number of traffic-related injuries and fatalities. The number of motor vehicle crashes in DeKalb County is approximately 30,000 per year, resulting in approximately 3,000 injuries and 80 to 100 fatalities. Pedestrian safety is a high priority since DeKalb County has the highest pedestrian fatality rate in Georgia and one of the highest rates in the nation.





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**Small Grants Program (SGP)** is one of the major activities of the Status of Health in DeKalb program. It promotes healthier communities through grassroots prevention efforts. The SGP is currently in its fifteenth round of grants. Since the inception of the program in 1993, \$1,116,390 has been awarded to 259 recipients. These grants originally focused on cancer, HIV/AIDS, injury, teen pregnancy and substance abuse. In 1999 the focus changed to the behavioral factors of nutrition and physical activity.

**Tobacco Use Prevention** Program consists of the Board of Health staff working with the DeKalb Prevention Alliance on Tobacco and Health (PATCH) to implement its tobacco use prevention program. The four program goals are: (1) eliminate exposure to environmental tobacco smoke; (2) promote quitting among youth and adults; (3) prevent initiation among youth; and (4) identify and eliminate disparities among populations.

### **Health Impact Assessments (HIAs)**

Health Impact Assessments are being used in other parts of the country to assess the impacts on public health from the proposed project or re-zoning. The Board of Health Environmental Health staff would like to receive training on the use of these tools for the purpose of beginning to apply the HIAs initially to large projects, such as new school locations, and ultimately to smaller and more general applications.

### **Community Emergencies**

The Board of Health would like to see more emphasis placed on emergency planning and preparedness in this community. The recent emergencies involving water outages and raw sewage spills have shown the need for effective communication systems and training for all response officials and for warning systems for the public, including the special needs populations. We have also had natural disasters such as flooding and tornadoes in the county where compatible communication and mapping software systems would have greatly aided in the community response. The natural disasters affecting other areas of the country where mass evacuations have occurred should also be planned for within this document, especially as it relates to medical needs and special needs shelters. The specter of intentional biological, chemical and nuclear/radiological incidents must also be considered in the emergency planning context.

### **Water**

Widespread development often covers large portions of urban area watersheds with hard surfaces such as pavements and rooftops. The storm water run off from these impervious surfaces is channeled directly into rivers and streams, carrying with it sediment, oil, brake dust, lawn chemicals, and other toxins that are the primary sources of water pollution today. The recent Clarkston Community Action for Renewed Environment (CARE) meeting cited a lake that is rapidly filling in with sediment from roads. The Board of Health would like to work with appropriate county agencies to begin addressing the impact of storm water run-off into the lakes, streams and rivers of DeKalb County.



**Community Health Assessment Areas (CHAAs)**

The Board of Health has divided the county into 13 geographic areas called Community Health Assessment Areas, (CHAAs), for the purposes of health planning. These areas are based on natural communities of the local DeKalb high schools. The demographic profile of the CHAAs is provided in Table 3-16. Since the Board of Health first began using CHAAs to display geographic differences in health status, there have been changes in the distribution of high schools in DeKalb County. Shamrock and Henderson high schools are now middle schools, and Martin Luther King, Jr. and Stephenson are new high schools. The original census tracts for the CHAAs, based on the 1995-96 school districts, continue to be used to compare health status trends by communities over time.

**Table 3-16:  
DeKalb County – Demographic Profile of Community Health Assessment Areas (2000)**

Community Health Assessment Areas	2000 Population – DeKalb County, Georgia					
	Number	Percent	White Percent	Black Percent	Hispanic Percent	All Others Percent
<b>Atlanta</b>	28,282	4.2%	32.4%	64.4%	3.0%	3.2%
<b>Avondale/Towers/Columbia</b>	70,634	10.6%	14.5%	80.8%	2.6%	4.7%
<b>Chamblee/Cross Keys</b>	85,562	12.8%	57.8%	14.6%	33.2%	27.6%
<b>Clarkston</b>	30,559	4.6%	17.3%	63.8%	3.8%	18.9%
<b>Decatur</b>	18,121	2.7%	65.6%	30.5%	1.7%	3.9%
<b>Druid Hills/Lakeside</b>	75,386	11.3%	80.8%	8.9%	4.9%	10.3%
<b>Dunwoody</b>	43,535	65%	75.3%	9.7%	11.5%	15.0%
<b>Lithonia</b>	63,157	9.5%	9.9%	87.2%	1.9%	2.9%
<b>McNair/Cedar Grove</b>	65,716	9.9%	5.2%	92.9%	1.4%	1.9%
<b>Redan</b>	51,081	7.7%	9.9%	85.5%	2.2%	4.6%
<b>Southwest DeKalb/MLK Jr.</b>	32,587	4.9%	4.7%	93.3%	1.0%	1.9%
<b>Stone Mountain/Stephenson</b>	43,980	6.6%	17.8%	75.1%	4.8%	7.1%
<b>Tucker</b>	57,265	8.6%	60.5%	24.8%	9.7%	14.7%
<b>Total</b>	<b>665,865</b>	<b>100.0%</b>	<b>35.8%</b>	<b>54.2%</b>	<b>7.9%</b>	<b>9.9%</b>

Source: U.S. Census Bureau 2000; DeKalb County Board of Health



**Public Health Trends, Programmatic and Community Facility Needs**

The DeKalb County Board of Health anticipates that public health services will be impacted over the next five to ten years by the following trends.

1. Disparities between the north and south parts of the county in all issues related to chronic disease.
2. Limitations, reductions and other changes in health care financing.
3. Increased occupational health services needed for DeKalb County government employees.
4. Increased prevalence of obesity among African American and Latino populations.
5. Increasing oral health needs for school-aged children, pregnant women, HIV/AIDS clients and people with other chronic conditions.
6. Increased life spans leading to an older adult population with age-related health care needs.
7. Increased number of foreign-born residents and non-English speaking residents.
8. Increasing birth rate for Hispanic population.
9. Increasing HIV rates in African American women, men and teens, as well as growing STD rates.
10. Poorer air quality due to traffic congestion.
11. Age delays in conception by older women and increasing number of babies born with special needs.
12. Increased mental health and addictive disease related issues.
13. Decreasing number of college-educated adults in south DeKalb.
14. Increasing homicide rates among African American males.

Based on an increase in DeKalb’s building, economic/business and or transportation growth over the next five to ten years, the DeKalb County Board of Health anticipates the following programmatic changes and needs.

1. More outreach and education and partnership development to engage all sectors of the community in improving health conditions and reducing health disparities.
2. Flexibility for emerging public health needs in the area of emergency preparedness.
3. More case management services for special populations.
4. More translation services and a more culturally diverse and trained public health workforce.
5. Increased environmental health service activity in all areas related to business, land use and transportation.
6. Increased injury prevention services including pedestrian safety, SAFE KIDS of DeKalb, traffic calming and violence prevention.
7. Extensive technology improvements such as electronic medical records, data systems, telecommuting capacity and communication.
8. More specialized staff training in the areas of cultural competence, language skills, emergency preparedness, etc.
9. Competitive salaries to attract and retain a skilled public health workforce.

**Sprawl and Public Health**

According to U.S. Census figures, one in two residents live in the Suburbs. This has lead to a heavy dependence on the automobile. Many who live in the Suburbs often travel long distances for employment and entertainment. In the Atlanta Metropolitan area the average commute distance is 34 miles one way. The increased auto dependency has resulted in serious health affects. These health affects are primarily related to air pollution and injuries resulting from automobile crashes.



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Automobile emissions have been a leading source of air pollution. The increased use of the automobile has resulted in the release of particulate matter, carbon monoxide, and dioxide, nitrogen oxides and hydrocarbons. These pollutants mixed with the presence of sunlight, produce a damaging effect to the ozone level.

There are several known health hazards of air pollution. High ozone levels have been attributed to respiratory problems that are produced from airway irritants. Particulate matter also adds to increased respiratory problems. Carbon dioxide and monoxides account for a high proportion of auto emissions. Those increasingly susceptible to air pollutants are the very young, elderly and those with cardiopulmonary disease.

As aforementioned, automobile dependency has contributed to an increase in traffic accidents, as well as bicycle and pedestrian injuries and fatalities. However, studies have shown that walking has tremendous benefits to an individuals overall health. Walking not only improves the physical condition, but offers a healthy alternative to the automobile, which helps to decrease emissions and air pollutants and potential accidents associated with cyclists and pedestrians. Therefore, alternative modes of transportation including improvements to existing and new construction of walking and bicycle paths, should be researched more to determine the feasibility of improving the overall health of residents in the County.

### ***2.8 Transportation***

The Transportation section integrates and builds upon other County planning documents, such as the *DeKalb County Comprehensive Plan 1995-2015*, the *1978 Long Range Transportation and Thoroughfare Plan*, the *1968 Comprehensive Thoroughfare Plan* and the comprehensive plans for the Cities of Avondale, Atlanta, Chamblee, Clarkston, Decatur, Doraville, Lithonia, Pine Lake, and Stone Mountain. As one of the 13 counties included in the air quality non-attainment area for one-hour ozone (discussed later), DeKalb County participates in a regional transportation planning process which requires coordination with the Atlanta Regional Commission (ARC), the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Georgia Regional Transportation Authority (GRTA), and the Georgia Department of Transportation (GDOT). Projects and programs defined as part of the regional transportation planning process are included in the CTP.

#### **Road Network**

There are 268 square miles contains almost 2,300 centerline miles of roadway in DeKalb County. The road network serves various land uses and a diverse population in one of the largest counties in Georgia. The overwhelming majority of roads have two lanes but due to the significant traffic volumes in and through DeKalb, major arterials have been widened to four lanes or more.

The county as well as the region's predominately decentralized suburban development pattern has put a strain on the counties roadways due to the inability to keep up with the pace of development and the design of the street network. Roadway improvements have not always taken place in close correlation to new development. The result has been new residential development the feeds onto small streets that were originally designed as rural roads. The common suburban residential design consist of curvilinear streets with many dead end cul-de-sacs that concentrates subdivision traffic to single or few exits leading onto to roadways that are often over capacity. The low densities and disconnected street networks make pedestrian and transit options impossible or highly inefficient.



## **Public Transit**

### *MARTA*

The Metropolitan Area Rapid Transit Authority (MARTA) system includes heavy rail, fixed route and paratransit services. There are 54 MARTA bus routes, over 14 miles of MARTA rail lines and ten transit stations in DeKalb County. The rail stations are Avondale Estates, Brookhaven, Chamblee, Decatur, Doraville, Dunwoody, East Lake, Edgewood-Candler Park, Indian Creek, and Kensington. Analysis of system accessibility indicates that approximately 410,000 people live within 1/4 mile of a bus route or transit station. Expanded use and improvement of the current MARTA system including express bus service routes, additional park and ride lots, and cross-town links is supported by the County.

## **Pedestrian and Bicycle Facilities**

### *Sidewalks*

To further the goal that pedestrians are a top priority, the county adopted code requirements (Section 14-383) for sidewalks in all new development. The county's objective is to the construction of sidewalks along all arterials and collectors, in new development, and within one mile of schools in coordination with the DeKalb County School Board. The CTP process will result in an updated sidewalk plan. Approximately 368 of the 1378 linear miles (27 percent) of roadway have sidewalks in high density land uses and within 1/4 mile of hospitals, transit stations and schools.

### *Bicycle and Multi-use Trails*

DeKalb County currently has almost 34 miles of multi-use trails or bike routes. Of these, 26 miles are located in the central quadrant and seven in the southeast quadrant. There are currently no bike trails in the north quadrant and less than a mile in the southwest quadrant. The ARC 2030 RTP/TIP includes almost 450 miles of new multi-use trails. Of these, 118 miles are planned for the central quadrant, over 83 miles for the north quadrant, almost 109 miles for the southeast quadrant, and close to 140 miles for the southwest quadrant.

## **Airports**

DeKalb Peachtree Airport (PDK) is the second busiest airport in Georgia and is located in northeast DeKalb County on approximately 765 acres. PDK acts as a general aviation airport which helps to alleviate the operational capacity constraints at Hartsfield-Jackson Atlanta International Airport (HJIA). PDK airport has averaged about 230,000 operations (takeoffs and landings) per year.

## **Freight**

### *Railroad*

Over 70 percent of the railroads in Georgia are owned and operated by CSX and Norfolk Southern. Both are Class I railroad freight carriers which are actively operating in DeKalb County. Active Norfolk Southern lines are located in the Northern quadrant and the extreme southwestern corner of the county. Active CSX lines are in the central and southeastern quadrants. CSX owns over 110 miles of railroad and Norfolk Southern owns 24 miles.

### *Truck Routes*

GDOT administers the Surface Transportation Assistance Act of 1982 (STAA), a highway program that designates national routes for oversized trucks to move freight. Routes in DeKalb that are included in STAA are I-20, I-85, I-285, I-675, US 23, and a section of Panola Road between Covington Highway (US 278) and I-20. There are 332 miles of STAA routes that are local truck routes and over 67 miles that are state truck routes. Truck trips in DeKalb were estimated at approximately 220,653 per day in 2000 with an anticipated 30% increase to 285,797 in 2030.





# COMMUNITY VISION







## 4. COMMUNITY VISION

The vision for DeKalb County was developed by means of a series of meetings throughout the County. The vision statement is the compilation of the input received at the various workshops, open houses, surveys, emails, and calls regarding the desired future direction for the County. DeKalb County included a variety of stakeholders in the public participation process. Stakeholders are persons with a vested interest in the future of DeKalb County and include: residents, business owners, community council members, civic associations and community groups, ministers, non-profit organizations, and elected officials. The participants were asked: *What do you want to see preserved? What do you want to see protected? What are the major assets in the County? What do you want to see changed?* The answers to these questions and other comments were used to create the following vision statement.

### 4.1 Vision Statement

***By 2025, DeKalb County will consist of walkable communities connected to recreational and green space areas by trails and sidewalks. The County will develop with less sprawl and include a full range of affordable housing opportunities with neighborhoods protected and enhanced with compatible development. DeKalb County will have seen the redevelopment of declining neighborhoods with stable, established residential neighborhoods maintained at the densities upon which they were originally developed. The County will have a strong economic base, including job and training opportunities. DeKalb County will protect the environment, resulting in cleaner air and water; along with a good transportation system that results in less congestion and increased use of alternative modes of travel. Overall, the County will have strong citizen involvement, which fully participates in the planning and development process to improve the quality of life for all residents.***





## 4.2 Concept Plan



The Concept Plan Map depicts the desired future development patterns for DeKalb County. The Concept Plan Map is taken from the results of the public participation program, the community vision, current development trends, and land use patterns in the County. This plan endorses the concept of “node” or “activity center” development at designated nodes or centers; density increases and uses may vary.

The identified activity centers are not only commercial but can also focus around institutional uses and include colleges and universities, sports facilities, entertainment areas, large employment centers and recreational areas. The major activity centers will serve as attractors for both residents and visitors to DeKalb County. The goal is to take advantage of all transportation and infrastructure facilities that currently exist and encourage additional densities within and

around the nodes. These nodes will encourage walkable communities internal to development.

This nodal development is exemplified through current developments such as Perimeter Center CID, Brookhaven, Emory University and DeKalb Medical Center. The concept map illustrates the current and future generalized development patterns in DeKalb County; see map 4-1 for more information. This generalized development concept was then applied to the guidelines provided by the State of Georgia.



### Character Areas

The Georgia Department of Community Affairs provided new statewide guideline for the development of comprehensive plans. DCA provided a list of recommended character areas to identify both exiting and potential character areas in the community. Character areas planning focuses on the way an area looks and how it functions. It apply development strategies to each character area in an effort to preserve existing areas such as traditional neighborhoods and help other function better and become more attractive such as neighborhood activity centers. DCA allows each community to create additional character areas or modify the recommended ones to fit the specific community vision.



The character areas were developed based on the specific development character for each other. A solid foundation was used to develop the character areas such as, current land use, current zoning, 1996 Future Land Plan, approved LCI’s, Comprehensive Transportation Plan, existing Overlay Districts, MARTA routes and stations. The character area descriptions were used to create the future development plan.





### ***4.3 Future Development Plan***

The Future Development Plan has taken the Concept Map and Character Areas Map to develop the Future Development Map which provides specific and detailed future development patterns for the County. This Future Development Plan and Map consists primarily of the Activity Centers which emerged from the concept map. There are three types of Activity Centers: Neighborhood Centers, Town Centers and Regional Centers, which have emerged and included as a part of the Future Development Plan. There are a total of 47 Activity Centers countywide. In addition, the Future Development Plan includes residential designations: Rural, Suburban, and Traditional.

The Future Development Map was created by delineating the boundaries of each of the character areas, based on the concept map as well as the countywide small area studies and existing and proposed transit stops, which were instrumental in the location of the Activity Centers. The 47 Activity Centers have also been mapped and placed in the appendices section of this document. Each parcel of land in the County is identified with a future land use designation.

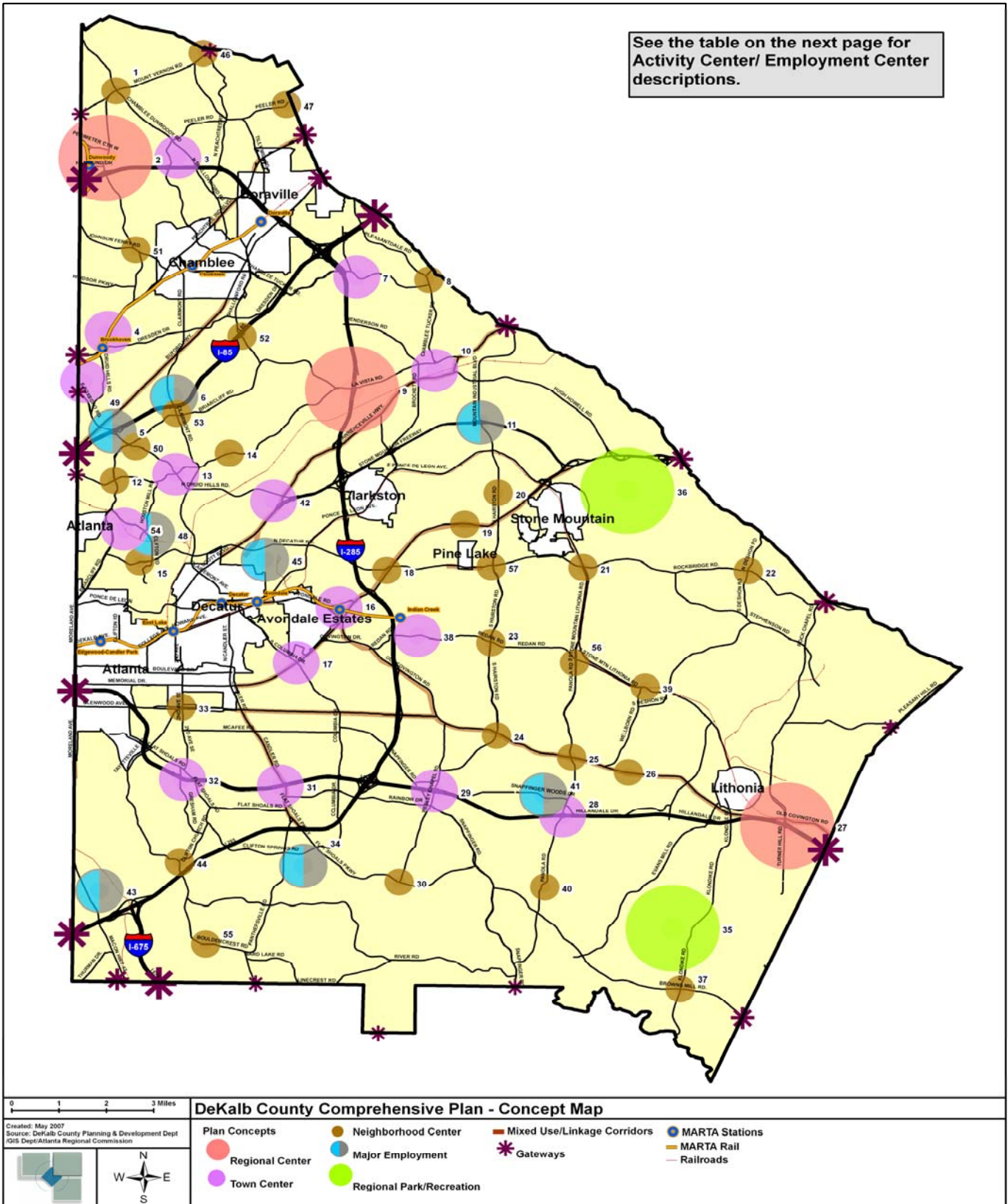
The Future Development Map also includes gateways, which are not a part of the character areas. These gateways are locations that serve as important entrances and means of access into the County and create an identity or “sense of place.” Gateways may be represented with appropriate signage, landscaping, hardscaping and other beautification measures.

The Future Development Map (map 4-2) depicts the way the County anticipates land will be used over the next 20 years. The map will be put into practice as a guide in conjunction with the countywide policies discussed further in this document when making development related decisions.





Map 4-1 DeKalb County Concept Map





**Table 4-1: Concept Map Key & Description**

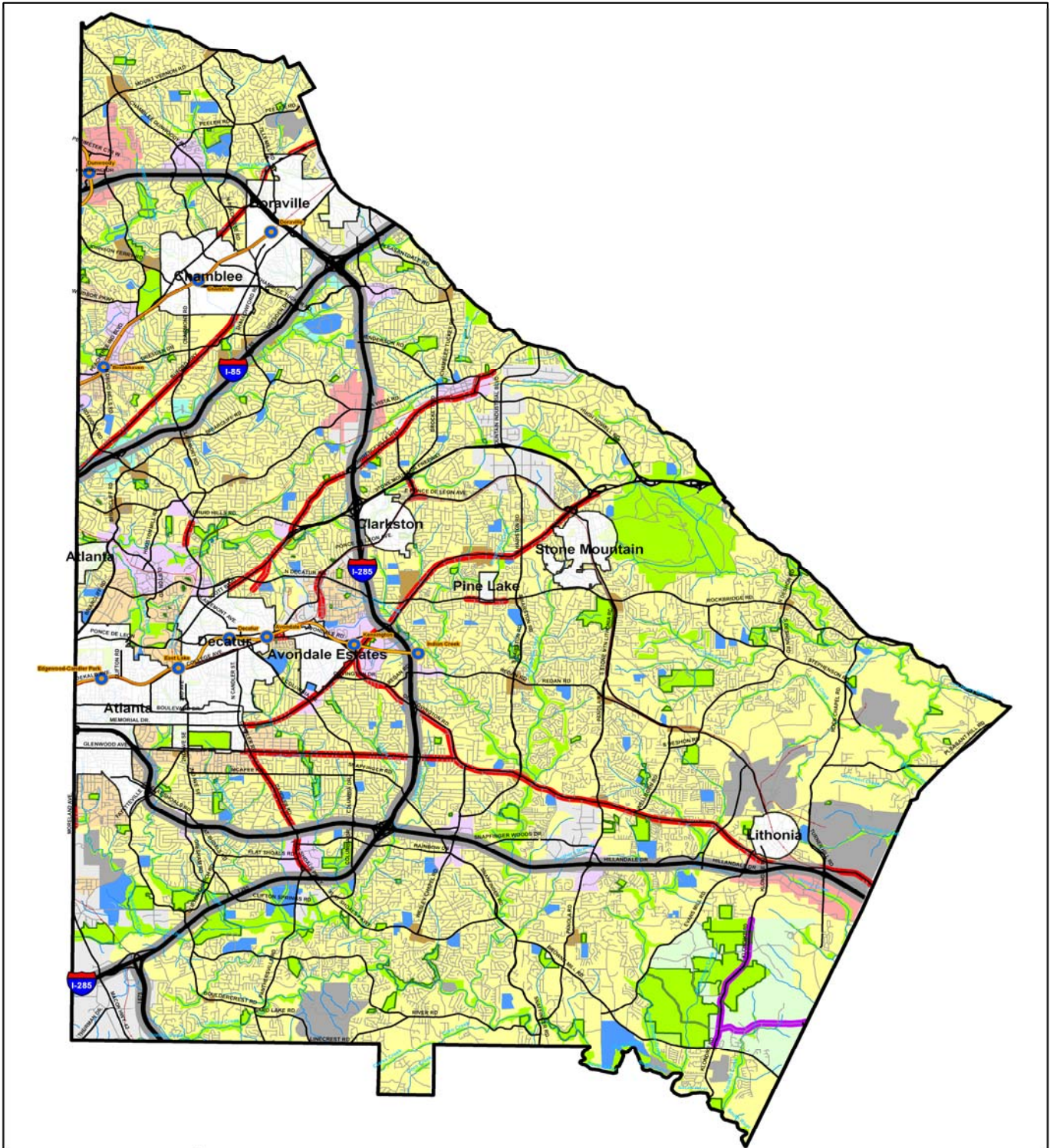
Map ID	Plan Concepts	Name/Location
1	Neighborhood Center	Dunwoody Village
2	Regional Center	Perimeter - LCI
3	Town Center	I-285 & Chamblee Dunwoody Road
4	Town Center	Brookhaven - LCI
5	Major Employment	Executive Park
6	Major Employment	Century Center
7	Town Center	I-285 & Chamblee Tucker Road
8	Neighborhood Center	Pleasantdale Road & Chamblee Tucker Road
9	Regional Center	Northlake - LCI
10	Town Center	Tucker - LCI
11	Major Employment	Stone Mountain Industrial Area
12	Neighborhood Center	LaVista Road & Briarcliff Road
13	Town Center	Toco Hills
14	Neighborhood Center	Oak Grove
15	Neighborhood Center	Emory Village - LCI
16	Town Center	Kensington MARTA Station - LCI
17	Town Center	Avondale Mall
18	Neighborhood Center	Perimeter College/Dekalb Tech
19	Neighborhood Center	Village Square/Value Mall
20	Neighborhood Center	Hairston Road & Central Drive
21	Neighborhood Center	Panola Road & Rockbridge Road
22	Neighborhood Center	Deshon Road & Rockbridge Road
23	Neighborhood Center	Redan Road & Harriston Road
24	Neighborhood Center	Covington Highway & Hairston Road
25	Neighborhood Center	Covington Highway & Panola Road
26	Neighborhood Center	Covington Highway & DeKalb Medical Way
27	Regional Center	Stonecrest
28	Town Center	I-20 & Panola Road
29	Town Center	I-20 & Wesley Chapel Road
30	Neighborhood Center	Flat Shoals Pkwy & Wesley Chapel Road
31	Town Center	I-20 & Candler Road - LCI
32	Neighborhood Center	I-20 & Gresham Road
33	Neighborhood Center	Eastlake Village
34	Major Employment	Panthersville Road & Clifton Spring Road
35	Regional Park/Recreation	Arabia Mountain Park
36	Regional Park/Recreation	Stone Mountain Park
37	Neighborhood Center	Browns Mill Road & Klondike Road
38	Town Center	Redan Road & Indian Creek Drive
39	Neighborhood Center	Redan
40	Neighborhood Center	Salem Crossing
41	Major Employment	Snapfingerwoods Industrial Park
42	Town Center	North Dekalb Mall
43	Major Employment	I-675/Moreland Avenue Corridor
44	Neighborhood Center	Bouldercrest Road & I-285
45	Major Employment	DeKalb Medical Center
46	Neighborhood Center	Mt Vernon Road & Dunwoody Club Drive
47	Neighborhood Center	Peeler Road & Winters Chapel Road
48	Major Employment	Emory University/CDC
49	Town Center	Lenox Park
50	Neighborhood Center	Briarcliff Road & North Druid Hills Road
51	Neighborhood Center	Ashford Dunwoody Road & Johnson Ferry Road
52	Neighborhood Center	Shallowford Road & I-85
53	Neighborhood Center	Clairmont Road & Briarcliff Road
54	Town Center	Clifton Community Town Center
55	Neighborhood Center	Cedar Grove
56	Neighborhood Center	Panola Road & Redan Road
57	Neighborhood Center	Hairston Road & Rockbridge Road

\*As of 5/04/07





Map 4-2 DeKalb County Future Development Map



<p>0 0.7 1.4 2.1 Miles</p>		<p><b>DeKalb County Comprehensive Plan - Future Development Map</b></p>	
<p>Created: May 2007 Source: DeKalb County Planning &amp; Development Dept GIS Dept/Atlanta Regional Commission</p>	<p><b>Character Areas</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">■</span> Conservation/Greenspace</li> <li><span style="color: yellow;">■</span> Rural Residential</li> <li><span style="color: lightgreen;">■</span> Suburban</li> <li><span style="color: orange;">■</span> Traditional Neighborhood</li> <li><span style="color: brown;">■</span> Neighborhood Center</li> <li><span style="color: purple;">■</span> Town Center</li> <li><span style="color: red;">■</span> Regional Center</li> <li><span style="color: blue;">■</span> Institutional</li> <li><span style="color: cyan;">■</span> Office Park</li> <li><span style="color: grey;">■</span> Light Industrial</li> <li><span style="color: darkgrey;">■</span> Industrial</li> </ul>	<p><b>Linear/Corridor Character Areas</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> Commercial Redevelopment Corridor</li> <li><span style="color: purple;">—</span> Scenic Corridor</li> <li><span style="color: black;">—</span> Highway Corridor</li> </ul>	<p><b>Parks</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">■</span> Parks</li> <li><span style="color: blue;">●</span> MARTA Stations</li> <li><span style="color: orange;">—</span> MARTA Rail</li> <li><span style="color: black;">—</span> Railroads</li> </ul>





### 4.3 Defining Narrative of Character Areas

The term Character Area is used to define the visual and functional differences of communities, corridors and natural areas within DeKalb County. Based on current conditions and the *Areas Requiring Special Attention* identified in the Community Assessment, they will be used to formulate future development strategies that will result in specific policy, investment and regulatory recommendations discussed later in the document. The Character Area narratives on the following pages consist of descriptions, primary land uses, quality community objectives, and implementation measures. In addition, design guidelines have been added for the three (3) character area types that have also been identified as activity centers in the Future Development concept plan. Provided below is a table summarizing each of the Character Areas in the County.

**Table 4-2 DeKalb County Character Areas**

Character Area	Summary Description	*Applicable Land Use
<b>Conservation and Open Space</b>	Primarily undeveloped and environmentally sensitive lands not suitable for development and areas of protected open space that follow linear features for recreation, and conservation. It also includes lands used for active recreational purposes that provide a wide range of activities.	Public and Private Parks and Open Space
<b>Rural Residential</b>	Rural, undeveloped land likely to face development pressures for lower density residential development.	Agriculture, Low Density Residential
<b>Suburban</b>	Areas where typical types of suburban residential subdivision development have occurred and where pressures for the typical types of suburban residential subdivision development are greatest.	Low-Medium Density Residential
<b>Traditional Neighborhood</b>	Residential area in older parts of a community typically developed prior to WWII.	Medium Density Residential
<b>Neighborhood Center</b>	A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open space.	Medium-High Density Residential, Low-Intensity Commercial
<b>Town Center</b>	A focal point for several neighborhoods with a concentration of activities such as retail, service commercial, professional office, higher-density housing, & open space.	High Density Residential, High Intensity Commercial
<b>Regional Center</b>	Concentration of regionally-marked commercial and retail centers, office and employment areas, higher-education facilities, recreational complexes and higher density housing.	Office Mixed Use, Very High Density Residential
<b>Office Park</b>	Typically campus-style development characterized by high degree of access by vehicular traffic, and transit if applicable.	Office Professional
<b>Institutional</b>	Large areas of land used for religious, civic, educational and governmental purposes.	Institutional
<b>Light Industrial</b>	Area used in low intensity manufacturing and distribution activities.	Industrial
<b>Industrial</b>	Land used in higher intensity manufacturing, assembly, processing activities.	Industrial
<b>Scenic Corridor</b>	Developed or undeveloped land paralleling the route of a major thoroughfare that has significant natural, historic, or cultural features, and scenic or pastoral views.	Low Density Residential
<b>Commercial Redevelopment Corridor</b>	Declining, unattractive vacant or underutilized strip shopping center; with high vehicular traffic and transit if applicable; on site parking; low degree of open space; moderate floor to area ratio; large tracks of land and campus or unified development.	Low and Intensity Commercial
<b>Highway Corridor</b>	Developed or undeveloped land on both sides of designated limited access highways.	High Density Residential, High-Intensity Commercial

\* Based on 1996 Comprehensive Plan



# Conservation and Open Space Character Area

## Description

The intent of the Conservation and Open Space Character Area is to preserve areas in the county with significant natural and ecological features, as well as environmentally sensitive recreational facilities for public enjoyment. These areas consist of undeveloped natural lands, environmentally sensitive and conservation areas that are not suitable for development. It also includes land used for active recreational purposes that provide for a wide range of activities with some land designated for cultural and historic preservation.

## Primary Land Uses

- Passive Parks
- Nature Trails
- Flood Plains
- Wetlands
- Watersheds
- Natural and Conservation Areas
- Golf Courses
- Athletic Fields and Courts
- Bike and Pedestrian Paths
- Picnic Areas
- Playgrounds
- Amphitheatres

## Quality Community Objectives

- Heritage Preservation
- Environmental Protection
- Growth Preparedness
- Regional Cooperation
- Transportation Alternatives
- Traditional Neighborhood
- Traditional Neighborhood
- Open Space Preservation

## Implementation Measures

- Conservation Easements
- Development Regulations
- Environmental Impact Review
- Rural/Scenic Corridor Overlay Districts
- Sign Control for Rural Corridors (Billboard Control)



County wooded area.



Open space acquired through the Greenspace Program.



South River.





**COMMUNITY VISION**

# Conservation and Open Space Character Area

## Implementation Measures

- Environmental Planning Criteria
- Transfer of Development Rights
- Rural/Scenic Corridor Overlay Districts
- Sign Control for Rural Corridors (Billboard Control)
- Eco Tourism
- Outdoor Classrooms
- Development Regulations
- Transfer of Development Rights
- Design Guidelines
- Traffic Calming
- Walkable Community Design



Historic Resource-Vernon Springs Well House.



Skyland Park.



Arabia Mountain Trail



## Rural Residential Character Area

### Description

The intent of the Rural Residential Character Area is to identify and preserve those areas of the county with rural characteristics. These areas consist of rural and undeveloped land that is likely to face development pressures for suburban type residential development. These areas will typically have low pedestrian orientation, very large lots, open space, pastoral views, high degree of building separation, and flag lot configurations. In addition, the rural residential character area includes single family, detached units residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acres. This includes those areas of the county already developed in single family residential subdivisions.

### Primary Land Uses

- Low-density Single Family Detached
- Agriculture Related Activities
- Cultural and Historic Sites
- Institutional Uses

### Quality Community Objectives

- Heritage Preservation
- Regional Identity
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Regional Cooperation

### Implementation Measures

- Accessory Housing Units
- Agricultural Buffers (agricultural designation may not require working farms)
- Conservation Easements
- Transfer of Development Rights
- Rural/Scenic Corridor Overlay Districts
- Large Lot Zoning
- Maximum Setbacks
- Historic Preservation Ordinance
- Historic Resource Design Standards
- Design Guidelines
- Rural Cluster Zoning/Conservation Subdivisions



Rural home with traditional architecture in southeast DeKalb County



Rural Residential area in southeast DeKalb County with a free form development pattern.



Rural Residential area in southeast DeKalb County with large open space tracts.





**COMMUNITY VISION**

# Suburban Character Area

**Description**

The intent of the Suburban Character Area is to recognize those areas of the county that have developed in traditional suburban land use patterns while encouraging new development to have increased connectivity and accessibility. These areas include those developed (built out) and those under development pressures. These areas are characterized by low pedestrian orientation, limited transit access, scattered civic buildings and curvilinear street patterns. The proposed density for areas of this type is up to 8 dwelling units per acre.

**Primary Land Uses**

- Single Family Detached Residential
- Townhomes
- Assisted Living Facilities
- Neighborhood Retail
- Schools
- Libraries
- Health Care Facilities
- Parks and Recreational Facilities
- Public and Civic Facilities
- Institutional Uses

**Quality Community Objectives**

- Traditional Neighborhoods
- Transportation Alternatives
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Heritage Preservation
- Housing Choices
- Regional Cooperation
- Regional Identity
- Infill Development
- Sense of Place

**Implementation Measures**

- Access Control Measures
- Alternative Street & Pedestrian System Standards
- Cluster Zoning



Existing suburban subdivision.



Suburban subdivision under construction with consistent lot pattern.



Suburban curvilinear development pattern.



**COMMUNITY VISION**

# Suburban Character Area

## Implementation Measures

- Compact Commercial Development
- Greenway/Trail Network
- Context Sensitive Creative Design
- Walkable Community Design
- Conservation Easements
- Conservation Subdivisions
- Right-of-way Improvements
- Traffic Calming
- Infill Development (appropriately planned)
- Performance Standards for Off-site Impacts
- Workforce Housing Incentives
- Inter-parcel Connectivity



Pocket Park— Open Space Preservation, Sense of Place.



Suburban planned development with Traditional Neighborhood principles.



Improved pedestrian connectivity.





**COMMUNITY VISION**

# Traditional Neighborhood Character Area

**Description**

The intent of the Traditional Neighborhood Character Area is to preserve the style and appeal of older traditional neighborhood communities. These areas primarily consist of residential areas in older parts of the community that were typically developed prior to WWII. The characteristics include higher pedestrian orientation, sidewalks and more grid-like street patterns. They have on-street parking, small, regular lots, and buildings closer to the front property line. Many of these areas have a predominance of alleys and neighborhood-scale commercial scattered throughout. The proposed density for areas of this type is up to 12 dwelling units per acre.

**Primary Land Uses**

- Traditional Single Family Residential Homes
- Apartments
- Assisted Living Facilities
- Neighborhood Retail
- Schools
- Libraries
- Health Care Facilities
- Parks and Recreational Facilities
- Institutional Uses

**Quality Community Objectives**

- Traditional Neighborhoods
- Infill Development
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Growth Preparedness
- Housing Choices

**Implementation Measures**

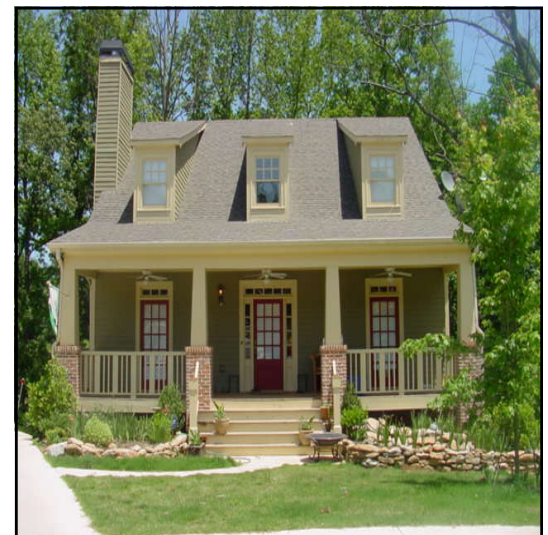
- Alternative Street/Pedestrian System
- Cluster Zoning
- Compact Development
- Conservation Easements
- Conservation Subdivisions



Scottdale neighborhood, Mill Village section.



Grid street pattern common in traditional neighborhoods.



New construction with traditional neighborhood character.



**COMMUNITY VISION**

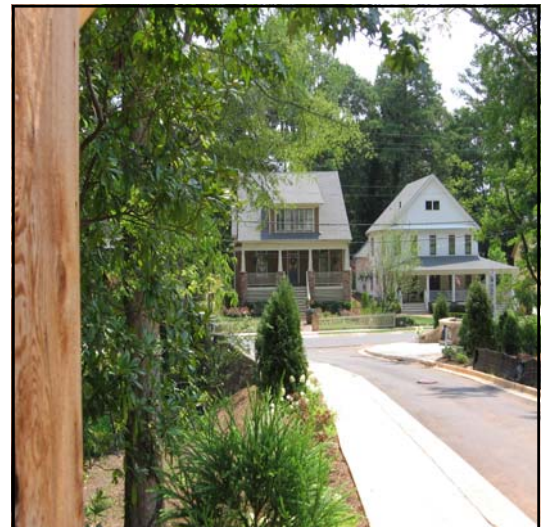
# Traditional Neighborhood Character Area



Pre-WWII home



Infill development



Narrow street with sidewalk.

### Implementation Measures

- On-Street Parking
- Greenway/Trail Network
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development (appropriately planned)
- Mixed-Use Zoning
- Performance Standards for Off-site Impacts
- Planned Unit Developments (PUD)
- Right-of-way Improvements
- Traffic Calming
- Transit Oriented Development (TOD)
- Coordinate with Housing Authority
- Workforce Housing
- Historic
  - ◊ Preservation Ordinance
  - ◊ Resource Design Standards
- Flexible Parking Standards
- Rehabilitation/Redevelopment
- Grey Field and Brown Field Redevelopment





# Neighborhood Center Character Area

## Description

The intent of the Neighborhood Center Character Area is to identify areas that can serve the local neighborhood's needs for goods and services. These areas should complement the character of neighborhoods and the location of the commercial areas should reduce automobile travel, promote walkability and increased transit usage. These areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians. The proposed density for areas of this type is up to 24 dwelling units per acre.

## Primary Uses

- Townhomes
- Condominiums
- Apartments
- Retail and Commercial
- Office
- Parks and Recreational Facilities
- Public and Civic Facilities
- Institutional Uses

## Quality Community Objectives

- Infill Development
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Business
- Housing Choices
- Regional Cooperation

## Implementation Measures

- Access Controls
- Accessory Housing Units
- Compact Development
- Grey Field Redevelopment



Pedestrian friendly retail with wide sidewalks



Neighborhood scale retail with street furniture.



Higher density housing with retail on the ground floor.



**COMMUNITY VISION**

# Neighborhood Center Character Area

## Implementation Measures

- Economic Development Incentive Districts
- Greenway/Trail Network
- Encourage On-Street Parking
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development (appropriately planned)
- Mixed-Use Zoning
- Planned Unit Developments
- Redesigning Off-Street Parking Facilities
- Right-of-way Improvements
- Flexible Parking Standards

## Design Guidelines

- *Setbacks* - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
- *Buffers* - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
- *Heights* - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.



Higher density housing oriented towards the street.



Neighborhood scale retail.



Public gathering area/ open space—public realm.





**COMMUNITY VISION**

# Town Center Character Area

**Description**

The intent of the Town Center Character Area is to promote the concentration of residential and commercial structures, which serve many communities in order to reduce automobile travel, promote walkability and increased transit usage. The areas consist of a focal point for several neighborhoods with a variety of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians. This character area is similar to neighborhood center, but at a larger scale. The proposed density for areas of this type is up to 60 dwelling units per acre.

**Primary Land Uses**

- Townhomes
- Condominiums
- Apartments
- Health Care Facilities
- Retail and Commercial
- Office
- Institutional Uses
- Entertainment and Cultural Facilities
- Park and Recreational Facilities
- Public and Civic Facilities

**Quality Community Objectives**

- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Business
- Housing Choices

**Implementation Measures**

- Access Controls
- Accessory Housing Units
- Compact Development
- Grey Field Redevelopment
- Economic Development Incentive Districts



High density housing with retail on the ground floor.



Landscaping median .



Mixed-use along major road with frontage road concept.



**COMMUNITY VISION**

# Town Center Character Area

## Implementation Measures

- Transit Oriented Development
- Greenway/Trail Network
- Encourage On-Street Parking
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development
- Mixed-Use Zoning
- Planned Unit Development
- Redesigning Off-Street Parking Facilities
- Right-of-way Improvements
- Flexible Parking Standards

## Design Guidelines

- *Setbacks* - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
- *Buffers* - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
- *Heights* - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.



Retail corridor with outdoor activity.



Mixed-use development centered around public/open space.



Four story mixed-use development with a greater setback.





**COMMUNITY VISION**

# Regional Center Character Area

**Description**

The intent of the Regional Activity Center is to promote the concentration of regional serving activities to a centralized location that allow for a variety of uses while reducing automobile travel, promoting walkability and increased transit usage. These areas consist of a high intensity of regional commercial, office, employment areas and higher-education facilities.. These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The areas also have on-site parking, high floor-area-ratios, large tracts of land, and campus or unified development. The proposed density for areas of this type is up to 120 dwelling units per acre.

**Primary Land Uses**

- Townhomes
- Condominiums
- Apartments
- Health Care Facilities
- Retail and Commercial
- Office
- Institutional Uses
- Entertainment and Cultural Facilities
- Park and Recreational Facilities
- Public and Civic Facilities

**Quality Community Objectives**

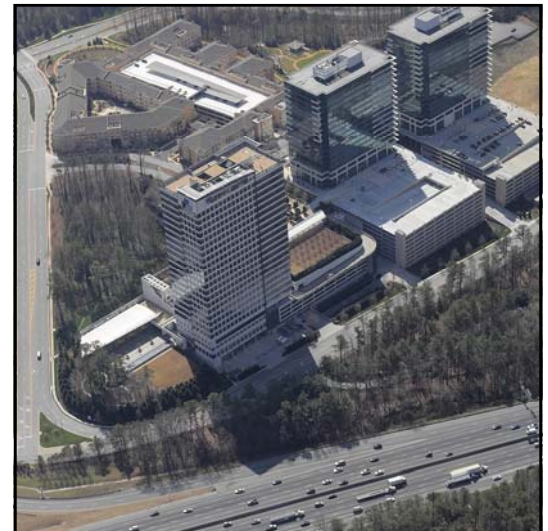
- Transportation Alternatives
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options
- Educational Opportunities

**Implementation Measures**

- Access Controls
- Accessory Housing Units
- Compact Development
- Grey Field Redevelopment
- Economic Development Incentive Districts



Perimeter Mall , surrounding office, retail and Dunwoody MARTA Station.



Perimeter office park & high density residential development in the rear



Stonecrest Mall and surrounding retail.



**COMMUNITY VISION**

# Regional Center Character Area

## Implementation Measures

- Transit Oriented Development
- Greenway/Trail Network
- Encourage On-Street Parking
- Context Sensitive Creative Design
- Density Bonuses
- Walkable Community Design
- Infill Development
- Mixed-Use Zoning
- Planned Unit Development
- Redesigning Off-Street Parking Facilities
- Right-of-way Improvements
- Flexible Parking Standards

## Design Guidelines

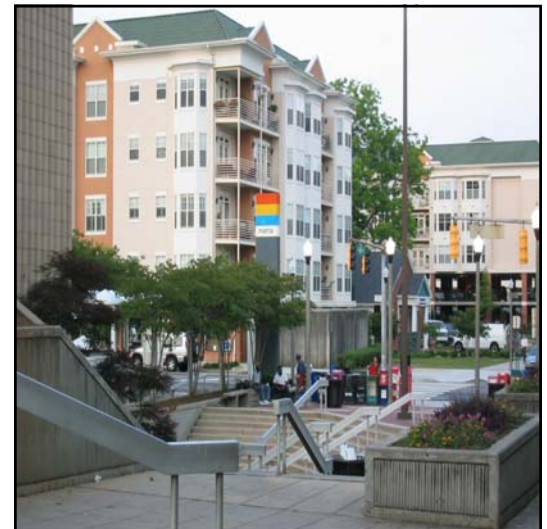
- *Setbacks* - Greater setbacks will be required when adjacent to lower density residential uses and transitional buffers may be required.
- *Buffers* - Development shall incorporate enhanced buffers in an effort to protect single family neighborhoods.
- *Heights* - Proposed development shall consider and implement staggered heights when adjacent to single family residential neighborhoods.



Perimeter Mall area existing mixed use development.



Three story development with ground floor retail along the periphery of Regional Center.



Transit Oriented Development—Downtown Decatur





**COMMUNITY VISION**

# Office Park Character Area

**Description**

The intent of the Office Park Character Area is to provide areas primarily used for office purposes that also contain accessory commercial and residential uses to reduce automobile dependency. These areas consist typically of campus-style developments characterized by high vehicular traffic, and transit (if applicable), high density housing, on-site parking, low degree of open space, and moderate floor-area-ratio.

**Primary Land Uses**

- Office Development
- Business Services
- Educational /Training Facilities
- Apartments and Condominiums
- Accessory Commercial
- Technology Centers
- Medical and Training Facilities
- Institutional Uses

**Quality Community Objectives**

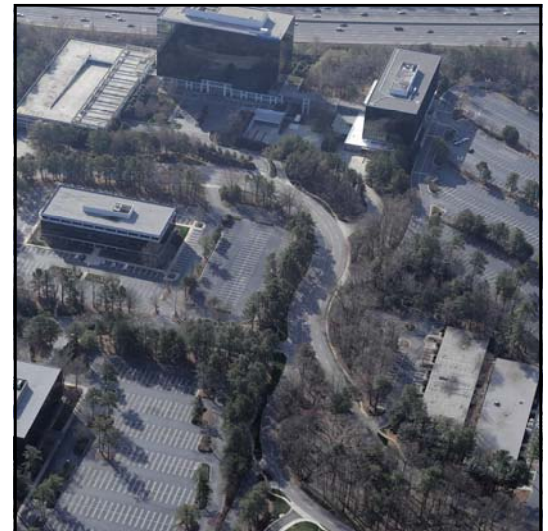
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Open Space Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options
- Educational Opportunities
- Regional Cooperation

**Implementation Measures**

- Flexible Parking Standards
- Access Controls
- Density Bonuses
- Walkable Community Design
- Mixed-Use Zoning
- Grey field Redevelopment
- Transit-Oriented development
- Landscaping and Buffering



Existing Office Park with campus style landscape.



Existing Office Park with connectivity opportunities.



Existing Office Park with openspace.



**COMMUNITY VISION**

# Institutional Character Area

**Description**

The intent of the Institutional Character Area is to designate specific areas that provide institutional services. These areas consist of large areas used for religious, civic, educational and governmental purposes. Those smaller areas with similar purposes have been integrated into the rural, suburban and traditional neighborhood character areas as secondary uses and are consider residential support uses.

**Primary Land Uses**

- Colleges and Universities
- Hospitals and Rehabilitation Centers
- Emergency Service Centers
- Churches and Religious Institutions
- Government Buildings
- Civic Facilities
- Cemeteries

**Quality Community Objectives**

- Employment Options
- Educational Opportunities
- Regional Identity
- Regional Cooperation
- Transportation Alternatives
- Sense of Place

**Implementation Measures**

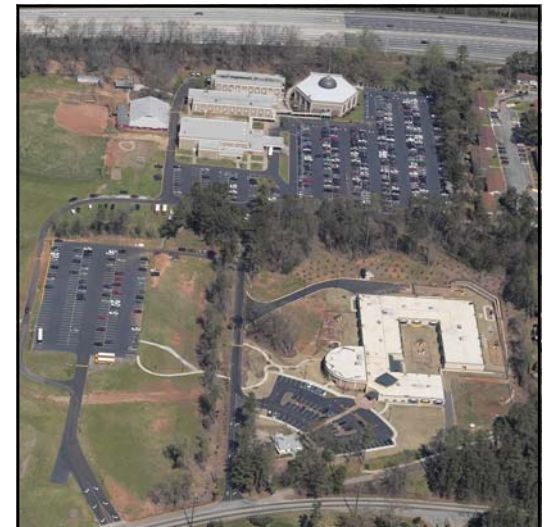
- Flexible Parking Standards
- Access Controls
- Density Bonuses
- Walkable Community Design
- Grey field Redevelopment
- Transit Oriented Development
- Landscaping and Buffering



Large Medical facility.



College Campus



Religious/Educational facility.





**COMMUNITY VISION**

# Light Industrial Character Area

**Description**

The intent of the Light Industrial Character Area is identify areas appropriate for industrial type uses. The location of these areas should preserve the appeal and appearance of residential and commercial areas from the prospective intrusion of light industrial land uses. These areas consist of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics.

**Primary Land Uses**

- Light Industrial Uses
- Manufacturing
- Warehouse/Distribution
- Wholesale/Trade
- Automotive
- Accessory Commercial
- Educational Institutions
- Community Facilities

**Quality Community Objectives**

- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options

**Implementation Measures**

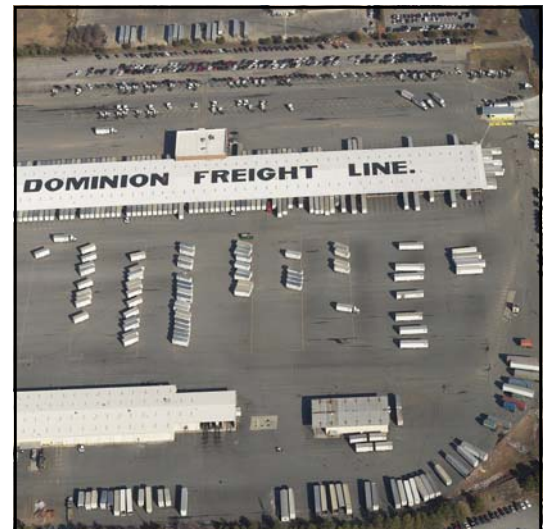
- Access Controls
- Adaptive re-use
- Landscaping and Buffers
- Flexible Parking
- Design Guidelines



Typical office/distribution building.



Low intensity office/distribution building.



Major distribution facility.



# Industrial Character Area

## Description

The intent of the Industrial Character Area is to identify areas that are appropriate for more intense industrial and industrial related uses. The location of these uses should be such as to protect residential and commercial areas from potential disturbances generated by industrial land uses. These areas consist of land used in higher intensity manufacturing, assembly, processing activities where noise, vibration and air pollution or other nuisance characteristics are not contained on-site.

## Primary Land Uses

- Construction Businesses
- Heavy Manufacturing
- Retail Sales (with restrictions)
- Storage (including outdoor)
- Accessory Commercial
- Community Facilities

## Quality Community Objectives

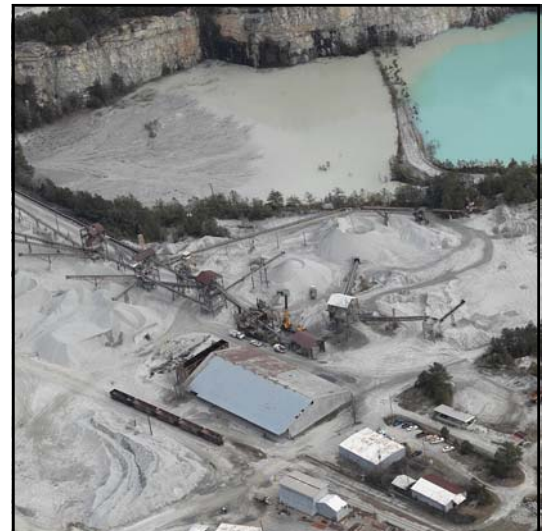
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Businesses
- Employment Options

## Implementation Measures

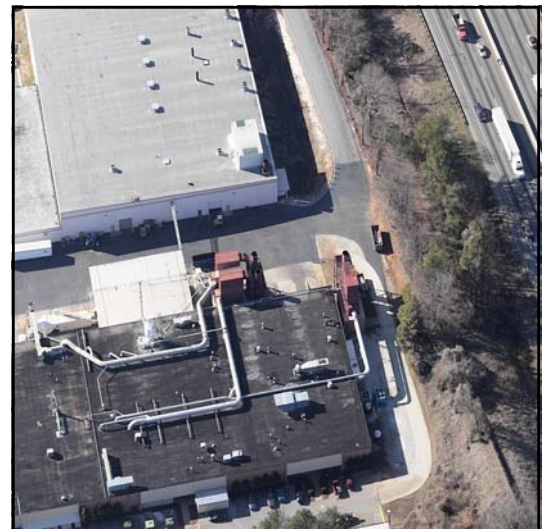
- Access Controls
- Adaptive re-use
- Landscaping and Buffers
- Flexible Parking
- Design Guidelines



Heavy industrial area, rock quarry north of Lithonia.



Heavy industrial uses producing noise, vibration and dust.



Industrial use along I-20.





## Scenic Corridor Character Area

### Description

The intent of the Scenic Corridor Character Area is to identify and conserve scenic areas from the negative effects of development. Current and future designations may consist of developed or undeveloped land paralleling the route of a major thoroughfare with significant natural, historic, cultural features, and scenic views.

### Primary Land Uses

- Traditional Single Family Residential
- Townhomes
- Apartments
- Low Density Residential
- Natural and Scenic Roadways
- Passive Parks
- Historic and Cultural Areas
- Mixed Use

### Quality Community Objectives

- Sense of Place
- Environmental Protection
- Open Space Preservation
- Heritage Preservation
- Traditional Neighborhood
- Growth Preparedness
- Regional Identity

### Implementation Measures

- Conservation Easements
- Environmental Impact Review
- Environmental Planning Criteria
- Transfer of Development Rights
- Rural Overlay Districts
- Sign Control (with Billboard Control)
- Cluster Development
- Conservation Subdivisions
- Historic Preservation Ordinance
- Traffic Calming
- Access Control Measures
- Greenway Trail Network
- Walkable Community Design
- Infill Development



Corridor in southeast DeKalb with rural, historic character.



Passive Park with scenic views.



Scenic Corridor with natural features.



# Commercial Redevelopment Corridor Character Area

## Description

The intent of the Commercial Redevelopment Corridor Character Area is to promote the redevelopment of declining commercial corridors and to improve the function and aesthetic appeal of more stable commercial corridors. These areas mostly consist of strip-style shopping centers that are in need of aesthetic or functional improvements, are in economic decline or are vacant.. They are often characterized by a high degree of vehicular traffic, on site parking, moderate floor to area ratio and large tracks of land.

## Primary Land Uses

- Commercial and Retail
- Offices
- Condominiums
- Townhomes
- Mixed Use
- Institutional Uses

## Quality Community Objectives

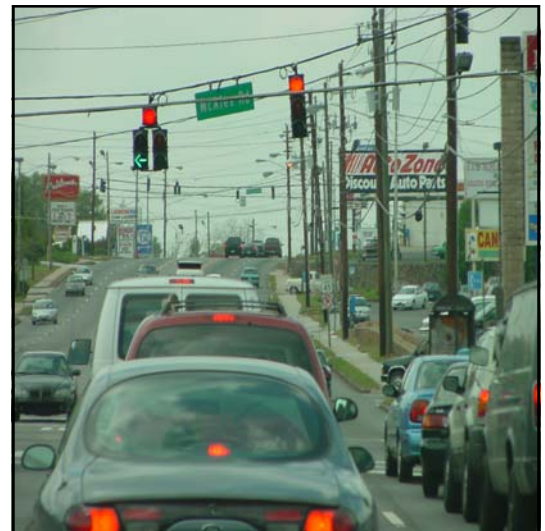
- Sense of Place
- Transportation Alternatives
- Regional Identity
- Heritage Preservation
- Environmental Protection
- Growth Preparedness
- Appropriate Business

## Implementation Measures

- Development regulations
- Effective development review
- Environmental impact review
- Flexible parking standards
- Infill development
- Landscaping and buffers
- Mixed use zoning
- Right of way improvements
- Sign control
- Big Box/Grey Field Redevelopment
- Economic Development Incentive Districts



Typical signage and setbacks along a DeKalb commercial corridor.



Typical congestion along a DeKalb commercial corridor with surface utilities.



Large underutilized parking lot.





# Highway Corridor Character Area

## Description

The intent of the Highway Corridor Character Area is to designate corridors located adjacent to and/or nearby highways. These areas include developed or undeveloped land on both sides of designated limited access highways. These corridors experience high volumes of traffic and typically suffer from peak hour congestion due to there local and regional commuter dependence. Due to the counties development patterns many of these corridors are abutted by intense commercial, office, industrial and residential development.

## Primary Land Uses

- Commercial
- Industrial
- Warehouse/Distribution
- Offices
- High Density Residential
- Mixed Use

## Quality Community Objectives

- Sense of Place
- Transportation Alternatives
- Regional Identity
- Environmental Protection
- Growth Preparedness
- Appropriate Business

## Implementation Measures

- Transit Oriented Development
- Development Regulations
- Effective Development review
- Environmental Impact Review
- Landscaping and Buffers
- Mixed Use Zoning
- Right of Way Improvements
- Sign Control
- Grey Field Redevelopment
- Economic Development Incentive Districts



Office park & access road along I-85.



Office Park & access road along I-285.



High density residential and retail uses along I-20.



## ***4.4 Planning Area Designations***

Because of the enormous size of the county, we are using Planning Area designations. DeKalb County is separated into five (5) planning areas. This portion of the document will discuss the Areas Requiring Special Attention in detail, for each planning area. This section will also show the diversity of each planning area in the county. Listed below are the physical boundaries for each of the Planning Areas as depicted on Map 4-3.

### **North Planning Area**

The North Planning Area encompasses the northernmost portions of DeKalb County, including the incorporated cities of Chamblee and Doraville. The boundary between the north area and the remainder of DeKalb County generally runs from the Brookhaven MARTA station to the Shallowford, Road/I-85 interchange. The boundary line traverses to the south and east to include the Mercer University area and adjacent residential areas. The boundary follows Henderson Road, to Tucker, then moves southeastward via Highway 78 to and including Stone Mountain Park.

### **Central West Planning Area**

The Central West Planning Area is located along the central western edge of the County. Boundaries extend generally from Peachtree Road on the north; Briarcliff Road and Lawrenceville Highway on the east; City of Decatur southern city limits and the Seaboard Coastline railroad on the south; and the county line on the west. Interstate 85 cuts across the northern portion of the area. The City of Decatur and portions of the City of Atlanta are also included within the area.

### **South West Planning Area**

The South West Planning Area occupies most of the southwestern corner of DeKalb County, adjoining Fulton County, including portions of the city of Atlanta. The Planning Area also extends between the cities of Decatur and Avondale Estates to encompass the area around Northlake Mall and parts of Tucker.

### **Central East Planning Area**

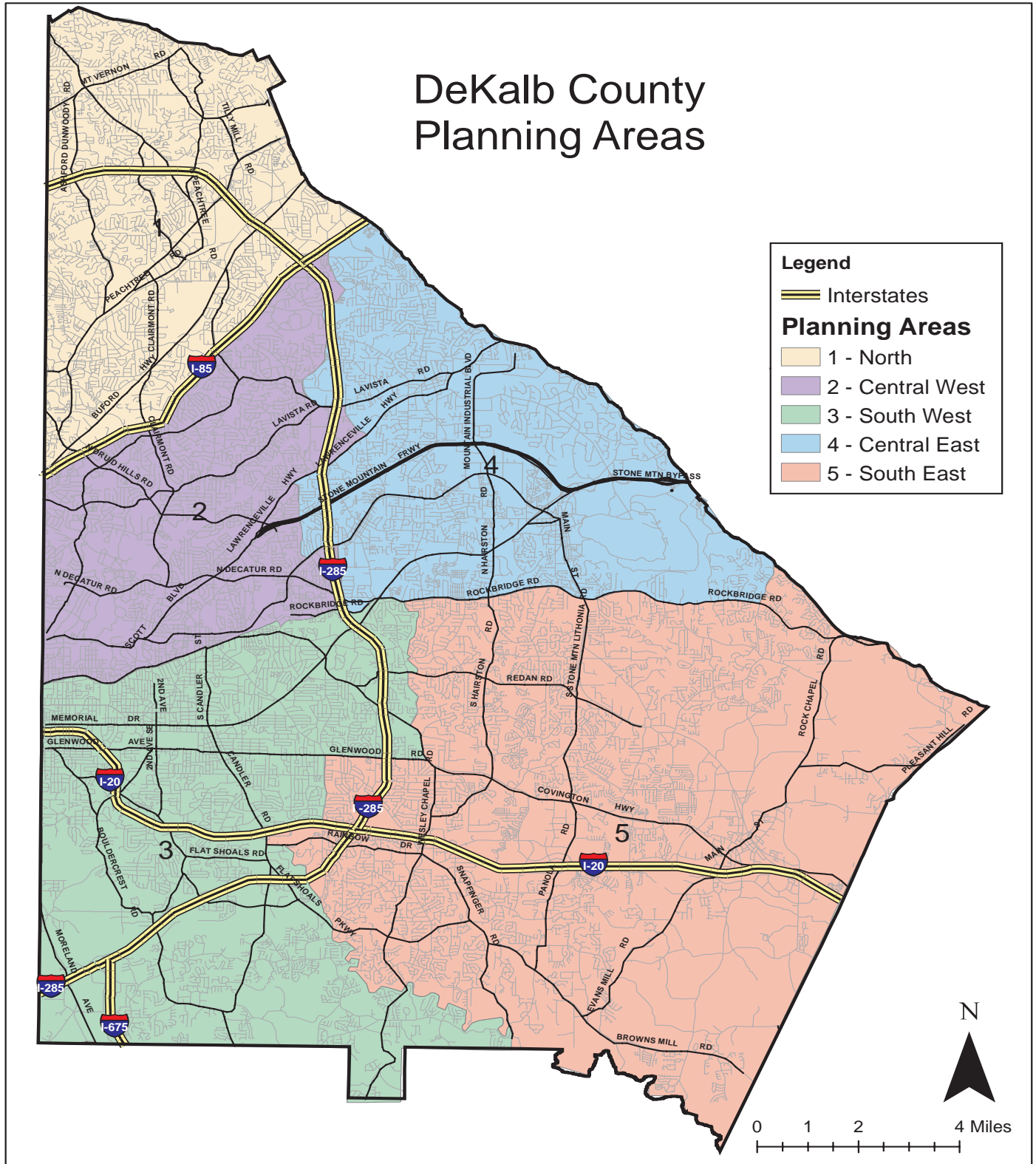
The Central East Planning Area occupies the east-central part of the County. It adjoins Gwinnett County on its eastern boundary, and includes the incorporated areas of Stone Mountain, Clarkston, Avondale Estates, Pine Lake, and Lithonia.

### **South East Planning Area**

The South East Area encompasses most of the southeastern portion of the county. It extends from the City of Pine Lake south, east and west to the Henry, Rockdale and Fulton County lines.



Map 4-3: DeKalb County Planning Areas



Created: 1/11/07  
Source: DeKalb County  
Planning & Development/GIS Dept.





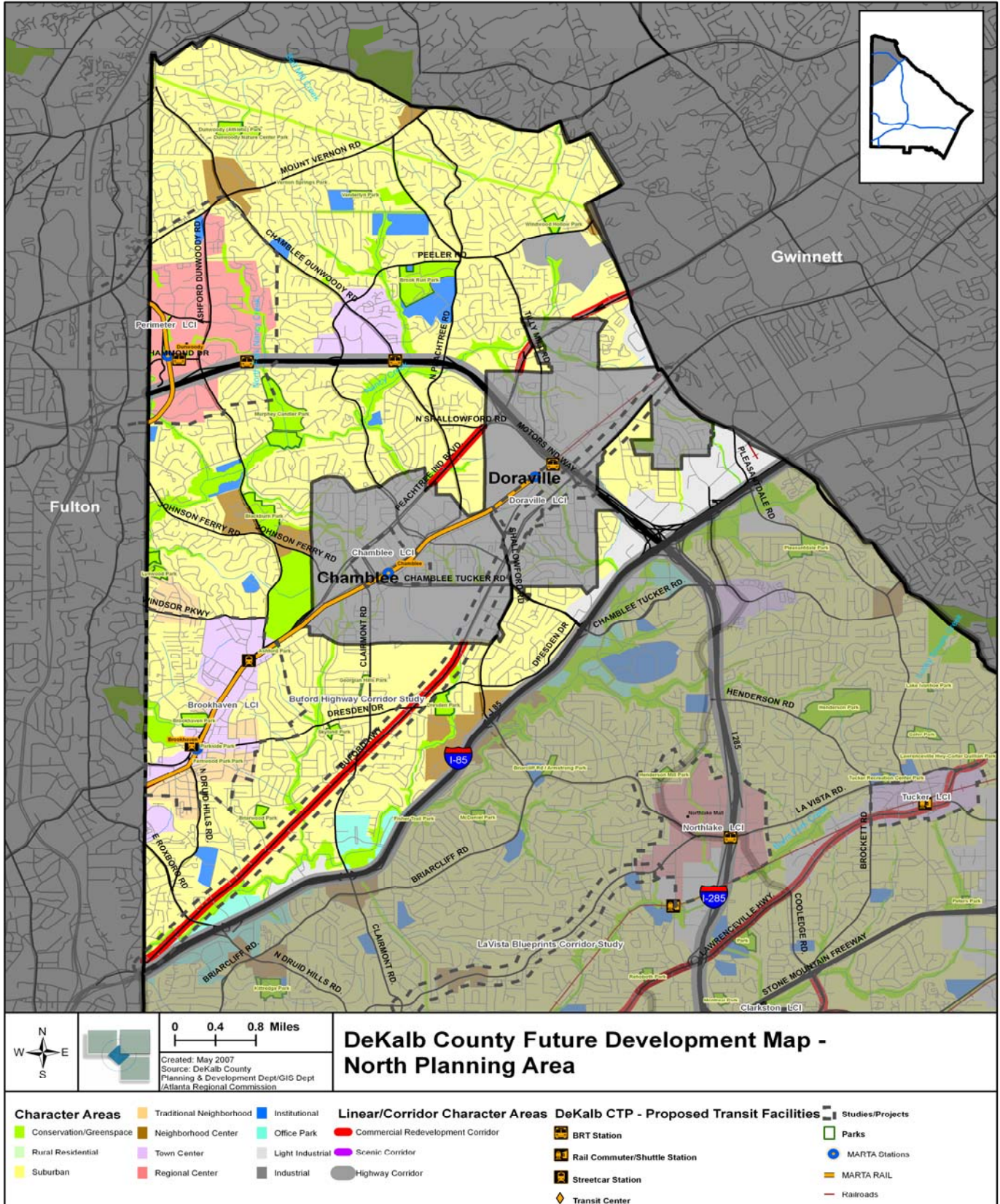
**North DeKalb Planning Area**

**Table 4-3:  
Character Areas—North Planning Area**

Character Areas	Planning Area Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area
Traditional Neighborhood	<ol style="list-style-type: none"> <li>1. Lynwood Park—off Windsor Parkway</li> <li>2. Brookhaven—neighborhoods north and south of Town Center</li> </ol>
Neighborhood Center	<ol style="list-style-type: none"> <li>1. Dunwoody Village commercial district (intersection of Mt Vernon and Chamblee Dunwoody Road)</li> <li>2. Mount Vernon Road &amp; Dunwoody Club Drive</li> <li>3. Peeler Road &amp; Winters Chapel Road</li> <li>4. Ashford Dunwoody &amp; Johnson Ferry Road</li> </ol>
Town Center	<ul style="list-style-type: none"> <li>• Brookhaven Area around the MARTA Station and along Peachtree and Dresden Drive in order to promote a higher mix of land uses and transit oriented development around the station. This recommendation also supports the Brookhaven Livable Center Initiative small area study. that will be discussed in further detail in the Supplemental Plans section.</li> <li>• I-285 &amp; Shallowford Road</li> <li>• Lenox Park Area along Roxboro Road at the county line.</li> </ul>
Regional Activity Center	Perimeter Center area shown on the map along Ashford Dunwoody Road around I-285 and further north in order to promote a higher mix of land uses and transit oriented development around the Perimeter MARTA station. This recommendation also supports the Perimeter Livable Center Initiative small area study that will be discussed in further detail in the Supplemental Plans section.
Office Park	Office Parks along I-85 including: <ul style="list-style-type: none"> <li>• Century Center at Clairmont Road</li> <li>• North Druid Hills Road</li> </ul>
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses along the I-84 corridor and around Doraville.
Industrial	Scott Candler Water Treatment Plant
Corridors	Refer to map
Institutional	Refer to map



Map 4-4: Character Areas - North Planning Area





**Central West DeKalb Planning Area**

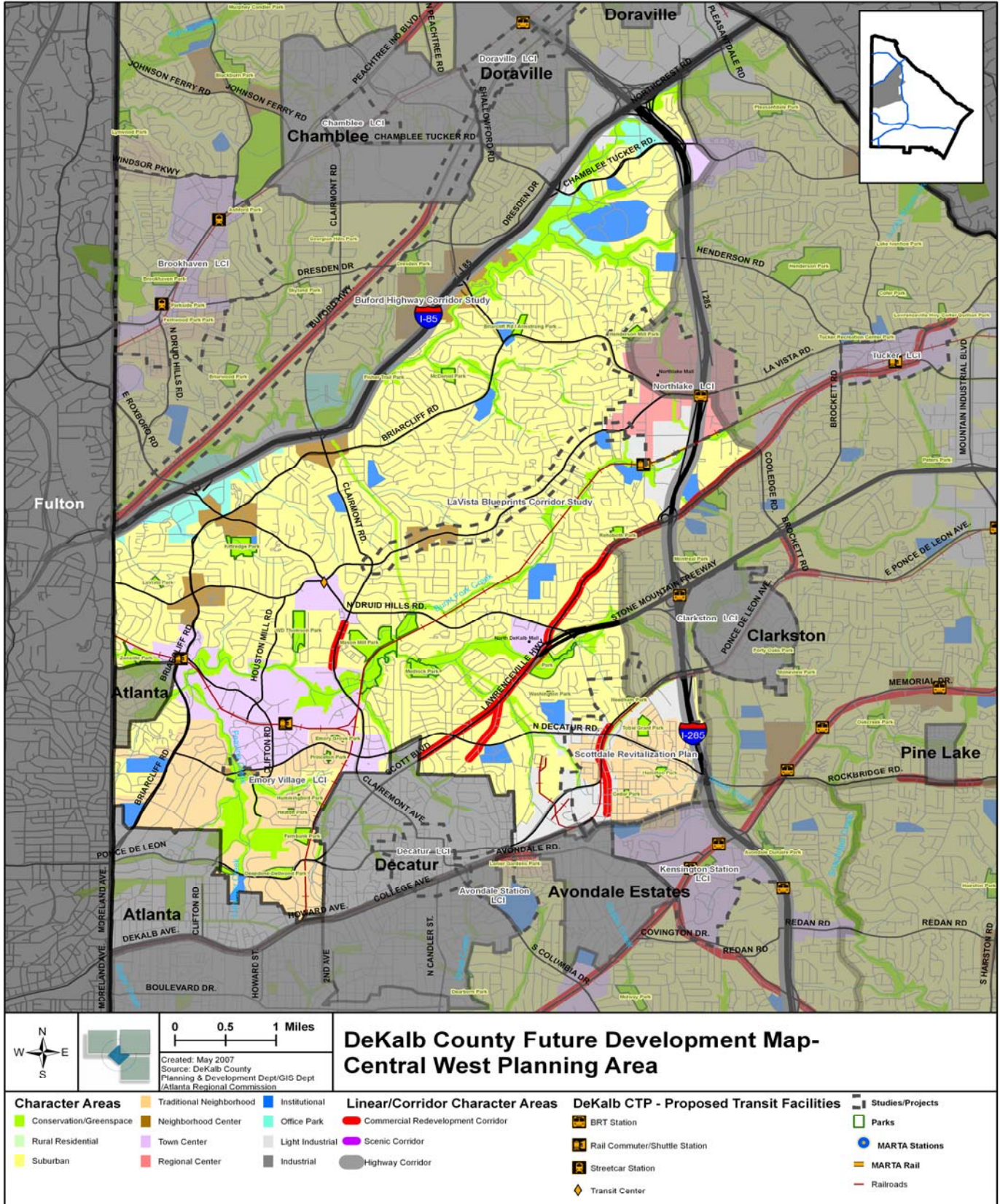
**Table 4-4:  
Character Areas - Central West Planning Area**

Character Areas	Planning Area Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area
Traditional Neighborhood	<ol style="list-style-type: none"> <li>1. The Scottdale neighborhood</li> <li>2. Druid Hills Historic District(s) between Emory University &amp; Atlanta/Decatur</li> </ol>
Neighborhood Center	<ol style="list-style-type: none"> <li>1. Oak Grove Commercial Center (LaVista &amp; Oak Grove Road)</li> <li>2. Emory Village—This recommendation also supports the Northlake Livable Center Initiative small area study.</li> <li>3. Briarcliff &amp; North Druid Hills Road</li> <li>4. Briarcliff &amp; La Vista Road</li> </ol>
Town Center	<ol style="list-style-type: none"> <li>1. Chamblee Tucker &amp; I-285 area</li> <li>2. I-85 &amp; Shallowford Road</li> <li>3. Toco Hills (La Vista &amp; North Druid Hills Road)</li> <li>4. North DeKalb Mall– Druid Hill Road &amp; Lawrenceville Highway</li> <li>5. Clifton Community Corridor Includes the following:               <ul style="list-style-type: none"> <li>• Emory University/CDC/VA Hospital areas</li> <li>• Sage Hill Shopping Center &amp; Zonolite Road industrial area where adaptive reuse of older industrial buildings is taking place. The area also is a potential stop for the proposed Atlanta to Athens Commuter Rail</li> <li>• Clairmont &amp; North Decatur Roads</li> </ul> </li> </ol>
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed further in the Supplemental Plan section.
Office Park	<ol style="list-style-type: none"> <li>1. Executive Park office park around I-85 and North Druid Hills Road</li> <li>2. Office Parks near Mercer University at Chamblee Tucker &amp; I-85</li> <li>3. Presidential Plaza at I-85 &amp; I-285</li> </ol>
Light Industrial	<p>Light Industrial areas mixed in with warehouse and distribution uses:</p> <ol style="list-style-type: none"> <li>1. I-85/I285</li> <li>2. South of the Northlake Mall Area along Montreal Road</li> <li>3. Ponce De Leon Ave between Decatur and I-285</li> <li>4. Briarcliff Road &amp; Clifton Road—east of Briarcliff Road</li> </ol>
Corridors	Refer to map
Institutional	Refer to map





Map 4-5 Character Areas - Central West Planning Area







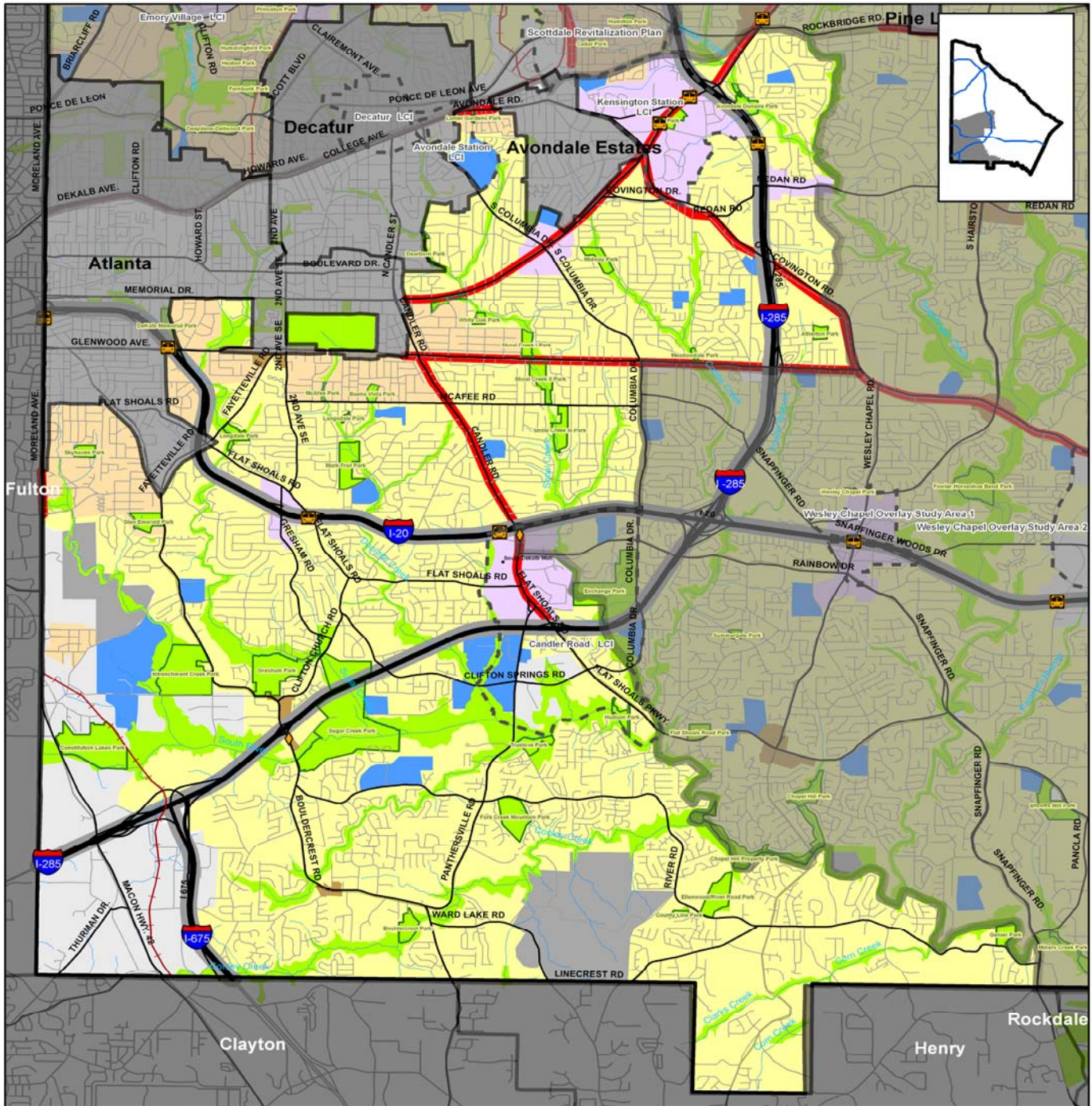
**South West DeKalb Planning Area**

**Table 4-5:  
Character Areas - South West Planning Area**

Character Areas	Planning Area Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area.
Traditional Neighborhood	<ol style="list-style-type: none"> <li>1. Along Moreland Avenue west of Bouldercrest Road south to Custer/Eastland Road</li> <li>2. Constitution Neighborhood off Moreland north of Constitution Rd</li> <li>3. Neighborhoods off Glenwood Road including East Lake &amp; White Oak Hills.</li> </ol>
Neighborhood Center	<ol style="list-style-type: none"> <li>1. Glenwood Ave &amp; Fayetteville Road</li> <li>2. I-285 &amp; Bouldercrest Road</li> <li>3. Cedar Grove— Bouldercrest Road &amp; Cedar Grove Road</li> </ol>
Town Center	<ol style="list-style-type: none"> <li>1. Kensington MARTA Station area in order to promote a higher mix of land uses and transit oriented development around the station.</li> <li>2. Redan Road &amp; South Indian Creek Drive</li> <li>3. I-20 &amp; Gresham Road</li> <li>4. South DeKalb Mall area between I-20 &amp; I-285               <ul style="list-style-type: none"> <li>• Both of these recommendations support Livable Center Initiative small area studies that will be discussed further in the Supplemental Plans section.</li> </ul> </li> </ol>
Office Park	<ul style="list-style-type: none"> <li>• Georgia Perimeter College/Georgia Bureau of Investigation (GBI) - along Panthersville Road south of I-285</li> </ul>
Light Industrial	Light Industrial areas mixed in with warehouse and distribution uses: <ol style="list-style-type: none"> <li>1. Moreland Avenue Corridor</li> <li>2. Panthersville &amp; Clifton Springs Road</li> </ol>
Industrial	<ul style="list-style-type: none"> <li>• Seminole Land Fill between Bouldercrest &amp; River Road</li> <li>• Industrial uses along Moreland Avenue</li> </ul>
Corridors	Refer to map
Institutional	Refer to map



Map 4-6: Character Areas - South West Planning Area



		<p><b>DeKalb County Future Development Map - South West Planning Area</b></p> <p>Created: May 2007 Source: DeKalb County Planning &amp; Development Dept/GIS Dept /Atlanta Regional Commission</p>	
<p><b>Character Areas</b></p> <ul style="list-style-type: none"> <li>Conservation/Greenspace</li> <li>Rural Residential</li> <li>Suburban</li> <li>Traditional Neighborhood</li> <li>Neighborhood Center</li> <li>Town Center</li> <li>Regional Center</li> <li>Institutional</li> <li>Office Park</li> <li>Light Industrial</li> <li>Industrial</li> </ul>	<p><b>Linear/Corridor Character Areas</b></p> <ul style="list-style-type: none"> <li>Commercial Redevelopment Corridor</li> <li>Scenic Corridor</li> <li>Highway Corridor</li> </ul>	<p><b>DeKalb CTP - Proposed Transit Facilities</b></p> <ul style="list-style-type: none"> <li>BRT Station</li> <li>Rail Commuter/Shuttle Station</li> <li>Streetcar Station</li> <li>Transit Center</li> </ul>	<p><b>Studies/Projects</b></p> <ul style="list-style-type: none"> <li>Parks</li> <li>MARTA Stations</li> <li>MARTA Rail</li> <li>Railroads</li> </ul>



**Central East DeKalb Planning Area**

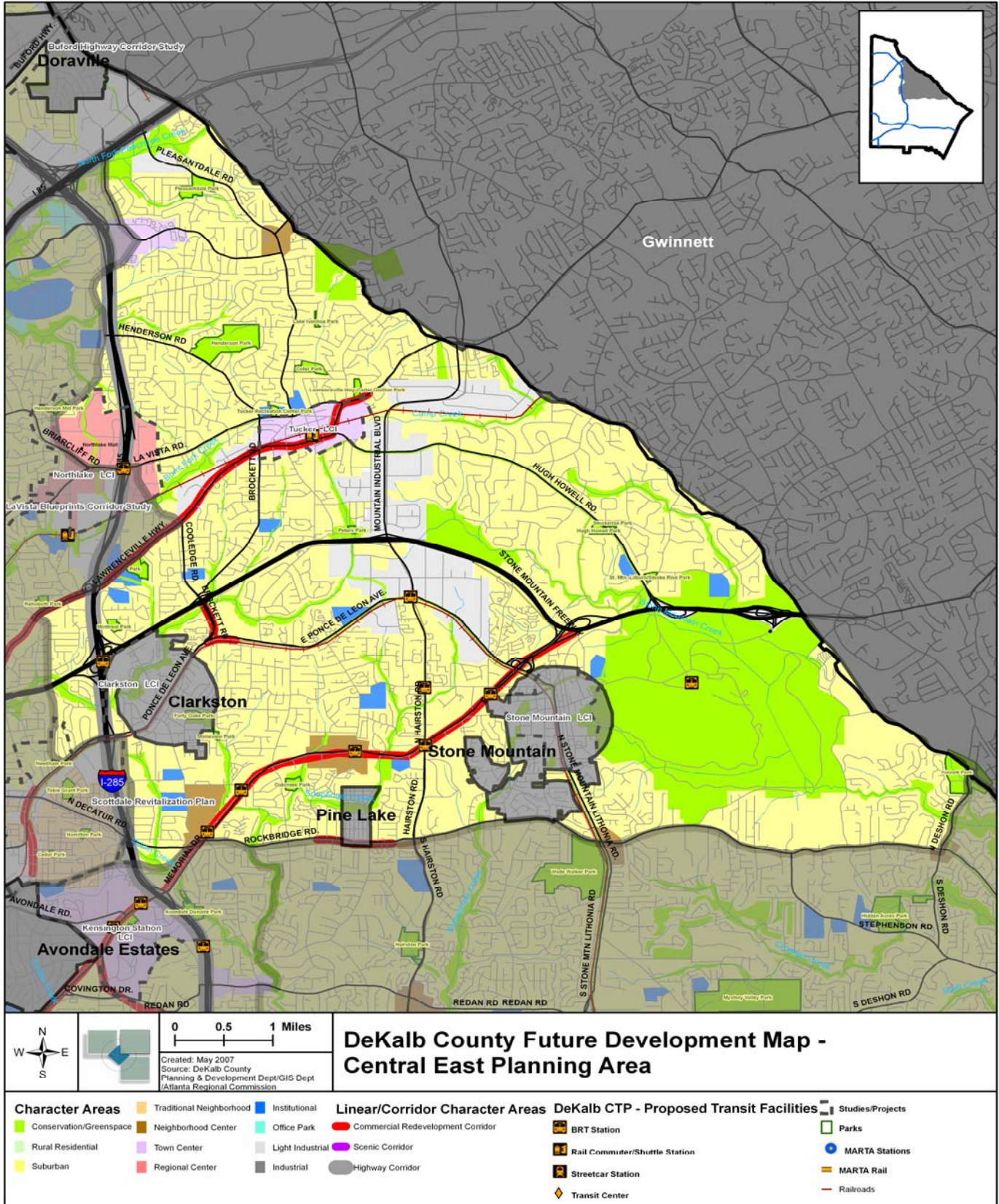
**Table 4-6:  
Character Areas - Central East Planning Area**

Character Area	Central East Planning Area 4 Location/Description
Conservation/Greenspace	Refer to map
Suburban	Most residential sections within planning area
Neighborhood Center	<ol style="list-style-type: none"> <li>1. Chamblee Tucker &amp; Tucker Norcross Road</li> <li>2. DeKalb Technical College Area ( Memorial Drive &amp; N Decatur Road), Village Square Shopping Center Area and Hairston Road &amp; Central Drive <ul style="list-style-type: none"> <li>• Supports proposed Bus Rapid Transit Station as part of the MARTA Memorial Drive BRT Study .</li> <li>• Supports Memorial Drive Economic Development Strategic Action Plan.</li> </ul> </li> <li>3. Rockbridge Road &amp; Stone Mountain Lithonia Road</li> </ol>
Town Center	<ol style="list-style-type: none"> <li>1. The downtown Tucker area has been recommended for this designation in order to support the Tucker Livable Center Initiative small area study that will be discussed in further detail in the Community Agenda.</li> <li>2. Pleasantdale Road from Chamblee Tucker Road to Shadow Walk Lane due the proximity and concentration of commercial and higher density residential uses.</li> </ol>
Regional Activity Center	Northlake Mall and surrounding area. This recommendation also supports the Northlake Livable Center Initiative small area study that will be discussed in further detail in the Supplemental Plans Section.
Office/Institutional	<ul style="list-style-type: none"> <li>• DeKalb Technical College - Memorial Drive</li> </ul>
Light Industrial	<p>Light Industrial areas mixed in with warehouse and distribution uses:</p> <ol style="list-style-type: none"> <li>1. Stone Mountain Industrial Park - along Mountain Industrial Boulevard</li> <li>2. Intersection of I-85 &amp; I-285</li> <li>3. Lawrenceville Highway Corridor</li> </ol>
Corridors	Refer to map
Institutional	Refer to map





Map 4-7: Character Areas - Central East Planning Area







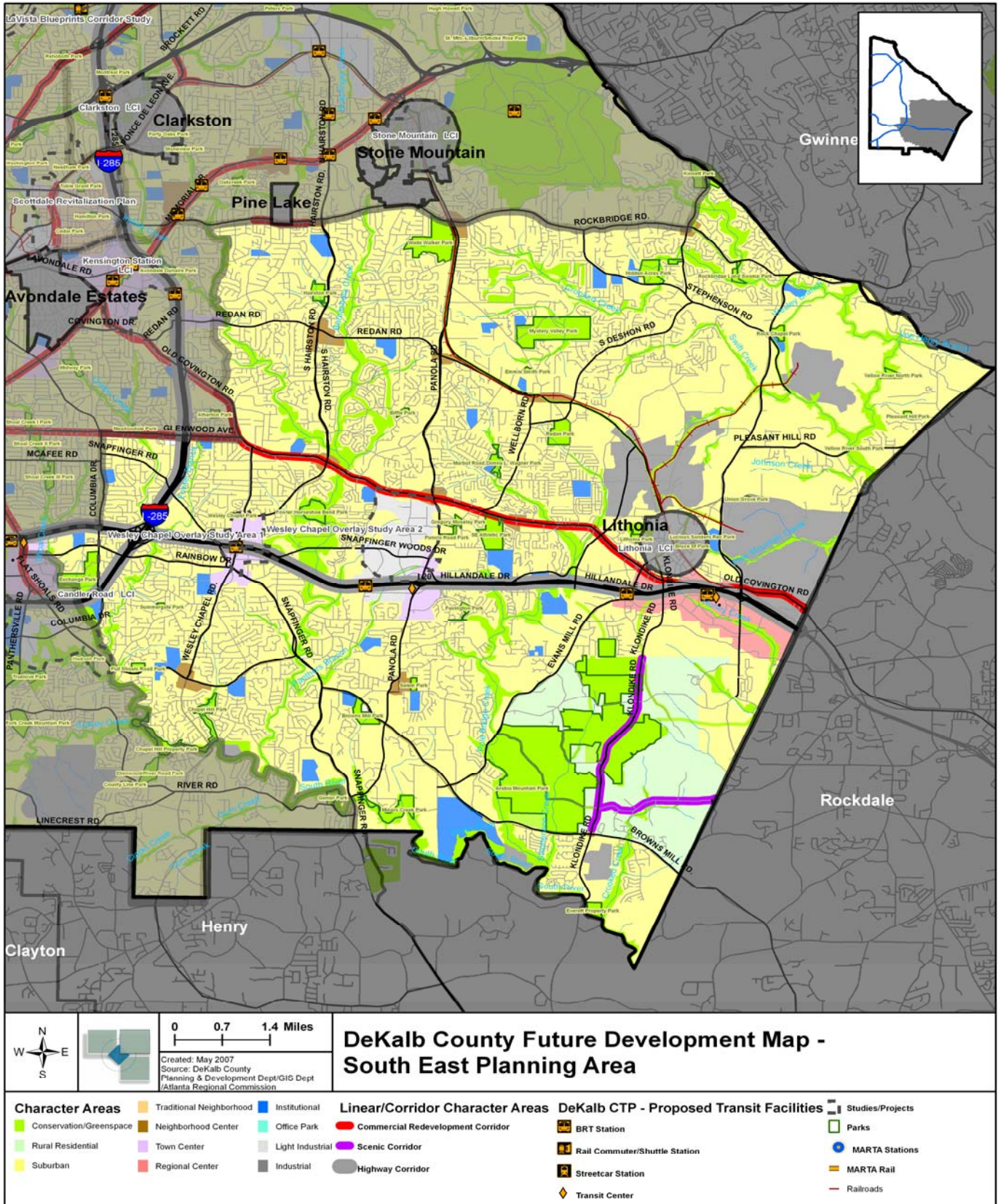
**South East DeKalb Planning Area**

**Table 4-7:  
Character Areas - South East Planning Area**

<b>Character Area</b>	<b>South East Planning Area Location/Description</b>
Conservation/Greenspace Area	Refer to map
Suburban	Most residential sections of planning area.
Rural Residential	This area has been recommended for some of the remaining large areas of rural character found around Arabia Mountain Park. The development generated from Stonecrest Mall place pressures on these remaining rural areas.
Neighborhood Center	<ol style="list-style-type: none"> <li>1. Rockbridge Road &amp; the following intersections <ul style="list-style-type: none"> <li>• Deshon Road</li> <li>• Stone Mountain Lithonia Road</li> <li>• Hairston Road</li> </ul> </li> <li>1. Redan &amp; South Hairston Road</li> <li>2. Stone Mountain Lithonia Road (Old Redan Area)</li> <li>3. Covington Highway &amp; the following intersections: <ul style="list-style-type: none"> <li>• South Hairston Road</li> <li>• Panola Road</li> <li>• DeKalb Medical Parkway</li> </ul> </li> <li>6. Flat Shoals Parkway &amp; Wesley Chapel Road/Flakes Mill Road</li> <li>7. Salem Crossing Shopping Center (Panola Road &amp; Salem Road)</li> <li>8. The intersection of Klondike Road and Browns Mill Road in order to preserve and support the remaining commercial node of the historic Klondike Community and the surrounding residential growth along Browns Mill Road.</li> </ol>
Town Center	<ol style="list-style-type: none"> <li>1. Wesley Chapel Road &amp; I-20—includes a proposed Bus Rapid Transit Station as part of the MARTA I-20 East Corridor Study and the Wesley Chapel Overlay Study</li> <li>2. Panola Road &amp; I-20 (Wal-Mart Super Center)</li> </ol>
Regional Activity Center	The Stonecrest Mall Area is growing to become a regional center due to the level of retail, planned office development, and higher density residential development existing and planned for the surrounding area.
Light Industrial	Recommended for the industrial/distribution areas at Panola & I-20, including the Snap-finger Woods Industrial Park.
Industrial	<ul style="list-style-type: none"> <li>• Quarry based business north and east of Lithonia.</li> <li>• Poolebridge Wastewater Treatment Plant south of Browns Mill Road</li> <li>• Snapfinger Creek Wastewater Treatment Plant below Chapel Hill Park</li> <li>• GA Power facility east of Klondike Road</li> </ul>
Corridors	Refer to map
Institutional	Refer to map



Map 4-8: Character Areas - South East Planning Area







# IMPLEMENTATION PROGRAM







## 5. IMPLEMENTATION PROGRAM

The Implementation Program was created to provide an overall strategy for achieving the vision of the community and to address the County-wide issues and opportunities. The following section discusses various measures the county intends to take to implement the plan. These measures include land use regulations and techniques for implementing plan policies. The County presently utilizes some of the implementation tools, which may only require review for plan consistency. Others may be pursued to further the implementation of the plan. These may include actions that expand on and develop policies that may be formally adopted later as part of the plan. The section also includes programs and other activities that related to the polices and strategies that are currently underway and others that may be implemented in the future. The implementation program consists of the following components:

- Transportation Projects;
- Short Term Work Program;
- Polices and Strategies;
- Overlay Districts; and
- Supplemental Plans

### ***5.1 Transportation Projects***

An extensive list of recommended transportation projects for the Community Agenda can be found within the body of the Comprehensive Transportation Plan (CTP).

### ***5.2 Short Term Work Program (STWP)***

The purpose of this section is to identify specific implementation actions DeKalb County, and other entities, intend for first five-years of the planning period. This includes any ordinances, administrative systems (such as site plan review, design review, etc.), community improvements or investments, financing arrangements, and other programs or initiatives needed to implement the plan. The short term work program also consists of a Report of Accomplishments, which provided the status of projects reported on in the previous Short Term Work program, showing the progression of plan implementation.

The Report of accomplishments indicate whether the activity is:

- Completed;
- Underway;
- Postponed (the activity must be included in the new STWP); and
- Dropped (an explanation must be provided).

The Short Term Work Program includes the following information for each listed activity:

- Brief description of the activity;
- Timeframe for undertaking the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and
- Funding source (s), if applicable.



**STWP Responsible Departments and Partners**

- Atlanta Regional Commission
- DeKalb County Board of Commissioners
- DeKalb County Planning and Development Department
- DeKalb County Chamber of Commerce
- DeKalb County Finance Department
- DeKalb County Tax Assessors Office
- DeKalb County Office of Economic Development
- DeKalb Housing Authority
- DeKalb County Public Works Department
- DeKalb County Community Development Department
- DeKalb County Parks and Recreation Department
- DeKalb County Libraries
- Georgia Regional Transportation Authority
- The Cities of DeKalb County
- DeKalb County Board of Education
- DeKalb County Board of Health
- DeKalb Police
- DeKalb Fire and Rescue
- DeKalb County Sheriff
- Georgia Department of Transportation
- Metropolitan Atlanta Regional Transportation Authority
- Georgia Environmental Protection Division

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

Plan Section	Project	Status	Explanation (if applicable)
I - Natural and Historic Resources	Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program. (includes goals and policies 1.3, 4.2, and 5.8).	Underway	<b>Underway</b> through the 2001 Park Bond Program and the 2005 Park Bond Program. The acquisitions of land for green space and green ways are on-going. Also, the Greenspace office utilizes funds from other sources such as the state, foundation grants, City of Atlanta Consent Decree Funds, federal and other county funds to acquire parcels for the green space program.
I - Natural and Historic Resources	Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Underway	<b>Is currently underway</b> -and the efforts are on-going with no designated completion date,
I - Natural and Historic Resources	Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops.	On-going	On-going effort
I - Natural and Historic Resources	Hire a Planning Technician to assist the Historic Preservation Planner in the County Planning Department.	Dropped	Position has not been funded
I - Natural and Historic Resources	Develop and implement educational programs on the significance of cultural, natural, and historic properties within DeKalb County. (includes g/p 3.4)	Dropped	Staff has concentrated on higher priority projects
I - Natural and Historic Resources	Continue to develop Historic District Guidelines as new districts and properties are designated. (includes g/p1.20 and 4.11)	Dropped	No new districts or properties have been designated
I - Natural and Historic Resources	Designate historic districts and properties. (includes goals and policies 1.20, 3.1, 4.11, 6.16, 7.9, and 7.27)	On-going	On-going effort
I - Natural and Historic Resources	Establish an awards program to recognize exemplary preservation and community design projects. (includes g/p 3.4)	On-going	On-going effort



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

I - Natural and Historic Resources	Review and revise the process to utilize volunteer maintenance of neighborhood parks.	Underway	<b>Currently underway and efforts are continual.</b> The Department of Parks and Recreation has established an "Adopt a Park" Program and a volunteer group dedicated to stream bank restoration and cleaning in the county's Park system.
I - Natural and Historic Resources	Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines.	Underway	Is currently underway through the county's greenspace program. Acquiring parcels on Ponce De Leon is one of the aims of the Green Space efforts.
I - Natural and Historic Resources	Improve the "Adopt A Stream" program to maintain drainage ways.	Completed	
I - Natural and Historic Resources	Review and improve a program to monitor floodplains for dumping and non-permitted alterations.	On-going	On-going effort
I - Natural and Historic Resources	Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies (06/00).	On-going	On-going effort
I - Natural and Historic Resources	Develop and adopt Natural Resources Ordinance and Plan to meet or exceed the Department of Natural Resources protection criteria. (includes goals and policies 1.19 thru 1.24)	Postponed	<b>Has been postponed indefinitely</b> because the Department of Parks and Recreation is in the developmental stages of defining the natural resources work program.
I - Natural and Historic Resources	Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.	On-going	On-going effort
I - Natural and Historic Resources	Prepare a timeline and require safety upgrades as needed for all county maintained dams.	Dropped	Lack of Interest
I - Natural and Historic Resources	Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	On-going	<b>Currently underway and on-going.</b> There are efforts by the Department of Parks and Recreation to change the signs in the parks to make them more appealing, and there are several master plans underway for several of our parks, and several parks have been

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

I - Natural and Historic Resources	Develop 80 miles of greenways as connections to nature for people (8 miles per year).	On-going	<b>Currently underway and on-going.</b> The county has built tens of miles of new trails since 2001 and efforts are still underway to create more.
II - Population: Human and Social Development	Cooperate with the Board of Education to encourage and facilitate adult literacy programs between the county and the state to take advantage of all existing programs.	On-going	On-going effort
II - Population: Human and Social Development	Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	On-going	
II - Population: Human and Social Development	Expand existing services for senior citizens. (also see g/p 4.20)	Underway	is currently underway, with an anticipated completion date of July 2007
II - Population: Human and Social Development	Encourage the development of an International Village Cultural Center in the Chamblee area.	On-going	On-going effort
II - Population: Human and Social Development	Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.	On-going	Scheduled for completion 12/31/2006
II - Population: Human and Social Development	Utilize CDBG funds for operational expenses for the year-round operations of the Scottdale Family Resource Center for 115 low-moderate income children in Scottdale.	Completed	CDBG Public Service funds have been provided for the activity.

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

II - Population: Human and Social Development	Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	On-going	On-going program since 1996.
III - Housing	Develop and implement design guidelines and establish defensible boundaries on a map for zoning districts in order to protect established single family residential neighborhoods from encroachment by incompatible development. (See also 3.6, 3.14, 6.17, 7.	On-going	On-going, consistent with Comprehensive plan adoption
III - Housing	To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area. Develop standards regulations and guidelines for a growth management plan for service institutions ( see 6.12) as outlined in VIII.3.3.	On-going	On-going effort
III - Housing	Continue developing the traffic calming program and guidelines for areas experiencing speeding and cut through traffic. (includes goals and policies 5.3 and 5.13)	On-going	On-going effort
III - Housing	Develop education courses for property owners who are in financial trouble or facing foreclosure by providing facilities for seminars workshops, and classes.	Completed	CDBG Funds are provided annually to four non-profit organizations that provide these services.
III - Housing	Survey and identify all apartment buildings which are substandard and deteriorating in order to market the properties for renovation.	Dropped	Lack of Funding
III - Housing	Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	On-going	



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

III - Housing	Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants and expectation of property owners.	On-going	
III - Housing	Establish a Public Housing Drug Elimination Program in all locations receiving public housing assistance. This program would include on site police officers, drug education, awareness programs, children and youth activities, job development and parent involvement and support activities.	Dropped	Loss in funding
III - Housing	Expand and improve renovation programs in public housing.	Underway	Housing Authority of DeKalb County - Phase I - Revitalization of Johnson Ferry East Apts; Phase II December 2007.
III - Housing	Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions. (includes g/p 1.13)	On-going	On-going efforts
III - Housing	Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas (see 3.1, 3.6, 6.17, 7.6, 7.9, 7.18, and 7.27) as set forth in the action strategies in VIII 3.	On-going	On-going effort
III - Housing	Revise Zoning Ordinance and Development Code to specify that all land use classifications referencing density shall refer to net density. (i.e. gross density less proposed streets, additional right of way, floodplains, wetlands, and easements).	Completed	
III - Housing	Prepare and adopt a Landscape Ordinance with incentive programs as outlined in the policy and action strategies in VIII. 3.17.	On-going	On-going effort

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

III - Housing	Enact an interim development control ordinance governing the construction of multi-family housing until such time as the County has prepared a study and determined the impact of the construction of additional multi-family housing development in the County.	Dropped	Lack of Interest
III - Housing	Strengthen local building code to (see also 7.18) establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards. Adopt administrative procedures as provided in OCGA 8-2-26(a)(1) for administrative enforcement, hearing, appeals from inspection decisions in order to enforce quality construction.	On-going	On-going efforts
III - Housing	Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	On-going	On-going efforts
III - Housing	Utilize HOME and CDBG funds to develop new affordable single family housing by partnering with local CHDOs, the DeKalb County Housing Authority, or other private developers.	Completed	15 New affordable single family housing units have been completed and sold.
III - Housing	Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.	Completed	CDBG have been used to carry out emergency repair and accessibility for elderly household.
III - Housing	Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.	On-going	On-going Program. Program has been redesigned in 2005. Since August that year, 57 household have been received assistance.
III - Housing	Provide CDBG funds to address the problems of foreclosure/predatory lending.	On-going	CDBG Public Service funds have been provided annually to education and legal assistance to victims and agencies that provide services.

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

III - Housing	Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.	On-going	Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.
IV - Community Facilities	Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan. (includes goals and policies 1.1, 1.5, and 1.6)	Underway	<b>Currently underway</b> through the County's Green Space Program. The Greenspace Office has acquired over 2300 acres of land dedicated for new parks and greenspace.
IV - Community Facilities	As part of a Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County. (includes g/p 1.3, 5.7, 5.8, and 5.15)	On-going	
IV - Community Facilities	Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.	On-going	The County has constructed more than 100 miles of new sidewalks in the last five years, primarily along arterial and collector streets, with priority given to schools, parks and community center linkages.
IV - Community Facilities	Develop a pilot sidewalk/streetscape enhancement project at the intersection of North Decatur Road/Clairmont and Glenwood/Candler Road.	On-going	On-going effort
IV - Community Facilities	Prepare a site location analysis for a civic center for major events such as high school graduations, conventions, banquets, countywide gatherings, civic meetings, cultural and music performances.	Dropped	Lack of Interest
IV - Community Facilities	Increase number of volumes, and re-schedule hours of operation to provide increased evenings and weekend service at flagship and area libraries.	Completed	
IV - Community Facilities	Convert two neighborhood libraries to "learning libraries", allowing incorporation of a public training role in the areas of automated information technologies and literacy.	Dropped	Lack of Funding
IV - Community Facilities	Work with Fulton County to alleviate problems stemming from the Fulton/DeKalb sewer line interface.	Underway	Completion date 2nd quarter 2008



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

IV - Community Facilities	Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. Use the mobility planning policies set forth in Chapter 5 and Chapter 8, Section V. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	On-going	Annual curb and sidewalk maintenance, on a compliant basis, with priority give to locations in worst condition for scheduling.
IV - Community Facilities	Develop a program for regular maintenance and replacement of light bulbs in street lamps.	Completed	Contracted with Georgia Power
IV - Community Facilities	Survey existing stormwater drainage systems and develop with multiple public hearings a countywide drainage plan. Establish a process for implementation (includes g/p 1.17, 1.14, 1.18). Consider a stormwater utility.	On-going	
IV - Community Facilities	Replace aging water and sewer lines each year.	On-going	Relined and installed approximately 70,000 ft of water and sewer mains in 2005
IV - Community Facilities	Upgrade of Scott Candler Filter Plant to 150 MGD capacity.	Underway	Completion Date November 2006
IV - Community Facilities	Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.	On-going	On-going effort
IV - Community Facilities	Conduct and maintain a survey of the county's historic resources, and develop a plan for preservation under the direction of the Historic Preservation Commission. (includes g/p 1.7).	On-going	On-going effort
IV - Community Facilities	Prepare a cost-revenue analysis for the Sanitation Fees Rate Structure for the next five-years.	Dropped	Lack of Interest

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

IV - Community Facilities	Develop a formalized recycling program that includes greater diversion of solid waste from the existing landfills, publicity and educational environmental awareness programs, and increase in recycling centers.	Completed	In August 2005, the County implemented a voluntary, subscription-based curbside recycling program, offered to all residential sanitation customers. As of September, 2006, over 10,000 of the residences have signed up, and more than 2375 tons of materials have been diverted from the landfill in the program's life-to-date.
IV - Community Facilities	Prepare a feasibility study for the application of resource recovery program for the utilization of a Methane Recovery and Reuse System at the Seminole Road Landfill.	Completed	The County signed a contract with Georgia Power to convert landfill gas to electricity. The project is on schedule for completion in October 2006, and Georgia Power is already signing up customers interested in this "Green Energy" source for their electricity demands.
IV - Community Facilities	Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.	On-going	On-going effort
IV - Community Facilities	Bolster drug treatment programs offered in the county.	On-going	On-going effort
IV - Community Facilities	Determine the need for additional police precincts (Tucker Precinct under construction) and/or mini-precincts in the Center Precinct (Toco Hills, funded and seeking site in FY 2000), North Precinct (Buford Hwy/Peachtree Road budget request FY 2001) and East precinct. Complete the 5 year Capital Improvement Plan.	On-going	On-going effort
IV - Community Facilities	Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan to include CIP's for fire stations, apparatus and existing facility renovations.	On-going	On-going- effort placed in 2007 budget request

Table 5-1:  
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Report of Accomplishments

IV - Community Facilities	Identify neighborhoods lacking fire hydrants, and develop a schedule for installation.	On-going	On-going effort
IV - Community Facilities	Prepare a cost/benefit analysis for reducing the county construction/repair force and implementing a bidding process to contract for routine work projects.	Dropped	Lack of Interest
IV - Community Facilities	Transmit recommendations to nonprofit organizations regarding community outreach programs.	Completed	
IV - Community Facilities	Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.	Underway	Underway and ongoing program
IV - Community Facilities	Transmit recommendations to Board of Health.	Dropped	Lack of Interest
IV - Community Facilities	Study the needs of seniors (Glen Haven community).	Dropped	Lack of Funding
IV - Community Facilities	Improve maintenance of right of ways, increase trash pickup, enforce anti-littering laws and encourage community associations to beautify and maintain plantings bordering right of ways.	On-going	
IV - Community Facilities	Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	On-going	<b>Currently underway and on-going.</b> The Department of Parks and Recreation plans to build five new facilities within the next 36 months: 2 recreation centers, a multi-purpose recreation center with an indoor pool, one new skate park, and one family aquatic facility. All of these projects are expected to generate revenue.
IV - Community Facilities	Using creative financing, create four new community parks that provide a balance of active and passive spaces.	On-going	<b>Currently underway and on-going.</b> There is no designated completion date on the horizon as these are now identified as long term goals of the department.

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

IV - Community Facilities	Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Underway	<b>Currently underway</b> and on-going thru the County's Green Space Program. The county has acquired over 2300 acres of land since the inception of the program in 2001. Efforts are expected to continue for the foreseeable future.
IV - Community Facilities	Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	On-going	<b>Currently underway and on-going.</b> To date, the program has expanded 23 existing parks and added 22 new parks, greenspace, or wilderness areas. In addition the Department of Parks and Recreation has plans for several new facilities in the next 36 month, and several of our parks have been renovated and rehabilitated with several more scheduled for master plans within the upcoming months.
IV - Community Facilities	Utilize CDBG funds to continue to improve ADA accessibility for the DeKalb-Atlanta Human Services Center, a facility housing several public and non-profit agencies that provide a wide-range of health and human services.	Completed	The project was completed in 2003.
IV - Community Facilities	Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.	On-going	
V - Transportation	Work with Federal Highway Administration, GRTA, Georgia Dept. of Community Affairs, Georgia Dept. of Transportation, ARC to refine and implement mobility planning policies and strategies set forth in Chapters 5 & 8.	Dropped	Lack of Interest
V - Transportation	As part of a Comprehensive Transportation Plan, establish minimum standards for MARTA Stops.	Dropped	Lack of Interest
V - Transportation	Develop a signage program for locating Indian Creek MARTA station which indicates which streets are not through streets to MARTA, specifically in the Dunaire neighborhood. Use the "cut-thru" program established by Roads and Drainage, if needed.	On-going	



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

V - Transportation	As part of a Comprehensive Transportation Plan, identify land for bus park-ride lots at Northlake, on I-85, and in south DeKalb for express bus service to the Center for Disease Control, Emory University, Egleston Hospital, and throughout the rest of the County.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, expand public transit and express bus service and incentives from outlying neighborhoods and from bus park-ride lots to and between employment centers by analyzing demand, need and rider ship data for public transit. Develop express route service on I-20 and I-285 with stops at perimeter, Northlake, Indian Creek, South DeKalb Mall and Peachtree Industrial.	Dropped	Lack of Interest
V - Transportation	Develop and adopt a Transit Incentives Program (reduced fares, U-Pass, employer re-imburement) for business employment nodes (Emory, Perimeter, Northlake, South DeKalb Mall); encourage Transportation Management Associations.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, investigate using funds from CMAQ, TMA, and TE to provide a variety of modes of transportation and to reduce vehicle dependence. Apply for funds.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, write and adopt a Transportation Demand Management Ordinance to reduce employment center congestion as set forth in Chapter 8, Subsection "Develop framework for Mobility Planning"; include transportation management zones.	Dropped	Lack of Interest
V - Transportation	As part of a Comprehensive Transportation Plan, re-write and adopt a new parking ordinance and new standards as set forth in subsection "Develop framework for mobility planning" Chapter 8, page VIII-33 and VIII-34.	Dropped	Lack of Interest

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

V - Transportation	As part of a Comprehensive Transportation Plan, prepare destination/arrival models, and analysis and studies for eliminating congestion by using the mobility planning policy and strategies set forth in Chapter 5 and 8 (I-20 around I-285). Have public hearings in affected communities.	Dropped	Lack of Interest
V - Transportation	Develop a plan to reduce traffic congestion along Flakes Mill Road and Rainbow Drive from Candler Road to Wesley Chapel Road. Use the mobility planning policies and strategies set forth in Chapters 5 and 8. Have public hearings in the affected communities.	On-going	
V - Transportation	Develop a plan to improve traffic signalization and reduce congestion at Bouldercrest Road from I-285 to River Road.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, update and adopt a County truck route plan. Analyze truck impacts on residential streets, and develop a mitigation plan. Conduct at least two countywide public hearings, one to show preliminary plan, a second hearing to be held two weeks before adoption.	Dropped	Lack of Interest
V - Transportation	Proposed Wording: Develop a G.I.S. database to improve the DeKalb County transportation system.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, expand ongoing bicycle transportation planning; implement a 15 year plan for buildout (includes g/p 5.2, 5.3, 5.5, 5.10, 5.15, and 5.16) as set forth in Chapter 8, pages 33, 36, 37, subsections.	On-going	
V - Transportation	Develop a protected bicycle lane and sidewalk along Briarcliff and LaVista Roads with no vehicle capacity increase. Use the mobility planning policies and strategies set forth in Chapters 5 and 8. Conduct public hearings in the affected communities. Add to the 2003 RTP update.	Dropped	Lack of Funding

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

V - Transportation	Expand existing L-van para-transit service for the wheelchair community and other disabled citizens to service residents in areas such as Glenwood and Line Streets.	Dropped	Funding issues and prioritization
V - Transportation	Maintain, mill, patch, and resurface county roadways rated above 28. (See pages VIII-38 and 39.)	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, develop a plan which gives priority to maintenance of roads and priority to development of alternative forms of transportation identified in the policies and strategies of Mobility Planning in Chapters 5 and 8. Road capacity and auto movement improvements would have lower priority.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, create a plan for and implement intersection improvements countywide including but not limited to signalization, turn lanes, pedestrian safety upgrades, resurfacing, and signage.	On-going	
V - Transportation	Create a 15 year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway. Implement the plan.	On-going	
V - Transportation	As part of Comprehensive Transportation Plan, prepare a 10 year Railroad crossing plan to review and install signalization, crossing upgrades; gates, lights, and bells; signage, and approach paving, and to review the elimination of at grade crossings.	On-going	On- going efforts
V - Transportation	Prepare and implement a plan to install warranted traffic signals as part of the 5-year C.I.P. (See Chapter 5, Table V-19 and pages VIII 38 and 39.)	On-going	

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

V - Transportation	Prepare a 15 year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catchbasins. Implement the plan. (See pages VIII-38 and 39.)	Postponed	To start early 2007
V - Transportation	Improve Ashford Dunwoody Road and the interchange with I-285, using the mobility planning policies and strategies set forth in Chapters 5 and 8. Conduct public hearings in affected communities.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, designate appropriate sections of Briarcliff Road as a scenic urban roadway from Ponce de Leon to Northlake. Use federal scenic highways criteria. Conduct public hearing in the affected community.	On-going	
V - Transportation	Install caution lights and signage as new schools are being built.	On-going	
V - Transportation	As part of a Comprehensive Transportation Plan, develop and adopt a Scenic Highways Plan as outlined in Chapter 8, action strategy entitled "Establish a Scenic Highways Program" on page VIII-35.	On-going	
V - Transportation	Hold public hearings in affected neighborhoods prior to any mobility/transportation project being submitted to ARC (administration, staff, committees) for inclusion on the TIP or RTP.	On-going	
V - Transportation	Hold advertised Transportation Planning meetings annually in each commission district to review proposed and current projects and obtain citizen input.	Completed	
V - Transportation	Develop a public process and adopt ordinances and regulations to "Protect Neighborhood Integrity, Character, and Property Values" as outlined in the action strategies on page VIII-34 and 35.	Completed	



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

V - Transportation	As part of a Comprehensive Transportation Plan, develop and adopt a Mobility Plan for alternative forms and routes of transportation including traffic projected for routes deleted from October 10, 1995 resolution (see Appendix C) and street reclassification.	Dropped	Lack of Funding
V - Transportation	As part of a Comprehensive Transportation Plan, develop hazardous material routes and an emergency traffic plan for accidents involving radioactive and hazardous materials.	Dropped	Lack of Interest
V - Transportation	Prepare a new Thoroughfare Plan to show changes in functional classifications and to reflect scenic highways.	Completed	
V - Transportation	As part of a Development Code revision, develop and adopt a countywide landscape ordinance for road right-of-ways in commercial, office, industrial, multi-family, & institutional districts to place trees and other landscaping along public streets. Conduct public hearings.	On-going	
V - Transportation	Apply for and match TE Enhancement funds (Buford, Briarcliff Road, Glenwood Road, North Druid Hills Road) for commercial, office, multi-family, and institutional corridors, or for properties used for a public purpose which are historic or natural resources and for other locations.	Dropped	Buford and Glenwood have received funds from other sources. Briarcliff near Northlake has LCI funds. Briarcliff at LaVista near Northlake has a TIP project.
V - Transportation	As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district using Appendix E as an initial list of citizen identified sidewalk locations.	On-going	

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

V - Transportation	As part of the above countywide sidewalk and street enhancement plan, identify qualifying locations, concept, management, and implementation budget for commercial, office, and multi-family, and institutional corridors (Memorial Drive, Buford Hwy., Candler Road, Wesley Chapel, Briarcliff Road, Glenwood Road, North Druid Hills Road or for properties used for a public purpose which are historic or natural resources and for other locations. Implement the plan.	On-going	
V - Transportation	Develop and implement a plan to bring county owned vehicles and equipment to standards which exceed the Clean Air Act. Determine the need for an Alternative Fuel Station and apply for TE, GDOT matching funds.	Dropped	Lack of Interest
V - Transportation	As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity	On-going	
V - Transportation	Revise development standards and adopt a Comprehensive Transportation Plan through a citizen participation process (similar to that employed to draft the Comprehensive Plan) to implement the mobility planning strategies set forth in Chapter 8, Goals and Objectives. Standards and regulations within historic districts would be established by the Historic Preservation Commission.	Completed	
V - Transportation	Continue the action plan, strategies, and initiatives to "Maximize the Positive Impacts of the PDK Airport while Minimizing the Negative" on page VII-34. Reduce noise from air traffic in residential areas.	Underway	Project is ongoing w/no expected completion date. It is an "open ended" project.
V - Transportation	Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.	On-going	

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Develop and maintain close contacts with the network of economic development organizations active in DeKalb County (DeKalb Chamber of Commerce, Lithonia Chamber, Bouldercrest Business Association, South DeKalb Business Association, DeKalb Development Authority and provide quarterly reports to the BOC.	On-going	
VI - Economic Development	Build a computerized inventory linked to the County's GIS system and tax records of existing buildings and sites suitable for industrial and large-scaled commercial development according to the Comprehensive Land Use Plan text and map.	On-going	
VI - Economic Development	TEAM DEKALB is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, and DeKalb County Development Authority. This partnership should recommend to the Planning Department and or Board of Commissioners items for inclusion in the Comprehensive Plan during the amendment process.	On-going	
VI - Economic Development	Develop a GIS based Property Data Layer which corresponds to the GIS Base Map information. Link this Property Data Layer to tax assessment, land title, street addresses, county services, etc.	On-going	
VI - Economic Development	Establish a TEAM DEKALB Action Group whose members are taken from the whole to respond quickly to issues of redevelopment, job creation, job retention, employment, and accessibility.	On-going	On-going effort
VI - Economic Development	Conduct on an annual basis an Economic Progress Summit of TEAM DEKALB to review and update the goals and objectives of the economic development plan with submission to the Board of Commissioners for amendment or adoption and inclusion in DeKalb's Comprehensive Plan.	On-going	On-going effort

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County. (Note: DeKalb County Development Authority is part owner of a professionally designed display Use economic development/real estate groups (DeKalb	On-going	
VI - Economic Development	County Staff, Georgia Industry, Trade & Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas & Light Company, major commercial and industrial real estate firms, Develop a coalition with transportation with educational	On-going	
VI - Economic Development	institutions and public safety operations to develop a strategy for addressing education and crime issues in the county.		
VI - Economic Development	Develop a regional communication (other newsletter in water bill) for citizens and businesses that will enhance pride in the county while being informative on items related to economic	On-going	
VI - Economic Development	Identify financial leaders to assist TEAM DEKALB in exploring financing options and opportunities for new construction and redevelopment of declining areas as guided by the Comprehensive Land Use Plan text and maps	Postponed	Prioritization of projects
VI - Economic Development	Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.	On-going	
VI - Economic Development	Review the success record of lending institutions with regard to compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; make an annual report to the Board of Commissioners.	On-going	
VI - Economic Development	Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report to Board of Commissioners during work session.	On-going	



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Establish a procedure for formally exchanging and displaying economic development related information at the county and at each of the respective Chambers of Commerce, as well as the Convention and Visitors Bureau.	On-going	
VI - Economic Development	Annually develop a letter of understanding approved by the Board of Commissioners as to the respective roles and relationships of the County's Economic Development Dept., the DeKalb County Chamber and the Atlanta Chamber in promoting business retention/expansion and attraction.	On-going	
VI - Economic Development	Develop a referral service for job training efforts through guidance to and coordination with the Workforce Development, while providing a venue for increased cooperation between the county's CDBG program, the Workforce Development programs, and the Cooperative Extension Service.	Underway	Project completion date 12/15/06
VI - Economic Development	Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map. (See Chapter IX. 6.7)	On-going	
VI - Economic Development	Develop a program targeted to retaining and expanding existing businesses in the county, such as alternative ways of handling the impact of taxation on gross receipts or providing business expansion loans and small business management training.	Completed	
VI - Economic Development	Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and under served retail markets.	On-going	

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, Insurance and Real Estate and Manufacturing.	On-going	
VI - Economic Development	Based on additional feasibility study, create a pilot project for a small business revolving loan fund, loan guarantee program or interest-rate write down supported in part by the financial community. Evaluate the pilot project after three years to determine whether the project should continue.	Completed	CDBG funded small business revolving loan fund has been in place since May 2000. SBA funded Micro Loan fund has existed since August 2003.
VI - Economic Development	Provide for a growth management plan, as guided by the Comprehensive Plan Map & Text, for hospitals, health sciences organizations, clinics and related institutions in the Clifton Road, Zonolite and Briarcliff Road, Clairmont Road, Emory, Decatur areas.	Dropped	Lack of Interest
VI - Economic Development	Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Dropped	Lack of Funding
VI - Economic Development	Develop a better working relationship with businesses in the Lithonia Industrial district. Assist with the marketing and redevelopment of vacant land and buildings in this area.	On-going	
VI - Economic Development	Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to success of initiatives such as the Candler Road and Memorial Drive.	Completed	

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Enhance the capabilities of the Chamber's Cost Benefit Analysis program to analyze business incentive scenarios.	On-going	
VI - Economic Development	Promote and utilize Georgia QuickStart program as an incentive to local industries which depend in part on apprenticeship programs to main a stable workforce.	On-going	
VI - Economic Development	Expand, improve and monitor job training and start-up assistance programs.	Ongoing	
VI - Economic Development	Increase buffer dimensions and establish landscape, foliage, and noise wall requirements in the County's zoning and development regulations between differing land uses, so that the buffers will provide complete visual screening and effective sound attenuation. Adopt a noise and landscaping ordinance that will enhance the aesthetic quality of commercial, institutional, industrial and office areas.	On-going	
VI - Economic Development	Create a process and standards for approving zoning district overlays in neighborhoods in order to maintain their character or any previous covenant protection. Eliminate incompatible infill developments within stable neighborhoods through code revisions.	Completed	
VI - Economic Development	Review the County's organizational structure and procedures for the review and permitting of development projects.	On-going	On-going effort
VI - Economic Development	Prepare a comprehensive land development guide for developers and citizens to easily understand procedures from rezoning, to permitting and construction inspection, to historic preservation, including application forms and personnel to contact.	On-going	On-going effort
VI - Economic Development	Create Business Councils as a subset of each Community Planning Council. Utilize Planning staff to facilitate the Community Planning Program and to foster, serve and support the Business Councils.	On-going	On-going effort

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Work closely with the South DeKalb Business Incubator and other related organizations in the establishment of non-traditional business incubators (e.g. manufacturing, high tech, etc.) to stimulate entrepreneurial growth throughout the county. Also, work to create a foreign trade zone in South DeKalb.	On-going	
VI - Economic Development	Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.	On-going	
VI - Economic Development	Prepare and adopt revitalization plans for deteriorating commercial areas in the county. Include the revitalization plan in Comprehensive Plan text during future amendment process.	On-going	
VI - Economic Development	As part of a Comprehensive Transportation Plan, encourage the establishment of a street tree program for road rights-of-way in office, institutional, multi-family, and in commercial areas to place trees and other landscaping along public streets or in easements dedicated by abutting owners, with the owners agreement for maintenance.	On-going	On-going effort
VI - Economic Development	Establish special zoning district overlays for declining industrial, multi-family, office, and commercial districts/corridors that will control signage, curb cuts, facade treatment, building massing and location, scale, or other urban design elements to express the unique character of the area and encourage development amenities.	On-going	Some have been completed others on-going effort
VI - Economic Development	Adopt and enforce a Housing Code to insure livable conditions in declining neighborhoods.	On-going	
VI - Economic Development	Promote the rehabilitation of deteriorated multifamily complexes while maintaining or reducing the density of units per acre.	On-going	On-going effort



Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.	Postponed	Prioritization of projects.
VI - Economic Development	Designate Memorial Drive as an economic development zone or C.I.D. and provide incentives for redevelopment. (see also g/p 6.1, 6.13, 6.27, 6.38) Include designation in Comprehensive Plan Text during future amendment process.	On-going	
VI - Economic Development	As a part of Team DeKalb establish a citizens council to work with the Economic Development Department, DeKalb Chamber of Commerce, Greater Lithonia Chamber of Commerce, and other county groups.	On-going	On-going effort
VI - Economic Development	Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low and moderate income workers.	On-going	
VI - Economic Development	Obtain general enabling legislation for the creation of Community Improvement Special Tax Districts (CIDs) in business areas ( Memorial Drive) for private financial support of public improvements, wherever appropriate. Identify CIDs in the Comprehensive text during the amendment process.	Completed	
VI - Economic Development	Offer assistance in establishing a Community Improvement District for the Stonecrest Mall area to assist in infrastructure financing by the property owners, similar to Lenox Park.	On-going	
VI - Economic Development	Utilize the power of special purpose tax districts for the funding of specific programs and improvements that serve the districts as identified in the Comprehensive Plan map & text.	On-going	
VI - Economic Development	Utilize CDBG funds for the phase I construction of the Candler Road Revitalization Project Initiative and streetscape project.	Underway	To be completed by 12/31/2006.

Table 5-1:  
2001-2006 STWP  
Report of Accomplishments

VI - Economic Development	Utilize CDBG funds for a Revolving Loan fund that will benefit business owners along the Candler Road Corridor.	Completed	The program has been established since May 2000 with priority consideration for business owners along Candler Road.
VII - Land Use	Organize Community Councils as outlined in Chapter VIII, 7.1, 7.8.	On-going	On-going effort
VII - Land Use	Rewrite and adopt the following ordinances: Sign Ordinance, Landscape Ordinance, Urban Design Standards Ordinance, Subdivision Ordinance, Noise Abatement Ordinance, Parking Ordinance, Transportation Management Ordinance, Pedestrian Safety and Sidewalk Ordinance Residential Infill ordinance, Environmental quality Standards for industrial Ordinance and Development Regulations. Incorporate the objectives, policies and action strategies identified in chapter VIII, Sections I,II,IV,V,VII; include Appendix C. All ordinances should include citizen participation process similar to that used in developing the Comprehensive Plan.	On-going	Some have been completed others on-going effort
VII - Land Use	Land Acquisition - RPZ & Noise Impacted Areas	Dropped	Lack of funding
VII - Land Use	Residential Soundproofing/ Sound Insulation Program.	Dropped	Lack of Funding
VII - Land Use	Develop signage for residential areas regarding reduction of noise.	Dropped	Lack of Funding
VII - Land Use	Work with DOT to plant evergreen trees and install sound barriers along Stone Mountain Freeway from Valley Brook Road through its intersection with I-285 and continuing to Mountain Industrial Blvd.	Dropped	Reprioritization of projects
VII - Land Use	Work with DOT to plant evergreen trees and install sound barriers along I-20 and I-285.	Dropped	Reprioritization of projects
VII - Land Use	Re-examine the implementation of impact fees as a way of mitigating development costs. (includes g/p 4.4)	Completed	

Table 5-1:  
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VII - Land Use	Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on county revenues and budget. Specifically, evaluate the cost per unit of multi-family housing; use recent Cobb County studies on apartment development as a guide.	On-going	
VII - Land Use	Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.	On-going	

Table 5-2  
Short Term Work Program  
2007-2011

Project	Responsibility	Year of Implementation					Estimated Costs	Funding Source
		2007	2008	2009	2010	2011		
<b>Population</b>		2007	2008	2009	2010	2011		
Expand existing services for senior citizens.	Board of Health, Human Development	X					None	County
Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	Human Development, Community Development	X	X	X	X	X	\$ 200,000.00	CDBG
Encourage the development of a Cultural Center in Clarkston by assisting with architectural planning and other improvements as needed.	Human Development, Community Development	X	X				\$ 230,000.00	CDBG
<b>Economic Development</b>		2007	2008	2009	2010	2011		
Develop a GIS base Property Data Layer which corresponds to the GIS Base Map information. Link this Property Data Layer to tax assessment, land title, street addresses, county services, etc.	G.I.S.		X	X			Undetermined	County
Develop and maintain close contacts with the network of economic development organizations active in DeKalb County and provide quarterly reports to the Board of Commissioners.	Economic Development	X	X	X	X	X	None	County
Build a computerized inventory linked to the County's GIS system and tax records of existing building and sites suitable for industrial and large-scale commercial development according to the Future Development Plan and map.	Economic Development Dept./ GIS/Planning and Development		X				Undetermined	County
Study and adopt a Business Incentive Plan, which includes allowances for the establishment of Enterprise Zones and related programs to stimulate business development. Such programs are critical to the success of initiatives such as the Candler Road and Memorial Drive revitalization projects.	Planning & Development / Economic Development / Board of Commissioners		X	X			Undetermined	County



Table 5-2  
Short Term Work Program  
2007-2011

Expand, improve and monitor job training and start-up assistance programs.	Workforce Development	X	X	X	X	X	Undetermined	County
Increase buffer dimensions and establish landscape, foliage, and noise wall requirements in the County's zoning and development regulations between differing land uses, so that the buffers will provide complete visual screening and effective sound attenuation. Adopt a noise and landscaping ordinance that will enhance the aesthetic quality of commercial, institutional, industrial and office areas.	Planning and Development	X					None	County
Identify financial leaders to assist TEAM DEKALB in exploring financing options and opportunities for new construction and redevelopment of declining areas as guided by the Comprehensive Land Use Plan text and maps.	Economic Development	X					None	County
Continue to strengthen working relationships with the DeKalb Workforce Center and DeKalb Employer Committee to assist with developing strategies that address businesses' employment needs.	Planning and Economic Development	X	X	X	X	X	Undetermined	County
Establish special zoning district overlays for declining industrial, multi-family, office, and commercial districts/corridors that will control signage, curb cuts, facade treatment, building massing and location, scale, or other urban design elements to express the unique character of the area and encourage development amenities.	Planning and Economic Development	X	X				Undetermined	County
Identify county-owned surplus and/or tax delinquent properties for redevelopment opportunities according to policies set forth in Comprehensive Plan Text. Prior to marketing these properties, provide bi-annual reports to Board of Commissioners during a work session.	Development Authority, Human Development, Community Development	X					Undetermined	County

Table 5-2  
Short Term Work Program  
2007-2011

Utilize CDBG funds for the phase I construction of the Candler Road Revitalization Project Initiative and streetscape project.	Public Works, Community Development and Human Development	X					Undetermined	CDBG
Utilize the CDBG program's Section 108 Loan Program to facilitate major industrial development projects that will create jobs for low and moderate income workers.	Community Development and Human Development	X					Undetermined	CDBG
Develop a referral service for job training efforts through guidance to and coordination with the Workforce Development, while providing a venue for increased cooperation between the county's CDBG program, the Workforce Development programs, and the Cooperative Extension Service.	Workforce Development	X					Undetermined	CDBG
Update Zoning Ordinance to reflect the new type of mixed uses, and density as proposed for the Character Areas.	Planning and Development	X	X				None	County
Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	Economic Development		X	X			Undetermined	County
Develop and maintain close contacts with the network of economic development organizations active in DeKalb County (DeKalb Chamber of Commerce, Lithonia Chamber, Bouldercrest Business Association, South DeKalb Business Association, DeKalb Development Auth	Economic Development	X	X				Undetermined	County
Build a computerized inventory linked to the County's GIS system and tax records of existing buildings and sites suitable for industrial and large-scaled commercial development according to the Comprehensive Land Use Plan text and map.	Economic Development	X	X				Undetermined	County

Table 5-2  
Short Term Work Program  
2007-2011

TEAM DEKALB is comprised of the DeKalb County CEO, Economic Development Department, DeKalb Chamber of Commerce, and DeKalb County Development Authority. This partnership should recommend to the Planning Department and or Board of Commissioners.	Economic Development	X	X	X			Undetermined	County
Establish a TEAM DEKALB Action Group whose members are taken from the whole to respond quickly to issues of redevelopment, job creation, job retention, employment, and accessibility.	Economic Development	X					Undetermined	County
Conduct on an annual basis an Economic Progress Summit of TEAM DEKALB to review and update the goals and objectives of the economic development plan with submission to the Board of Commissioners for amendment or adoption and inclusion in DeKalb's Comprehensive Plan.	Economic Development	X	X	X	X	X	Undetermined	County
Develop an Economic Development website with GIS capabilities. Also, develop printed materials (e.g. maps, brochures) for commercial and industrial inquires about DeKalb County.	Economic Development	X					Undetermined	County
Use economic development/real estate groups (DeKalb County Staff, Georgia Industry, Trade & Tourism, Georgia Power, the Chambers of Commerce, Atlanta Gas & Light Company, major commercial and industrial real estate firms, financial institutions, etc.) to improve economic conditions in the county.	Economic Development	X	X	X	X	X	Undetermined	County
Publish a regular communication (brief newsletter in water bill) for citizens and businesses that will enhance pride in the county while being informative on items related to economic development.	Economic Development	X	X	X	X	X	Undetermined	County
Develop an inexpensive publication of economic development services available in DeKalb County. Update this publication annually.	Economic Development	X	X	X	X	X	Undetermined	County

Table 5-2  
Short Term Work Program  
2007-2011

Review the success record of lending institutions with regard to compliance with the Community Reinvestment Act while investigating measures for initiating loan programs via the requirements of the Act; make an annual report to the Board of Commissioners.	Economic Development	X	X	X	X	X	Undetermined	County
Train staff and members of TEAM DEKALB in successful techniques for marketing DeKalb County to new and existing businesses; report to Board of Commissioners during work session.	Economic Development	X	X	X	X	X	Undetermined	County
Establish a procedure for formally exchanging and displaying economic development related information at the county and at each of the respective Chambers of Commerce, as well as the Convention and Visitors Bureau.	Economic Development	X					Undetermined	County
Annually develop a letter of understanding approved by the Board of Commissioners as to the respective roles and relationships of the County's Economic Development Dept., the DeKalb County Chamber and the Atlanta Chamber in promoting business retention/expansion	Economic Development	X	X	X	X	X	Undetermined	County
Prepare a feasibility study for the redevelopment and reuse of the Mercer University area according to the Comprehensive Plan text & map.	Economic Development	X					Undetermined	County
Convene an annual developer's day session designed to market targeted areas of the County in order to promote business development in commercial, industrial, and under served retail markets.	Economic Development	X	X	X	X	X	Undetermined	County



Table 5-2  
Short Term Work Program  
2007-2011

Emphasize business promotion among the higher paying industry groups that can take advantage of DeKalb labor force and employee accessibility from other counties, such as Transportation, Communications and Utilities; Wholesale Trade; Finance, and Insurance.	Economic Development	X						Undetermined	County
Develop promotional materials for marketing declining/blighted areas of the county that have strong economic potential but are currently underutilized with unoccupied buildings.	Economic Development		X					Undetermined	County
<b>Housing</b>		2007	2008	2009	2010	2011			
Develop and implement design guidelines and establish defensible boundaries on a map for land use and zoning districts in order to protect established single family residential neighborhoods from encroachment by incompatible development.	Planning and Community Development		X					None	County
Enforce the housing code for apartment structures which are substandard and use the police power to upgrade and comply with the building code.	Code Enforcement, Community Development	X	X	X	X	X		None	County
Develop educational programs which inform landlords and property managers of their responsibilities to the community, tenants, and expectation of property owners.	Community Development, Development Authority, Apartment owners and Managers Association	X	X	X	X	X		Undetermined	CDBG and Partners
Provide CDBG funds to address the problems of foreclosure/predatory lending.	Community Development	X	X	X	X	X		None	CDBG
Continue the ongoing Down Payment program for first-time low and moderate income homebuyer payment grants.	Community Development	X	X	X	X	X		None	CDBG

Table 5-2  
Short Term Work Program  
2007-2011

Utilize CDBG funds to contract with an agency that will undertake emergency repairs, minor home repairs, installation of safety equipment, and heavy property maintenance to 50 elderly heads of households.	Community Development		X				\$ 89,740.00	CDBG
Continue the ongoing, single-family, owner-occupied housing rehabilitation of 75 units for low and moderate income persons.	Community Development			X			\$ 673,382.00	CDBG
Utilize HOME and CDBG funds to develop new affordable single family housing by partnering with local CHDOs, the DeKalb Housing Authority, or other private developers.	Community Development			X			Undetermined	HOME & CDBG
Expand and improve renovation programs in public housing.	Dekalb Housing Authority	X	X	X	X	X	Undetermined	County and State
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas.	Planning, Independent Consultant	X	X				\$ 15,000.00	County
To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area. Develop standards regulations and guidelines for a growth management plan for service institutions.	Planning	X	X	X			Undetermined	County
Expand and improve renovation programs in public housing.	Dekalb Housing Authority	X	X				Undetermined	State, County
Develop resident associations and Neighborhood Watch Programs in apartment complexes and public housing which meet regularly with the police to determine problems and develop solutions.	Public Safety Community Development	X	X	X	X	X	Undetermined	Undetermined
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas.	Planning and Development	X					None	County

Table 5-2  
Short Term Work Program  
2007-2011

Prepare and adopt a Landscape Ordinance with incentive programs.	Planning and Development	X	X				None	County
Strengthen local building code to establish a quality control system (recommended by University of Georgia Institute of Government) to assure that all new construction meets minimum standards. Adopt administrative procedures as provided in OCGA 8-2-26(a)(1) for administrative enforcement, hearing, appeals from inspection decisions in order to enforce quality construction.	Planning and Development	X	X				None	County
Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	Planning and Development		X				Undetermined	County
Continue developing the traffic calming program and guidelines for areas experiencing speeding and cut through traffic.	Transportation Division	X	X	X	X	X	None	County
<b>Intergovernmental Coordination</b>		2007	2008	2009	2010	2011		
Continue to support Community Council with more structure.	Planning	X	X	X	X	X	None	County
Established more concise guidelines for Intergovernmental Agreements.	Planning	X	X	X	X	X	None	County
<b>Planning Process</b>		2007	2008	2009	2010	2011		
Use innovative participation and education techniques to increase public awareness.	Planning	X	X	X	X	X	None	County
Promote the creation of and support existing community and neighborhood organizations.	Planning	X	X	X	X	X	None	County

Table 5-2  
Short Term Work Program  
2007-2011

Work with the media to distribute planning materials and inform the public about planning related activities in the county.	Planning	X	X	X	X	X	None	County
<b>Land Use</b>		<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>		
Develop design guidelines, development regulations, and zoning regulations for residential development and encourage open space in established residential areas, as set forth in the Defining Narratives of Character Areas, of the Community Vision Chapter.	Planning Dept. and Board of Commissioners		X				Undetermined	County
Prepare and adopt a Landscape Ordinance with incentive programs.	Planning & Development			X			None	County
Strengthen local building code to establish a quality control system to assure that all new construction meets minimum standards. Adopt administrative procedures for enforcement, hearings, appeals from inspection decisions in order to enforce quality construction.	Planning and Development / Public Works		X				None	County
Pass a resolution and implement a training program requiring all DeKalb building/trade inspectors to be certified by the Southern Building Code Congress with proficiency in the appropriate Georgia mandatory codes and permissive codes.	Planning & Development / Merit System	X					\$ 25,000.00	County & State Grants
To preserve the residential boundaries and residential character of Druid Hills. Survey service institutions in the Druid Hills area and obtain citizen input in order to determine the impact of existing and/or adding new institutions to the area. Develop standards, regulation, and guidelines for a growth management plan for service institutions.	Planning & Development / Independent Consultant / Board of Commissioners		X				\$ 15,000.00	County



Table 5-2  
Short Term Work Program  
2007-2011

Enact an interim development control ordinance governing the construction of multi-family housing until such time as the County has prepared a study and determined the impact of construction of additional multi-family housing development on the County infrastructure.	Planning Dept. / Board of Commissioners / Law Dept.		X				None	County
Continue to organize and facilitate Community Councils.	Planning Dept./Board of Commissioners / Law Dept.	X	X	X	X	X	None	County
Update the current Bylaws and procedures of the Community Councils.	Planning Dept./Board of Commissioners / Law Dept.		X				None	County
Implement Livable Centers Initiative projects.	Planning Division / Atlanta Regional Commission	X	X	X	X	X	Undetermined	City, County
Develop signage for residential areas regarding reduction of noise.	Planning Division / FAA		X				\$ 10,000.00	Federal
Implement Pedestrian Community Districts and Transit Oriented Development.	Planning and Development Department		X				Undetermined	County
Develop an digit, parcel layer mapping base for the County.	Planning Division / GIS						Undetermined	County
Analyze, rewrite, and update the county's zoning ordinance.	Planning Division		X	X			Undetermined	County
Organize Community Councils .	Planning Division	X	X	X	X	X	None	County

Table 5-2  
Short Term Work Program  
2007-2011

Rewrite and adopt the following ordinances: Sign Ordinance, Landscape Ordinance, Urban Design Standards Ordinance, Subdivision Ordinance, Noise Abatement Ordinance, Parking Ordinance, Transportation Management Ordinance, Pedestrian Safety and Sidewalk Ordinance Residential Infill ordinance, Environmental quality Standards for industrial Ordinance and Development Regulations. All ordinances should include citizen participation process similar to that used in developing the Comprehensive Plan.	Planning and Development Department		X				None	County
Prepare a Cost/Revenue Analysis to evaluate the financial impacts of different types of land use development on county revenues and budget. Specifically, evaluate the cost per unit of multi-family housing; use recent Cobb County studies on apartment development as a guide.	Planning and Development Department	X					Undetermined	County
Investigate Transit Oriented Development to determine impacts on land use, and evaluate the relationship to zoning ordinance regulations.	Planning and Development Department	X					None	County
<b>Sense of Place</b>		2007	2008	2009	2010	2011		
Improve street character with consistent signage, lighting, landscaping and other design features.	Planning and Development and Public Works	X	X	X	X	X	Undetermined	County
Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.	Planning	X	X	X	X	X	None	County
Create neighborhood focal points through the use of existing pockets parks and squares for community activities.	Planning and Development	X	X	X	X	X	None	County
<b>Natural Resources</b>		2007	2008	2009	2010	2011		

Table 5-2  
Short Term Work Program  
2007-2011

Implement the DeKalb Community Greenspace Plan which in part seeks to develop a partnership to acquire and preserve flood plain areas which are suitable for park, recreational, and greenway use.	Parks and Recreation	X	X	X	X	X	Undetermined	County
Establish a greenway/nature preserve trail along South Peachtree Creek as DeKalb's pilot greenway program.	Parks and Recreation		X				\$ 900,000.00	ISTEA Grant, County & Private Donations
Continue to restore open areas of parks along Ponce de Leon in accordance with historic landscape preservation guidelines.	Parks and Recreation & Atlanta		X				Undetermined	Undetermined
Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies.	Roads and Drainage	X	X	X	X	X	Undetermined	Undetermined
Establish parks and open space standards based on equity of access, optimal level of service and cost effectiveness, and a positive and inviting image.	Parks and Recreation	X	X	X	X	X	Undetermined	County
Refine the county's greenway program, continue to apply for grant(s) from the Georgia Greenspace Trust Fund and complete all necessary steps to qualify for a grant. Ensure that all grants are properly spent in support of the county's greenway program.	Parks and Recreation & Planning	X	X	X	X	X	Undetermined	Grants and Donations
Develop 80 miles of greenways as connections to nature for people (8 miles per year).	Parks and Recreation	X	X	X	X	X	Undetermined	County
Review and revise the process to utilize volunteer maintenance of neighborhood parks.	Parks and Recreation	X	X	X	X	X	None	Grants and Donations

Table 5-2  
Short Term Work Program  
2007-2011

Implement the Peavine Creek Watershed Study and encourage other communities to initiate through DeKalb County to participate in watershed studies.	Roads and Drainage		X				Undetermined	Undetermined
Review and improve a program to monitor floodplains for dumping and non-permitted alterations.	Development	X	X	X	X	X	Undetermined	County
Develop a program to rebuild and maintain the Decatur-Stone Mountain bicycle trail as part of countywide bicycle trail plan. Provide park-like areas as rest and exercise stops.	Parks and Recreation	X					\$ 800,000.00	County, FHA and GA DOT
<b>Historic Resources</b>		2007	2008	2009	2010	2011		
Encourage the establishment of a revolving trust fund to purchase endangered cultural, natural, and historical properties.	Historic Preservation Commission	X	X				None	County and State
Designate historic districts and properties.	Historic Preservation Commission	X	X	X	X	X	Undetermined	County
Establish an awards program to recognize exemplary preservation and community design projects.	Historic Preservation Commission	X					\$ 5,000.00	County
Conduct and maintain a survey of the county's historic resources, and develop a plan for preservation under the direction of the Historic Preservation Commission.	Historic Preservation Commission	X	X	X	X	X	\$ 75,000.00	County and State
<b>Facilities and Services</b>		2007	2008	2009	2010	2011		
Acquire land for future park and community facility development in accordance with the Parks and Recreation Strategic Plan.	Parks and Recreation	X					\$ 148,000.00	County, Parks Bond, State and Donations
Acquire 200 acres of open space per year to provide for active and passive parks, multi-dimensional recreation facilities, and trails.	Parks and Recreation	X	X	X	X	X	Undetermined	County, Parks Bond, State and Donations



Table 5-2  
Short Term Work Program  
2007-2011

Replace aging water and sewer lines each year.	Watershed Management	X	X	X	X	X	\$ 2,000,000.00	County
Upgrade of Scott Candler Filter Plant to 150 MGD capacity.	Watershed Management	X					\$ 245,000.00	County
Complete the implementation of DeKalb Fire Service's five-year Capital Improvement Program that began June 1996. Station #3, Clarendon Avenue, is scheduled for replacement. Six stations require major renovations/remodeling. Develop and implement a revised plan to include CIP's for fire stations, apparatus and existing facility renovations.	Fire and Rescue	X					Undetermined	County
Bolster drug treatment programs offered in the county.	Board of Health	X	X	X	X	X	Undetermined	County
Expand existing teen pregnancy prevention programs; encourage drop-out prevention programs.	Board of Health and Human Development	X	X	X	X	X	Undetermined	County
Construct sidewalks as set forth in the Public Works Infrastructure C.I.P. plan.	Roads and Drainage & Transportation	X	X	X	X	X	\$25-75 per feet	County and State
Implement a Capital Improvements Plan to construct new facilities and rehabilitate existing parks.	Parks and Recreation	X	X	X	X	X	Undetermined	County, Parks Bond and Donations
Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Parks and Recreation	X	X	X			Undetermined	County, Parks Bond and Donations
Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation	X	X	X	X	X	Undetermined	County, Parks Bond and Donations

Table 5-2  
Short Term Work Program  
2007-2011

Utilize CDBG funds to assist in expanding the existing Boys and Girls Club of Metro Atlanta in the Lithonia-Redan community.	Human Development, Community Development	X	X				\$ 500,000.00	CDBG
Work with Fulton County to alleviate problems stemming from the Fulton/DeKalb sewer line interface.	Watershed Management	X	X				Undetermined	County
Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks.	Roads and Drainage & Transportation Division	X	X	X	X	X	\$ 1,000,000.00	County
Mothers Offering Resources and Education (MORE)- program developed to address infant mortality in South DeKalb.	Board of Health			X			\$ 75,000.00	County
Expansion of Refugee Services program (additional physician, more interpreters) to address health disparities.	Board of Health		X				\$ 300,000.00	County
Encourage the expansion of corporate business involvement in education such as "adopt a school" programs in concert with efforts of community groups, civic associations, and designated County Departments such as Economic Development.	DeKalb County Schools, Economic Development Department	X	X				None	County
Expand existing services for senior citizens.	Board of Health, Human Development, Community Development (Office of Senior Affairs)	X	X	X	X	X	None	County
Utilize CDBG funds to support youth related summer recreational, self-esteem, enrichment programs and activities to be administered and implemented by the County for approximately 550 County income-eligible youth.	Human Development, Community Development	X	X	X	X	X	\$ 200,000.00	CDBG

Table 5-2  
Short Term Work Program  
2007-2011

Prepare a countywide policing plan. Improve and expand Community Policing and neighborhood law enforcement efforts.	Public Safety	X	X	X	X	X	Undetermined	County, State and Federal
Determine the need for additional police precincts (Tucker Precinct under construction) and/or mini-precincts in the Center Precinct (Toco Hills, funded and seeking site in FY 2000), North Precinct (Buford Hwy/Peachtree Road budget request FY 2001) and East precinct. Complete the 5 year Capital Improvement Plan.	Public Safety and Finance	X	X				Undetermined	County
Identify neighborhoods lacking fire hydrants, and develop a schedule for installation.	Public Works and Public Safety	X					None	County
Develop a pilot sidewalk/streetscape enhancement project at the intersection of North Decatur Road/Clairmont and Glenwood/Candler Road.	Transportation		X				\$ 3,000,000.00	CDBG, Federal Transportation Funds and County
Improve maintenance of right of ways, increase trash pickup, enforce anti-littering laws and encourage community associations to beautify and maintain plantings bordering right of ways.	Public Works, GDOT, Code Enforcement, DeKalb Clean and Beautiful	X	X				Undetermined	County and Private funds
As part of a Comprehensive Transportation Plan, establish a sidewalk priority plan for DeKalb County.	Transportation and Planning		X				\$ 2,000,000.00	County
Update and expand a minimum of five special facilities to generate revenue and provide destination parks.	Parks and Recreation	X	X				Undetermined	Parks Bonds, County, Partners
Using creative financing, create four new community parks that provide a balance of active and passive spaces.	Parks and Recreation		X				Undetermined	Parks Bonds, County, Partners

Table 5-2  
Short Term Work Program  
2007-2011

Survey existing stormwater drainage systems and develop with multiple public hearings a countywide drainage plan. Establish a process for implementation. Consider a stormwater utility.	Public Works and Public Safety		X	X			Undetermined	County and State
Develop, adopt, and fund an annual curb installation and maintenance plan and schedule for regular maintenance of sidewalks, curbs, and crosswalks. For Historic Districts and sites use materials as recommended by the Historic Preservation Commission.	Roads and Drainage, Planning, Historic Preservation and Transportation	X	X	X	X	X	\$1,000,000 per year	County
Encourage the development of an International Village Cultural Center in the Chamblee area.	DeKalb County Chamber of Commerce, City of Chamblee	X	X				\$ 3,000,000.00	Grants and Foundations
<b>Public Health</b>		<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>		
Expansion of Board of Health's clinical service hours in South and East DeKalb to improve healthcare access to under- and uninsured County citizens.	Board of Health					X	\$ 595,000.00	County
Expansion of existing immunization and school health programs for indigent, underinsured and uninsured children attending DeKalb County Public Schools.	Board of Health			X			\$ 250,000.00	County
<b>Transportation</b>		<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>		
Create a 15 year Bridge Renewal Fund to maintain and repair bridges suffering from rust, erosion, lead paint, and age such as those at Flat Shoals near Candler Road and Clifton Church, and the bridge where Montreal Road crosses Stone Mountain Freeway.	Roads and Drainage & Planning	X	X	X	X	X	Undetermined	County and State
Prepare a 15 year plan to upgrade, maintain, and repair corrugated metal drainage pipe and catchbasins.	Roads and Drainage	X	X	X	X	X	\$500,000 per year	County



Table 5-2  
Short Term Work Program  
2007-2011

As part of the countywide sidewalk and street enhancement plan, identify qualifying locations, concept, management, and implementation budget for commercial, office, and multi-family, and institutional corridors or for properties used for a public purpose which are historic or natural resources and for other locations.	Planning, Transportation, Board of Commissioners	X	X				\$ 2,000,000.00	County
As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district.	Planning, Transportation, Board of Commissioners	X	X				\$ 150,000.00	County
As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity models through the allocation of funds to transportation modes other than improved automotive transit.	Planning, Transportation, Board of Commissioners	X	X	X	X	X	\$ 2,000,000.00	County
Develop a signage program for locating Indian Creek MARTA station which indicates which streets are not through streets to MARTA, specifically in the Dunaire neighborhood. Use the "cut-thru" program established by Roads and Drainage, if needed.	MARTA, Transportation	X	X	X			None	County
Develop and adopt a Transit Incentives Program (reduced fares, U-Pass, employer re-imbusement) for business employment nodes (Emory, Perimeter, Northlake, South DeKalb Mall); encourage Transportation Management Associations.	MARTA, ARC	X	X	X			Undetermined	County and Private Sector
Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.	Planning and affected community	X	X				\$ 2,000.00	Affected community

Table 5-2  
Short Term Work Program  
2007-2011

Continue the action plan, strategies, and initiatives to “Maximize the Positive Impacts of the PDK Airport while Minimizing the Negative” on page VII-34. Reduce noise from air traffic in residential areas.	PDK Airport	X	X	X	X	X	\$ 160,000.00	Airport
Maintain, mill, patch, and resurface county roadways rated above 28.	Roads and Drainage, Transportation	X	X	X	X	X	\$50,000 average share per mile	County and State
As part of a Comprehensive Transportation Plan, develop a plan which gives priority to maintenance of roads and priority to development of alternative forms of transportation.	Planning and Transportation	X					Undetermined	County
As part of a Comprehensive Transportation Plan, create a plan for and implement intersection improvements countywide including but not limited to signalization, turn lanes, pedestrian safety upgrades, resurfacing, and signage.	Planning and Transportation	X					Undetermined	County
As part of Comprehensive Transportation Plan, prepare a 10 year Railroad crossing plan to review and install signalization, crossing upgrades; gates, lights, and bells; signage, and approach paving, and to review the elimination of at grade crossings.	Planning and Transportation	X	X	X	X	X	Undetermined	County
Prepare and implement a plan to install warranted traffic signals as part of the 5-year C.I.P.	Transportation						None	County
Improve Ashford Dunwoody Road and the interchange with I-285. Conduct public hearings in affected communities.	Planning and Transportation	X	X				Undetermined	County and state
As part of a Comprehensive Transportation Plan, designate appropriate sections of Briarcliff Road as a scenic urban roadway from Ponce de Leon to Northlake. Use federal scenic highways criteria. Conduct public hearing in the affected community.	Planning and Transportation	X	X	X	X		\$ 2,000,000.00	County

Table 5-2  
Short Term Work Program  
2007-2011

Install caution lights and signage as new schools are being built.	Transportation	X	X	X	X	X	Undetermined	County
As part of a Comprehensive Transportation Plan, develop and adopt a Scenic Highways Plan.	Planning and Transportation	X	X				Undetermined	County
Hold public hearings in affected neighborhoods prior to any mobility/transportation project being submitted to ARC (administration, staff, committees) for inclusion on the TIP or RTP.	Planning and Transportation	X	X	X	X	X	Undetermined	County
As part of a Development Code revision, develop and adopt a countywide landscape ordinance for road right-of-ways in commercial, office, industrial, multi-family, & institutional districts to place trees and other landscaping along public streets. Conduct public hearings.	Planning and Transportation	X	X				Undetermined	County
As part of a Comprehensive Transportation Plan, create a countywide sidewalk and street enhancement plan and adopt development standards for each zoning district or historic district.	Planning and Transportation	X					Undetermined	County
As part of a Comprehensive Transportation Plan, identify, quantify, and meet DeKalb's portion of the regional emissions budget (under Clean Air Act Amendment) requirement of 15% urban smog reduction and ARC air quality conformity models through the allocation of funds to transportation modes other than improved automotive transit.	Planning and Transportation	X	X				Undetermined	County
Undertake a community visioning process in the affected community to develop a land use plan for land adjacent to and 2000' beyond the airport boundary.	Planning and Transportation	X	X				Undetermined	County



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### 5.3 Policies and Strategies Interim Guidelines (2007)

During the interim period, prior to the adoption of the revised Zoning Code, the Implementation Policies of the Community Agenda shall serve as a “guide” to be used by residents, staff, developers, contractors, and elected officials in making zoning decisions.

The basic premise is to focus more intense development at the Activity Centers/Nodes. This basic premise will help to protect existing neighborhoods from incompatible land uses. The intent of the 2025 plan is not to allow intense development throughout the designated node, but to provide consideration of the allowable densities/intensities. Listed below are the guiding principles for development.

- 1) **Locational Criteria** - The most intense development should occur in the center of the node or at the major intersections within the defined area.
  - Higher density residential is encouraged within the defined area (stand alone or as a vertical mixed use development).
  - Office uses are encouraged within the node but can also be used as a buffer/transition between existing commercial uses and residential uses.
  - Density should be increased to support urban lifestyles within mixed uses.
  - Bonuses shall be granted for workforce and senior housing.
- 2) **Land Use Compatibility** - Development intensity should transition from the most dense toward the edge/periphery of the activity center. Smaller scale professional services and residential developments may serve as transitions to existing neighborhoods. Staggered heights, greater setbacks, increased screening/buffers can help mitigate compatibility issues.
- 3) **Neighborhood Compatibility** - Commercial and office uses that would have a negative or blighting influence on adjacent residential neighborhoods or individual residence should not be permitted.
- 4) **Services/Facilities** - Proposed developments shall not degrade the level of service on roadways, capacity of water/sewer, or cause drainage problems. The developer must provide evidence to the contrary that is acceptable to staff, make on or off site improvements, and/or provide funding to mitigate impact on public facilities and services. All new development will be subject to review of its proposed impact on existing services and infrastructure. Developers will be required to submit additional plans, which will mitigate any negative impacts.
- 5) **Environmental** - The proposed development shall be allowed only in areas where it can be demonstrated that environmental damage will not occur and mitigation measures must be approved by EPD and local stream buffer standards.
- 6) **Policies** – The policies and strategies from the Community Agenda (Section 5.4) will be used to make recommendations for zoning and land use decisions.
- 7) **Mandatory Pre-Application meeting** – shall occur prior to zoning and land use application submittal to guide the applicant with development standards and maintaining an acceptable quality of life.





## **5.4 Policies and Strategies**

This section includes policies and strategies created to address the issues and opportunities presented in the document and to elaborate upon the implementation measures. The policies are used to further define the Character Areas in the Community Agenda document of the Comprehensive Plan. There are additional policies and strategies listed for the individual Character Areas under the Land Use section.

### **5.4 -1 Population (Aging and General)**

#### ***Policies:***

- PP1: Develop and improve social programs to accommodate a range of age cohorts.
- PP2: Create an age sensitive environment throughout the County to serve the needs of all residents.
- PP3: Increase awareness among residents, being proactive about aging issues
- PP4: Increase the percentage of older adults participating in a physical activity to prevent injury and promote health.
- PP5: Improve the secondary educational attainment level in the county to meet or exceed that of the State
- PP6: Provide an efficient governmental structure that is responsive to the needs of the population.

#### ***Strategies:***

- PS1: Develop a public relations/communications campaign for senior transportation.
- PS2: Facilitate communication among experienced developers and seasoned senior resident managers.
- PS3: Recommend policies and appropriate incentives that will increase the long-term availability of housing for all age groups.
- PS4: Create cost-effective ways to renovate and modernize housing stock presently occupied by seniors.
- PS5: Identify funding opportunities that support community health to help older adults and their families.
- PS6: Develop model multipurpose facilities that offer affordable, comprehensive, intergenerational programs and services.
- PS7: Identify opportunities to enhance and expand supportive services for all age cohorts.
- PS8: Focus educational programs to meet the needs of all students including handicapped and special needs students.
- PS9: Assess the educational system in the county to identify deficiencies and make improvements where needed.
- PS10: Promote existing programs offered at area colleges and universities.
- PS11: Encourage the development of social programs that will serve all ages.
- PS12: Promote the training of County employees for ethnic and cultural sensitivity.
- PS13: Create public/private partnerships to develop multi-purpose facilities.
- PS14: Enhance the County website to identify services, policies and funding programs available to seniors.
- PS15: Educate seniors about fraudulent activities to reduce crimes and opportunities for crimes against them.
- PS16: Coordinate and enhance services provided by non-profit and faith-based organizations.
- PS17: Improve human and social programs through funding, facilitation and implementation.
- PS18: Work with the Division of Senior Services to implement the Community Action Plan for Senior Services, which also known as the “Bridge Builders” document.



**5.4 -2 Economic Development**

***Policies:***

- EDP1: Maintain the image of the County, reflecting its strengths as a place to live, work, play and do business.
- EDP2: Coordinate the economic development plans for the county with those of surrounding jurisdictions.
- EDP3: Target industries that pay high wages for attraction to DeKalb County.
- EDP4: Attract new industrial growth that provides quality employment and economic opportunities and makes effective use of existing resources.
- EDP5: Support the many elements of social and cultural diversity that exist in the county.
- EDP6: Organize a contemporary approach to the redevelopment of business and industrial areas.
- EDP7: Support and advance tourism efforts in the County.
- EDP8: Improve job training and development opportunities.
- EDP9: Increase the variety of restaurants available county-wide.
- EDP10: Attract family oriented entertainment venues to locate to DeKalb County.
- EDP11: Coordinate the economic development plans of the County with those of surrounding jurisdictions.
- EDP12: Encourage area businesses to support and participate in economic development improvement efforts.

***Strategies:***

- EDS1: Pursue the creation of additional Tax Allocation Districts.
- EDS2: Partner with Georgia Department of Economic Development to improve economic conditions.
- EDS3: Work more closely with the Department of Industry Trade and Tourism to attract more jobs to the County.
- EDS4: Implement an aggressive urban redevelopment initiative.
- EDS5: Target and protect job center through policy changes that involve planning, transportation, and development.
- EDS6: Develop a media campaign for the County promoting its strengths and assets.
- EDS7: Research and use national best practices to prepare “job ready” sites.
- EDS8: Annually revise Enterprise Zones to improves areas in the county suffering from disinvestment, underdevelopment and economic decline .
- EDS9: Pursue the development of more large scale family entertainment centers.
- EDS10: Establish a Development Advisory Council.
- EDS11: Increase resources to accelerate major nodal projects.
- EDS12: Use tax incentives and other techniques to encourage dine in restaurants to locate in DeKalb.
- EDS13: Work with General Motors and the City of Doraville in the re-development of the Doraville Plant.
- EDS14: Work with the Department of Labor, and employment offices to disseminate opportunities for employment in DeKalb County.
- EDS15: Involve the business community in the development of a unified approach to promote the strengths of the county.
- EDS16: Focus promotional marketing activities to attract and retain employment generating businesses.
- EDP17: Utilize existing agencies and organizations to further economic development goals.



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### 5.4 -3 Housing

#### ***Policies:***

- HP1: Protect established single family residential neighborhoods from encroachment by incompatible development.
- HP2: While meeting infill/historic guidelines, identify and encourage new and innovative approaches to quality residential development which expand housing opportunities and minimize public and private costs.
- HP3: Enhance the county's existing supply of housing.
- HP4: Improve the quality of apartment structures within DeKalb County.
- HP5: Mixed use developments shall include a variety of home styles, densities and price ranges in locations that are accessible to jobs and services.
- HP6: Alleviate barriers to homeownership.
- HP7: Develop design guidelines for residential infill that is compatible with the surrounding area.
- HP8: Prevent the occurrence of discrimination in housing on the basis of age, race, religion, sex, or national origin.
- HP9: Reduce the foreclosure rate in the County.
- HP10: Improve and develop healthy housing conditions in older housing.
- HP11: Provide quality housing conditions.
- HP12: Establish guidelines to incorporate workforce housing into residential developments. (*see Supplemental Policy Guidelines section 5.4-14.1*).
- HP13: Develop design guidelines and other requirements to create quality construction projects.
- HP14: Create cost effective ways to renovate housing occupied by seniors.

#### ***Strategies:***

- HS1: Encourage and improve the education of home ownership as an investment.
- HS2: Create a set of parameters to guide the construction of new homes in established communities that enhances the choices of existing property owners to remain or renovate.
- HS3: Promote infill development that respects the character and landscape of both the as-built and natural environment.
- HS4: Establish infill guidelines that are clearly written, illustrated, and presented for predictability.
- HS5: Create and promote initiatives to educate the public about healthy housing conditions to reduce home related health hazards.
- HS6: Establish an inclusionary zoning policy to assist the need for affordable housing.
- HS7: Create new and further support loss mitigation counseling, mortgage fraud prevention and awareness activities and other special initiatives with the lending community.
- HS8: Implement workforce housing incentives to create additional housing opportunities.
- HS9: Increase the availability of special needs housing to meet the growing population.
- HS10: Encourage the addition of low income units to meet increasing needs.
- HS11: Promote mixed use developments that allow for more affordable housing types in typical higher end developments.
- HS12: Encourage the preservation and adaptive reuse of historic structures for residential uses.
- HS13: Provide a variety of housing opportunities and choices to better accommodate the needs of residents.
- HS 14: Reinforce neighborhood stability by encouraging home ownership and the maintenance of existing properties
- HS15: Eliminate home related health hazards such as radon, mold, asbestos and lead based paint.
- HS16: Promote moderate density, traditional neighborhood style residential subdivisions.



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- HP17: Encourage housing for the elderly that is well planned, soundly financed and located within a pedestrian friendly, residential community.
- HP18: Improve the enforcement of building codes and standards to improve housing conditions.
- HP19: Work to implement the policies of the County's Bridge Builders Plan to improve the quality of life for seniors.

### **5.4 -5 Intergovernmental Coordination**

#### ***Policies:***

- ICP1: Expand intergovernmental coordination efforts with local governments within the County as well as neighboring counties.
- ICP2: Maximize the support of the regional development center (ARC) in fostering relationships with other governmental entities.
- ICP3: Cultivate relationships with other governmental agencies within the County.
- ICP4: Establish and implement improvements to the Service Delivery Strategy process.
- ICP5: Provide regional coordination between the county and surrounding jurisdictions to minimize impacts from development across jurisdictional boundaries.

#### ***Strategies:***

- ICS1: Continue to support the Community Council and improve the by-laws and meeting format.
- ICS2: Established more concise guidelines for Intergovernmental Agreements.
- ICS3: Consider the formation of county-wide coordination meetings to assist with intergovernmental issues.
- ICS4: Establish annual meetings between the County and Board of Education to improve communication.
- ICS5: Use third party groups to ensure coordination and cooperation amongst the county and other entities.
- ICS6: Work to improve the relationship between elected officials within the intergovernmental coordination process.

### **5.4 -6 Planning Process**

#### ***Policies:***

- PPP1: Actively involve the public in the planning process.
- PPP2: Reduce the number of annual changes to the land use plan and maps.
- PPP3: Actively work to update the Comprehensive Plan bi-annually.

#### ***Strategies:***

- PPS1: Use innovative participation and marketing techniques to increase public awareness.
- PPS2: Promote the creation of and support existing community and neighborhood organizations.
- PPS3: Work with the media to distribute planning materials and inform the public about planning related activities in the county.
- PPS4: Hold public meetings at various venues throughout the county.
- PPS5: Revise the re-zoning and land use designation process to reduce the number of changes.
- PPS6: Establish a DeKalb County Community Planning Participation program.
- PPS7: Create a Speakers Bureau to engage the public in the planning process.
- PPS8: Provide adequate staffing, training and equipment for the effective delivery of planning and development services.



**5.4 -7 Sense of Place**

***Policies:***

- SPP1: Develop and promote sense of place initiatives that will foster community interaction and pride.
- SPP2: Create pedestrian scale communities that focus on the relationship between the street, buildings, and people.
- SPP3: Encourage developments that are bicycle and pedestrian oriented with connections between different uses.
- SPP4: Enhance existing and develop new gateways throughout the county.
- SPP5: Implement design guidelines that create a sense of place.

***Strategies:***

- SPS1: Improve street character with constant signage, lighting, landscaping and other design features.
- SPS2: Create neighborhood focal points through the use of existing pockets parks and squares for community activities.
- SPS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- SPS4: Encourage the use of buffers between incompatible uses.
- SPS5: Develop and consider corridors and gateways that promote sense of place.
- SPS6: Create landmarks and signage to provide a sense of arrival and orientation (County Gateways).

**5.4 -8 Natural Resources**

***Policies:***

- NRP1: Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds and stream corridors.
- NRP2: Increase the amount, quality, connectivity and accessibility of greenspace.
- NRP3: Create a network of safe and pleasant trails and greenways.
- NRP4: Preserve trees and other natural resources to protect the environment and aesthetically enhance communities.
- NRP5: Establish land development practices that require open space to be set aside within development sites.
- NRP6: Preserve and protect historic character of the County including scenic views, and historic sites.

***Strategies:***

- NRS1: Encourage the creation of a network of trails and greenspace.
- NRS2: Encourage the use of innovative financing to facilitate open-space acquisition and preservation.
- NRS3: Implement zoning tools that preserve open space, natural resources and the environment.
- NRS4: Partner with nongovernmental organizations to acquire and protect land.
- NRS5: Encourage the development of innovative programs, such as transfer development rights.
- NRS6: Encourage techniques to reduce storm water runoff and other drainage issues as part of development activities.
- NRS7: Implement an information-gathering program to produce documentation and educate the public.
- NRS8: Enact guidelines and structural controls to minimize the affects of impervious surfaces.
- NRS9: Amend the Storm Water Quality Management Ordinance.
- NRS10: Encourage the preservation of open space, farmland, natural and critical environmental areas.
- NRS11: Design and locate buildings, roads, parking and landscaping to conform with the natural terrain and retain natural features.





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- NRS12: Implement measures in the State Erosion and Sediment Control Act.
- NRS13: Develop and protect nature preserves for significant ecosystems.
- NRS14: Develop a natural resource ordinance to preserve existing areas and develop management guidelines.
- NRS15: Encourage techniques to reduce storm water run-off and improve drainage as part of development activities.

### **5.4 -9 Historic Resources**

#### ***Policies:***

- HRP1: Encourage the preservation and adaptive reuse of rural and historic structures to promote a sense of place related to the heritage and rural character of communities.
- HRP2: Maintain the atmosphere of historic areas while accommodating new residential development.
- HRP3: Establish new and enforce ordinances to protect historic areas.

#### ***Strategies:***

- HRS1: Continue the preservation of Historic and Architectural Districts, structures and sites.
- HRS2: Complete the County-wide Historic Resource Survey
- HRS3: Identify additional historically significant sites and institute “formal protection” through historic preservation designation.
- HRS4: Develop urban design criteria for historic preservation districts.
- HRS5: Develop and implement educational programs on the significance and protection of historic properties.
- HRS6: Identify historic sites that need protection.

### **5.4 -10 Facilities and Services**

#### ***Policies:***

- FSP1: Encourage the identification and prioritization of community facility and service needs.
- FSP2: Promote the allocation of resources to meet the growing need of recreational facilities and services.
- FSP3: Address the impacts of new development on schools and other services.
- FSP4: Work closely with the school board in decisions for school sitings based on the Comprehensive Plan.
- FSP5: Provide well, designed and versatile recreational opportunities.
- FSP6: Increase the amount of park and recreational facilities throughout the county.
- FSP7: Ensure appropriate security and safety measures are available in all facilities.
- FSP8: Strengthen pedestrian linkages between residential areas and MARTA stops and stations.
- FSP9: Ensure the new developments provide an equitable share of the responsibility for the costs of new services and facilities.
- FSP10: Develop additional parks for active and passive recreational uses with a development plan for linkage.
- FSP11: Ensure that pubic facilities and services have the capacity to support new development.



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### **Strategies:**

- FSS1: Improve and increase the maintenance of existing park and recreational facilities.
- FSS2: Preserve existing facilities and develop additional facilities to meet the increasing demand.
- FSS3: Expand the hours of operation at libraries for public use.
- FSS4: Seek innovative funding sources to improve facilities and services in the county.
- FSS5: Aggressively recruit qualified candidates for employment.
- FSS6: Create and utilize tools that allow developers to share the costs of infrastructure improvements.
- FSS7: Develop a detailed security plan for public facilities to improve safety.
- FSS8: Attend meetings and develop a mutual relationship with the school board.
- FSS9: Continue to map storm water facilities and report the status of County efforts to the EPD.
- FSS10: Widen existing sidewalks and create new sidewalks in areas served by MARTA.
- FSS11: Create adopt and implementation of an Impact Fee ordinance.
- FSS12: Promote the intergovernmental coordination in the operation and expansion of community facilities and services.
- FSS13: Promote the use of underground utilities in new development projects.
- FSS14: Promote and maintain effective and professional public safety departments.

### **5.4-11 Public Health**

#### **Policies:**

- PHP1: Investigate the availability of health care services to all county residents.
- PHP2: Develop innovative polices and programs to improve county health.
- PHP3: Develop regional strategies to solving public health problems.
- PHP4: Work to identify, raise awareness and advocate for public health.
- PHP5: Develop and sustain an effective and efficient public health workforce in the County.
- PHP6: Increase cultural awareness and sensitivity among county employees.
- PHP7: Develop and encourage healthy workplaces and school environments.
- PHP8: Increase physical activities and programs in schools.

#### **Strategies:**

- PHS1: Expand existing clinics to meet the growing population
- PHS2: Expand hours / flexible schedules for staff and the delivery of health programs.
- PHS3: Provide non-traditional health care settings for teens and seniors.
- PHS4: Create school-based clinics in collaboration with the DeKalb County School System
- PHS5: Provide mobile health units as an additional public health resource.
- PHS6: Improve handicapped access at health center facilities.
- PHS7: Improve security for facilities to ensure the safety of residents.
- PHS8: Provide translation services and train staff on cultural norms and potential issues.
- PHS9: Partner with other health care providers to implement weight control and disease management strategies.
- PHS10: Provide healthy food options in public cafeterias.
- PHS11: Promote the use of stairs and encourage time for physical fitness.
- PHS12: Participate in partnerships with community and health groups.
- PHS13: Incorporate health and wellness into all senior programs and activities.
- PHS14: Increase case management services for special needs populations.
- PHS15: Maintain competitive salaries and training to attract and retain a skilled work force.
- PHS16: Translate brochures and other literature about public health into different languages.



**5.4 -12 Transportation**

***Policies:***

- TP1: Maintain and enhance an efficient, safe and reliable transportation system.
- TP2: Reduce cut-through traffic in residential neighborhoods.
- TP3: Alleviate traffic congestion in the County.
- TP5: Improve and provide parking, ensuring compatibility with community character.
- TP6: Coordinate land use and transportation planning and implementation.
- TP7: Support sustainable developments that are bicycle and pedestrian oriented with connections between different uses.
- TP8: Minimize environmental impacts from building and using the transportation system.
- TP9: Improve mobility by reducing congestion, enhancing system reliability and increasing available transportation choices.
- TP10: Enhance connectivity among major activity centers and locations.
- TP11: Enhance the safety of the transportation system.
- TP12: Improve transportation planning through effective inter-governmental coordination.
- TP13: Ensure that pedestrian safety is a top priority.
- TP14: Improve the use and accessibility mass transit.
- TP15: Development permits for rezoning, special use permits, variances and land disturbance permits must accompany a proposed truck route plan (for construction vehicles, the delivery and hauling of construction materials and equipment).
- TP16: Utilize access management and other traffic calming measures to reduce traffic and increase safety.

***Strategies:***

- TS1: Encourage the construction of sidewalks in new developments.
- TS2: Develop and implement a Parking Demand Management Study for unincorporated DeKalb.
- TS3: Continue to require developers to provide transportation improvements as needed for developments.
- TS4: Continue to strengthen regulations ensuring “complete streets”, the concept of planning, designing and constructing roadway facilities that accommodate pedestrian and bicycle modes.
- TS5: Work with GDOT to coordinate traffic signal timing along congested roadways to improve traffic flow.
- TS6: Allocate funding for road re-surfacing and drainage among other improvements.
- TS7: Develop park and ride lots where appropriate.
- TS8: Increase coordination within county departments, GRTA and the GDOT in roadway planning and other transportation project programming.
- TS9: Promote alternative forms of transportation such as transit, walking and cycling.
- TS10: Promote mixed use and other land use patterns that reduce automobile usage.
- TS11: Work with MARTA to extend service hours and service locations.
- TS12: Work with MARTA to increase ridership and to incorporate improvements at rail stations with pedestrian improvements in the county and surrounding community.
- TS13: Install crosswalks where pedestrian traffic is frequent.
- TS14: Adopt/Implement and consistently update the Comprehensive Transportation Plan and its projects.
- TS15: Identify areas such as right of ways and redevelopment areas to be used for trails and green space.
- TS16: Locate new developments and activities within easy walking distance of transportation facilities.



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- TS17: Work with organizations such as PATH and PEDS for the coordination of bicycle and pedestrian connections and safe school route programs.
- TS18: Continue to coordinate with ARC, GRTA and MARTA to ensure that the existing and future transit routes and stops are planned for and incorporated into both the regional transportation network and future land use plan.
- TS19: Coordinate with the Atlanta Regional Freight Mobility Plan, Buford Highway Multi-modal Corridor Study, Clifton Corridor Transit Feasibility and Connectivity Study and the Regional Bicycle and Pedestrian Plan Update.
- TS20: Require that Right-of-Ways (ROW) be set aside for future road widening or upgrades for all major developments.
- TS21: Utilize the development of street “stub outs” to improve connectivity.
- TS22: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).

### **5.4 -13 Land Use**

#### ***Policies:***

- LUP1: Identify and encourage the development of priority areas for new infill or redevelopment.
- LUP2: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- LUP3: Reinforce and promote existing and the new development of mixed use activity centers that serve a regional market.
- LUP4: Allow increased density to encourage urban lifestyles that support mixed use in activity centers.
- LUP5: Provide alternative modes of transportation to reduce automobile dependency.
- LUP6: Ensure that new development and redevelopment is compatible with existing residential areas.
- LUP7: Decrease the amount of land used for surface parking.
- LUP8: Improve the aesthetic appearance of developments along major corridors.
- LUP9: Provide clear and consistent standards in determining rezoning requests and land use amendments.
- LUP10: Support context sensitive design as a way to mitigate the impact of areas in transition to higher densities and intensities.
- LUP11: Limit the construction of non-residential development to discourage sprawl.
- LUP12: Require mandatory meetings with developers and builders when proposed developments are located within activity centers.
- LUP13: Enforce the Land Development Chapter (14) of the County Code to improve development within the County.
- LUP14: Strictly regulate existing commercial uses not recognized by the Future Development Map and considered non-conforming by Zoning Chapter 27 of the County Code.
- LUP15: Provide standards of development for retail, office and neighborhood serving commercial uses to protect the appeal and character of neighborhoods. (*see Supplemental Policy Guidelines section 5.4-14.2*)



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### ***Strategies:***

- LUS1: Locate developments in areas with direct access to existing infrastructure.
- LUS2: Ensure heavy vehicle access does not intrude on residential areas.
- LUS3: Encourage development within and near principal transportation corridors and activity centers.
- LUS4: Encourage the clustering of neighborhood and community shopping and office facilities in nodes with defined boundaries which are convenient to population concentrations, and major transportation facilities.
- LUS5: Encourage Master-Planned developments in the County.
- LUS6: Encourage Transit Oriented Development (TOD) in appropriate locations.
- LUS7: Promote the reclamation of Brownfield and Grey field development sites.
- LUS8: Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.
- LUS9: Encourage the use of buffers by large scale office, commercial, industrial, institutional and high density residential development to reduce noise and air pollution in residential neighborhoods.
- LUS10: Use urban design standards to improve the aesthetic appearance of the county.
- LUS11: Utilize design guidelines such as site planning, landscaping, hardscaping and architectural features to exhibit and enhance local character.
- LUS12: Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- LUS13: Create small area studies to address specific land uses issues where needed.
- LUS14: Establish inter-parcel connectivity in residential and commercial areas.
- LUS15: Promote the appropriate training and guidance for the Planning Commission and Board of Commissioners to ensure objective and consistent zoning standards are applied.
- LUS16: Implement GIS based planning efforts to improve visual awareness and planning analysis.
- LUS17: Illustrate complex concepts with photos, renderings and other imagery.
- LUS18: Encourage developers to work extensively with surrounding neighborhood residents to resolve community concerns prior to formalizing development plans.





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### 5.4 -13.1 Land Use (*Character Area Policies and Strategies*)

#### Conservation and Open Space Character Area

##### *Policies:*

- COCAP1: Preserve open space, natural and critical environmental areas throughout the County
- COCAP2: Protect environmentally-sensitive areas including wetlands, floodplains, water supply watersheds, and other water sources.
- COCAP3: Inform and educate the public of the benefits of protecting environmental areas.
- COCAP4: Increase the amount, quality, connectivity and accessibility of greenspace.
- COCAP5: Create a network of safe and pleasant trails and greenways.

##### *Strategies:*

- COCAS1: Inventory the amount and quality of green spaces within the county.
- COCAS2: Identify key properties or corridors for use as parks and greenways.
- COCAS3: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
- COCAS4: Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
- COCAS5: Design, implement and enforce land use and zoning tools that preserve conservation lands green space and water resources.
- COCAS6: Promote conservation and greenspace areas as passive use and recreation destinations.
- COCAS7: Utilize environmental statutes to protect conservation and green space areas.
- COCAS8: Use development mechanisms such as transfers of development rights, and conservation easements among others to acquire conservation and greenspace lands.
- COCAS9: Involve diverse stakeholders as partners in the preservation of our valuable resources.
- COCAS10: Encourage the use of Best Management Practices, as a means of protection from the impacts of development.
- COCAS11: Coordinate environmental protection programs and statutes with the appropriate agencies.
- COCAS12: Limit land uses within and near established preservation areas to compatible activities.
- COCAS13: Adopt/Implement the Comprehensive Transportation Plan pedestrian greenway projects.
- COCAS14: Require that open space is set aside for all major developments.
- COCAS15: Interconnect existing trails and recreation areas wherever possible.
- COCAS16: Identify areas such as right of ways and redevelopment areas to be used for trails and greenspace.
- COCAS17: Promote the development of communities that feature greenspace and neighborhood parks.
- COCAS18: Provide way finding/markers and appropriate signage along trail routes.
- COCAS19: Provide a framework for community and voluntary groups to participate in green space acquisition and management.
- COCAS20: Construct safe and convenient pedestrian access on trails, walkways and parks in the urbanized areas.



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**Rural Residential Character Area**

***Policies:***

- RRCAP1: Maintain the rural atmosphere while accommodating new residential development.
- RRCAP2: Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
- RRCAP3: The non-residential development in these areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
- RRCAP4: In an effort to protect single family neighborhoods, non residential development is not guaranteed on each quadrant of an qualifying intersection.
- RRCAP5: In an effort to prevent sprawl, the non residential development shall be limited to 400 feet of the intersection of a major road.
- RRCAP6: Non residential development shall be limited to 15,000 square feet and the total square footage allowed at a given qualifying intersection shall be 50,000 square feet.
- RRCAP7: Density increases shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.

***Strategies:***

- RRCAS1: Encourage compatible architecture styles that maintain the regional rural character.
- RRCAS2: Wherever possible, connect to a regional network of greenspace and trails for tourism and recreational purposes.
- RRCAS3: Design new developments with increased pedestrian orientation and access.
- RRCAS4: Design, implement and enforce land use and zoning tools that preserve the rural character.
- RRCAS5: Preserve natural areas (to retain rural character) by maintaining very low density residential development
- RRCAS6: Encourage rural clustering or conservation subdivision design that incorporate significant amounts of open space.
- RRCAS7: Encourage creative design solutions and financing for the purchase of open space and the transfer of development rights.
- RRCAS8: Encourage the preservation and adaptive reuse of rural and historic structures to promote a sense of place related to the heritage and rural character of communities.
- RRCAS9: Encourage the clustering of commercial development in rural areas to conserve the rural character of the community.
- RRCAS10: Use development mechanisms such as transfer of development rights, and conservation easements among others to acquire conservation and greenspace land.
- RRCAS11: Apply for National Register status where appropriate to protect historic structures and areas.
- RRCAS12: Encourage the use of Best Management Practices, as a means of protection from the impacts of development.
- RRCAS13: Limit land uses within and near established preservation areas to compatible activities.
- RRCAS14: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
- RRCAS15: Execute innovative financing tools for conservation area preservation and greenspace space acquisition.
- RRCAS16: Promote conservation and greenspace areas as passive use and recreation destinations.
- RRCAS17: Utilize environmental statues to protect conservation and green space areas.
- RRCAS18: Direct development to areas served by existing infrastructure.
- RRCAS19: Encourage developers to work extensively with residents to resolve community concerns prior to formalizing development plans.



**IMPLEMENTATION PROGRAM**

**Suburban Character Area**

***Policies:***

- SCAP1: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.
- SCAP2: Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
- SCAP3: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- SCAP4: In appropriate locations encourage residential development to conform with traditional neighborhood development principles including a higher mix of uses, improved pedestrian vehicular activity and increased pedestrian access to retail and other activities.
- SCAP5: Actively involve the public in the planning process.
- SCAP6: The non-residential development in suburban areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
- SCAP7: Provide parking in commercial areas with improved vehicular access.
- SCAP8: Small scale nonresidential development shall be limited to qualifying intersections (collector roadway and above).
- SCAP9: Density increases shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.
- SCAS10: Implement traffic calming measures to minimize traffic congestion and speeding in residential areas.
- SCAS11: Locate development and activities within easy walking distance of transportation facilities.

***Strategies:***

- SCAS1: Enforce residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
- SCAS2: In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.
- SCAS3: Add traffic calming improvements, sidewalks, and increased street interconnections to improve walk-ability within existing neighborhoods.
- SCAS4: Wherever possible, connect to a regional network of greenspace and trails, available to pedestrians, and bicyclists for both tourism and recreational purposes.
- SCAS5: Promote strong connectivity and continuity between existing and new developments.
- SCAS6: Promote street design that fosters traffic calming including narrower residential streets, on-street parking, and the addition of bicycle and pedestrian facilities.
- SCAS7: Encourage good vehicular and pedestrian/bike connections to retail/commercial services as well as internal street connectivity, connectivity to adjacent properties/subdivisions, and multiple site access points.
- SCAS8: Provide a variety of transportation alternatives such as bicycle and pedestrian paths and greenway areas.
- SCAS9: In planned residential developments, create small pedestrian oriented neighborhood commercial uses to reduce the travel time to obtain basic goods and services as well as automobile dependency.
- SCAS10: Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.
- SCAS11: Promote moderate density, traditional neighborhood development style residential subdivisions, which may utilize alley ways and rear vehicular access.



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- SCAS12: Encourage Master-Planned developments in the County that are self sustaining.
- SCAS13: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity to other uses.
- SCAS14: Locate commercial uses in established suburban areas on roadways classified as collectors and higher to allow for a more vehicular orientation with drive-troughs and more parking in the front.
- SCAS15: Promote the protection single family neighborhoods by not guaranteeing non residential development on each quadrant of a qualifying intersection.
- SCAS16: Where appropriate, promote mixed use developments to reduce the travel time to obtain basic goods and services as well as automobile dependency.
- SCAS17: Create neighborhood focal points through the use of existing pockets parks and squares for community activities
- SCAS18: Create neighborhood focal points by locating schools, community centers, or well-designed small commercial centers at suitable locations within walking distance of residences.
- SCAS19: Improve street character with consistent signage, lighting, landscaping and other design features.
- SCAS20: Encourage compatible architecture styles that maintain regional and neighborhood character.
- SCAS21: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- SCAS22: Create a structure of lots, blocks, and streets that clearly define the public and private realm.
- SCAS24: Permit accessory housing units, or new well-designed, small-scale infill multifamily residences to increase neighborhood density and income diversity.
- SCAS25: Provide an appropriate mix of housing styles and choices, allowing citizens of different economic levels to reside together.
- SCAS26: Encourage developers to work extensively with residents to resolve community concerns prior to formalizing development plans.

**Traditional Neighborhood Character Area**

***Policies:***

- TNCAP1: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- TNCAP2: Protect stable neighborhoods from incompatible development that could alter established residential development patterns and density.
- TNCAP3: Protect stable neighborhoods adjacent Activity Centers from incompatible development that could alter established residential development patterns and density.
- TNCAP4: Create neighborhood shopping that is pedestrian oriented and located at intersections of roadways.
- TNCAP5: The non-residential development in these areas shall be limited to small-scale convenience goods/services to meet the needs of the surrounding residents.
- TNCAP6: Promote the protection single family neighborhoods by not guaranteeing non residential development on each quadrant of a qualifying intersection.
- TNCAP7: Density increases shall be evaluated for their impact on county facilities and shall not degrade the overall quality of service delivery and quality of life for the surrounding established neighborhood.



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### ***Strategies:***

- TNCAS1: Utilize vacant properties in the neighborhood as an opportunity for the infill development of compatible structures.
- TNCAS2: Provide an appropriate mix of housing to allow citizens of different economic levels to reside together.
- TNCAS3: Reinforce neighborhood stability by encouraging home ownership and the maintenance or upgrade of existing properties.
- TNCAS4: Design, implement and enforce land use and zoning tools to limit land uses within and near established traditional neighborhood areas to compatible activities.
- TNCAS5: Enforce existing residential infill development regulations in efforts to preserve and stabilize existing neighborhoods.
- TNCAS6: In areas adjacent to Activity Centers, require the transition of higher densities/intensities to occur within Activity Center and abiding by the delineated Activity Center boundary.
- TNCAS7: Implement traffic calming and access management measures to minimize traffic congestion and speeding in residential areas.
- TNCAS8: Connect new streets and minimize or prohibit cul-de-sacs to disperse traffic, shorten walking/biking trips.
- TNCAS9: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages walking, socialization biking and connectivity.
- TNCAS10: Locate schools and other public facilities within walking distances of the neighborhood center to promote bicycle and pedestrian activities.
- TNCAS11: Locate commercial structures near the street front, with parking to the side or rear of buildings, making neighborhoods more attractive and pedestrian friendly.
- TNCAS12: Create neighborhood focal points through the use of existing pocket parks and squares for community activities.
- TNCAS13: Encourage compatible architecture styles that maintain regional and neighborhood character.
- TNCAS14: Promote sense of place initiatives such as public art, fountains, plazas, signage and other design guidelines to improve the public realm.





## ***IMPLEMENTATION PROGRAM***

### **Neighborhood Center Character Area**

#### ***Policies:***

- NCCAP1: Promote sense of place initiatives.
- NCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- NCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
- NCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- NCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- NCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- NCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- NCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- NCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

#### ***Strategies:***

- NCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
- NCCAS2: Create neighborhood focal points through the use of existing pocket parks and squares for community activities.
- NCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- NCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- NCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
- NCCAS6: Create neighborhood activity centers at appropriate locations, as focal points, while providing a suitable location for appropriate retail establishments.
- NCCAS7: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- NCCAS8: Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
- NCCAS9: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.
- NCCAS10: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- NCCAS11: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- NCCAS12: Use design guidelines and regulations for aesthetic enhancements.
- NCCAS13: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- NCCAS14: Design new developments for increased pedestrian orientation and access.
- NCCAS15: Make streetscape improvements to enhance thoroughfares



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- NCCAS16: Organize circulation patterns through traffic calming techniques and access management.
- NCCAS17: Design for each center should be pedestrian-oriented with walkable connections between different uses.
- NCCAS18: Create linkages to adjacent greenspace.
- NCCAS19: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- NCCAS20: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- NCCAS21: Each Neighborhood Center should include a medium- high density mix of retail, office, services, and employment to serve neighborhoods.

### **Town Center Character Area**

#### ***Policies:***

- TCCAP1: Promote sense of place initiatives.
- TCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- TCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
- TCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- TCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- TCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- TCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- TCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- TCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

#### ***Strategies:***

- TCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
- TCCAS2: Create focal points through the use of existing pocket parks and squares for community activities.
- TCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- TCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- TCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
- TCCAS6: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- TCCAS7: Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
- TCCAS8: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity.



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- TCCAS9: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- TCCAS10: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- TCCAS11: Use design guidelines and regulations for aesthetic enhancements.
- TCCAS12: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- TCCAS13: Design new developments for increased pedestrian orientation and access.
- TCCAS14: Make streetscape improvements to enhance thoroughfares
- TCCAS15: Organize circulation patterns through traffic calming techniques and access management.
- TCCAS16: Design for each center should be pedestrian-oriented with walkable connections between different uses.
- TCCAS17: Create linkages to adjacent greenspace.
- TCCAS18: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- TCCAS19: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- TCCAS20: Each Town Center should include a high-density mix of retail, office, services, and employment to serve several neighborhoods.



## ***IMPLEMENTATION PROGRAM***

### **Regional Center Character Area**

#### ***Policies:***

- RCCAP1: Promote sense of place initiatives.
- RCCAP2: Preserve and enhance the integrity and quality of existing residential neighborhoods.
- RCCAP3: Foster retrofitting for conformity with traditional neighborhood principles.
- RCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscaping and people.
- RCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- RCCAP6: Require greater setbacks and/or transitional buffers for developments when located adjacent to lower density residential uses.
- RCCAP7: Require the incorporation of enhanced buffers in efforts to protect single family neighborhoods.
- RCCAP8: Require the consideration of staggered height implementation when developments are adjacent to single family residential neighborhoods.
- RCCAP9: Create small area plans and overlays for activity centers as a way to further refine the countywide nodal/activity center concept.

#### ***Strategies:***

- RCCAS1: Improve street character with consistent signage, lighting, landscaping and other design features
- RCCAS2: Create focal points through the use of existing pocket parks and squares for community activities.
- RCCAS3: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- RCCAS4: Utilize vacant properties in the neighborhood as an opportunity for infill development of compatible structures.
- RCCAS5: Clearly define road edges by locating buildings near the roadside with parking in the rear.
- RCCAS6: Promote activities to highlight historic and cultural assets in the community and provide opportunities for community interaction.
- RCCAS7: Encourage that all development and redevelopment in activity centers provide open space and/or contribute to the public realm with wider public sidewalks, pedestrian linkages and other design guidelines.
- RCCAS8: Promote healthy living in neighborhoods by incorporating a pedestrian environment that encourages socialization, walking, biking and connectivity
- RCCAS9: Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels.
- RCCAS10: Enhance the pedestrian-friendly environment, by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities.
- RCCAS11: Use design guidelines and regulations for aesthetic enhancements.
- RCCAS12: Create and implement zoning and land use tools to limit the expansion of incompatible uses.
- RCCAS13: Design new developments for increased pedestrian orientation and access.
- RCCAS14: Make streetscape improvements to enhance thoroughfares.
- RCCAS15: Organize circulation patterns through traffic calming techniques and access management.
- RCCAS16: Design for each center should be pedestrian-oriented with walkable connections between different uses.



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- RCCAS17: Create linkages to adjacent greenspace.
- RCCAS18: Add traffic calming improvements, sidewalks, and increased street interconnections to increase safety and improve walk-ability.
- RCCAS19: Promote new and redevelopment at or near activity centers as a means of reducing vehicle miles traveled (VMT).
- RCCAS20: Each Regional Center should include a very high-density mix of retail, office, services, and employment to serve several neighborhoods.

### **Office Park Character Area**

#### ***Policies:***

- OPCAP1: Implement techniques to reduce stormwater run-off and improve drainage.
- OPCAP2: Promote the protection of adjacent structures and businesses from visual impacts.
- OPCAP3: Provide transportation alternatives to reduce automobile dependency.
- OPCAP4: Locate developments in areas with direct access to existing infrastructure.
- OPCAP5: Provide mixed use developed that includes a variety of home densities and price ranges in locations that are accessible to jobs and services.
- OPCAP6: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.

#### ***Strategies:***

- OPCAS1: Implement and enforce standards for impervious surfaces.
- OPCAS2: Utilize Best Management Practices (BMP's) to reduce development impacts.
- OPCAS3: Utilize and enforce environmental ordinances.
- OPCAS4: Use landscaping and other buffers to separate developments from surrounding uses.
- OPCAS5: Create and implement performance and aesthetic standards to protect adjacent properties.
- OPCAS6: Create and implement driveway controls and access management standards.
- OPCAS7: Promote ridesharing and telecommuting activities
- OPCAS8: Connect developments with nearby greenspace and bicycle and pedestrian facilities.
- OPCAS9: Promote transit oriented development in the areas.
- OPCAS10: Provide safe and accessible areas for bicycle parking
- OPCAS11: Provide incentives to encourage transit compatible development.
- OPCAS12: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
- OPCAS13: Initiate recruiting efforts to attract desired businesses and employers.
- OPCAS14: Designate specific areas through the use of zoning and other land use tools for developments of this type.
- OPCAS15: Promote the location of accessory commercial uses to support worker activity.
- OPCAS16: Promote residential development with higher density housing options adjacent to employment centers, targeted to a broad range of income levels.
- OPCAS17: Promote the interconnectivity of office parks with adjacent residential and commercial areas





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**Institutional Character Area**

***Policies:***

- INSCAP1: Ensure that institutional land is compatible with adjacent uses.
- INSCAP2: Protect adjacent structures from visual impacts.
- INSCAP3: Provide transportation alternatives to reduce automobile dependency.
- INSCAP4: Locate developments in areas with direct access to existing infrastructure.
- INSCAP5: Provide opportunities for the development of institutional uses within the County.

***Strategies:***

- INSCAS1: Use landscaping and other buffering to separate developments from surrounding uses.
- INSCAS2: Create and implement performance and aesthetic standards to protect adjacent properties.
- INSCAS3: Create and implement driveway controls and access management standards.
- INSCAS4: Promote the location of accessory commercial uses to support worker activity.
- INSCAS5: Provide direct connections to nearby networks of greenspace or trails, available to pedestrians, and bicyclists.
- INSCAS6: Organize circulation patterns through traffic calming techniques and access management.
- INSCAS7: Locate development and activities within easy walking distance of transportation facilities.
- INSCAS8: Create and implement zoning and land use tools to limit the expansion of incompatible uses.

**Light Industrial Character Area**

***Policies:***

- LICAP1: Provide appropriate infrastructure support for industrial development in designated industrial areas.
- LICAP2: Protect surrounding areas from the negative impacts of noise and light pollutants.
- LICAP3: Develop or retrofit appropriate facilities and infrastructure as part of a planned industrial park.
- LICAP4: Prohibit the encroachment of industrial uses into established residential areas.
- LICAP5: Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
- LICAP6: Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
- LICAP7: Minimize the re-zoning of light industrial properties to residential uses.

***Strategies:***

- LICAS1: Encourage the use of buffering to reduce the noise and light pollution in residential areas.
- LICAS2: Designate specific areas through the use of zoning and other land use tools for developments of this type.
- LICAS3: Develop or, where possible, retrofit as part of planned industrial park having adequate water, sewer, storm-water, and transportation infrastructure for all component uses at build-out.
- LICAS4: Locate industrial centers in areas with good access to highway areas.
- LICAS5: Promote heavy vehicle access roads in compatible areas.
- LICAS6: Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- LICAS7: Create and implement zoning and development regulations for industrial uses.
- LICAS8: Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.



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- LICAS9: Provide access controls and management standards.
- LICAS10: Create performance standards for visual and environmental impacts.
- LICAS11: Incorporate aesthetic guidelines to enhance quality of development.

**Industrial Character Area**

***Policies:***

- ICAP1: Provide appropriate infrastructure support for industrial development in designated industrial areas
- ICAP2: Ensure heavy vehicle access does not intrude on residential areas.
- ICAP3: Protect surrounding areas from the negative impacts of noise and air pollutants
- ICAP4: Develop or retrofit appropriate facilities and infrastructure as part of a planned industrial park.
- ICAP5: Prohibit the encroachment of industrial uses into established residential areas.
- ICAP6: Direct development to industrial districts located in areas with compatible soils drainage and other environmental characteristics.
- ICAP7: Protect existing and zoned industrial lands from unnecessary intrusion by conflicting land uses.
- ICAP8: Minimize the re-zoning of industrial properties to residential uses.

***Strategies:***

- ICAS1: Designate specific areas through the use of zoning and other land use tools for developments of this type.
- ICAS2: Locate industrial centers in areas with good access to highway areas.
- ICAS3: Promote heavy vehicle access roads in compatible areas.
- ICAS4: Incorporate landscaping and site design to soften or shield views of buildings and parking lots, loading docks, etc.
- ICAS5: Create and implement zoning and development regulations for industrial uses.
- ICAS6: Designate truck routes to reduce noise, pollutants and traffic congestion in residential areas.
- ICAS7: Provide access controls and management standards.
- ICAS8: Create performance standards for visual and environmental impacts.
- ICAS9: Incorporate signage and lighting guidelines to enhance quality of development.

**Scenic Corridor Character Area**

***Policies:***

- SCCAP1: Maintain the natural and environmental features along and near corridors.
- SCCAP2: Protect scenic views and historic features.
- SCCAP3: Ensure that development is consistent with the surrounding area.
- SCCAS4: Design, implement and enforce land use and zoning tools that preserve the character of the community.



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### **Strategies:**

- SCCAS1: Partner with non governmental agencies such as foundations, land trusts and other entities to acquire and protect land.
- SCCAS2: Execute innovative financing tools for preservation and land acquisition.
- SCCAS3: Coordinate environmental protection programs and statues with the appropriate governmental agencies.
- SCCAS4: Create and implement zoning and development regulations.
- SCCAS5: Limit land uses within and near established preservation areas to compatible activities.
- SCCAS6: Establish guidelines for development to protect characteristics deemed to have scenic or historic value.
- SCCAS7: Enact guidelines for new development that enhances the scenic value of the corridor and addresses landscaping and architectural design.

### **Commercial Redevelopment Corridor Character Area**

#### **Policies:**

- CRCCAP1: Provide safe and attractive facilities for bicyclists and pedestrians.
- CRCCAP2: Provide transportation alternatives to reduce automobile dependency.
- CRCCAP3: Redevelop older strip commercial centers in to viable mixed-use developments along the corridor.
- CRCCAP4: Create pedestrian scale communities that focus on the relationship between the street, buildings, streetscape improvements and people.
- CRCCAP5: Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.
- CRCCAP6: Cluster high density development at nodes & along major corridors outside of established residential areas.
- CRCCAP7: Enhance the visual appearance of commercial structures in a state of disinvestment, underdevelopment and decline.

#### **Strategies:**

- CRCCAS1: Use landscaping and other buffers to protect pedestrians from heavy traffic.
- CRCCAS2: Create and implement performance and aesthetic standards to improve visual appearance.
- CRCCAS3: Implement signage and billboard controls.
- CRCCAS4: Require parking to the side or rear of buildings.
- CRCCAS5: Promote parcel interconnectivity.
- CRCCAS6: Promote transit oriented development.
- CRCCAS7: Provide safe and accessible areas for bicycle parking.
- CRCCAS8: Provide incentives to encourage transit compatible development.
- CRCCAS9: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.
- CRCCAS10: Create and implement driveway controls and access management standards.
- CRCCAS11: Establish tree preservation and landscaping standards.
- CRCCAS12: Focus development on parcels that abut or have access to the designated Commercial Redevelopment Corridor.
- CRCCAS13: In appropriate locations, build new commercial structures closer to street on existing under utilized parking lots creating internal smaller or decked parking.
- CRCCAS14: Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.



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- CRCCAS15: Reinforce stability by encouraging the maintenance of or upgrade of existing properties.
- CRCCAS16: Focus on strategic public investment to improve conditions, appropriate infill development on scattered vacant sites.

### **Highway Corridor Character Area**

#### ***Policies:***

- HCCAP1: As corridors move away from nodal centers, focus on vehicular safety, traffic flow and corridor appearance.
- HCCAP2: Maintain a natural vegetation buffer along corridors where appropriate.
- HCCAP3: Provide transportation alternatives to reduce automobile dependency.
- HCCAP4: Locate higher-intensity/density developments along corridors while protecting established residential neighborhoods from encroachment and maintaining traffic flow.
- HCCAP5: Enhance the visual appearance of commercial structures in a state of disinvestment, underdevelopment and decline.

#### ***Strategies:***

- HCCAS1: Implement signage and billboard controls to improve the visual appearance of corridors
- HCCAS2: Promote parcel interconnectivity for improved accessibility between uses.
- HCCAS3: Promote transit oriented development in appropriate areas.
- HCCAS4: Provide incentives to encourage transit compatible development.
- HCCAS5: Cluster high density development along major corridors.
- HCCAS6: Create and implement driveway controls and access management standards.
- HCCAS7: Establish tree preservation and landscaping standards to enhance corridor appearance.
- HCCAS8: Upgrade the appearance of existing older, commercial buildings with façade improvements and architectural elements.



## **5.4-14 Supplemental Policy Guidelines**

### ***5.4-14.1 Workforce Housing Density Bonus***

The following conditions shall apply to qualify for all of the affordable housing density and / or FAR bonuses.

1. In projects using the Workforce Housing Density Bonus, at least 20% of the total dwelling units (rounded up) must be reserved for households between 61% to 105% of median income for the Atlanta metropolitan area.
2. The reserved units must be of compatible quality and appearance to the other units in the development. In large developments, every effort shall be made to mix the designated workforce housing units among the remaining units to avoid economic segregation.
3. When supplying rental housing, the applicant must, through a restrictive covenant, deed restriction, bylaws of the subdivision association, mortgage or property deed clause, or other method acceptable to the County, satisfactorily guarantee that designated affordable rental housing units, permitted under this density bonus, remain reserved for eligible households for a period of at least 12 years, or for some other time period as determined by the County.
4. All reserved dwelling units which are intended for home ownership shall be sold only to qualified workforce wage (moderate income) buyers. No further restrictions shall apply to the future sale of such homes unless required by the provisions of associated subsidized financing programs.
5. Proof of such guarantees must be submitted and /or recorded for all units (both rental and home ownership) prior to the permitting of any additional units in excess of that permitted by the underlying land use category.
6. Definitions of qualifying households (moderate income households) shall be determined by the U.S. Department of Housing and Urban Development and shall be adjusted annually or as appropriate.
7. Notwithstanding the requirements of the Workforce Housing Density Bonus above, all projects utilizing the workforce housing bonus must be programmed to be served by both public water and public sewer prior to the issuance of a Certificate of Occupancy on the project.
8. Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatible densities need not be interpreted as “comparable” or “the same as” surrounding developments, if adequate provisions for transitioning to higher densities is required and met by, but not limited to, such means as buffering, setbacks, coordinated architectural devices and graduated height
9. Nothing in this section shall be construed as guaranteeing the achievement of the density increase or any portion thereof, as provided for in this section.





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### ***5.4-14.2 Development Standards for Neighborhood Commercial Uses***

The following standards which will apply to all retail, office and other neighborhood serving commercial uses are:

1. To provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Development Map;
2. To establish a maximum square footage for each proposed neighborhood serving commercial activity intersection to ensure that the scale of neighborhood and general types of commercial uses, is generally consistent with surrounding residential character; and
3. To establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate ingress/egress can be provided.

The location of neighborhood serving commercial uses shall be limited to appropriate intersections as defined, so as to facilitate the determination of areas within which neighborhood serving commercial uses may, and may not, be expected to develop in the future, and to maintain the vehicular capacity of public roads by discouraging linear (“strip”) neighborhood serving commercial development and the multiple access points which accompany such linear neighborhood serving commercial development. Neighborhood Commercial uses shall be:

- Located within 400 feet of the intersection of a collector road and higher;
- A maximum square footage of 15,000 square feet for the proposed use; and
- Limited to 50,000 cumulative square feet at the intersection including quadrants.
- Require new commercial developments to locate adjacent to existing structures to create contiguous commercial districts and to avoid leap frog type development.

Initially these areas should remain relatively small in size, traffic generation, and serve the needs of the immediate residential community by decreasing the driving distance for local demand. In the future, these centers may be considered as “emerging” neighborhood activity centers. The appropriate land use amendment shall be initiated to accommodate such growth.



### ***5.5 Implementation Conversion Table (2007)***

During the interim period, prior to the adoption of the revised Zoning Code, the Implementation Policies of the Community Agenda shall serve as a “guide” to be used by residents, staff, developers, contractors, and elected officials in making zoning decisions.

As a result, the Implementation Conversion Table (Tables 5-3 and 5-4) shall serve as a “guide” to be used by County residents, staff, developers, contractors, and elected officials in making land use and zoning decisions. The table is also supported by information provided in Tables 5-5 and 5-6, which provide Land Use Designations, Zoning Classifications and the Land Use Terms and Definitions.

The basic premise of the tables are to illustrate which zoning districts from the existing code and the existing ***DeKalb County Comprehensive Plan (1996)*** is consistent with each of the new future land use designations of the ***DeKalb County Comprehensive Plan (2025)***. Based on the tables, only zoning districts indicated with an (X) are permitted in the new Future Land Use designations. If there is no (X) indicated, the petitioner will have to initiate a plan amendment or change to a different Future Land Use designation that accommodates the proposed zoning district. **There is NO guarantee that the request will be approved.** Although some zoning districts may be consistent with the density of the Future Development Plan, the zoning classification may not be encouraged or supported when they contradict the spirit and intent of the Future Development Plan.

The following is a list of questions and answers that relate to land use amendments and re-zonings under the 2025 Comprehensive Plan:

**When can I apply for a land use amendment or zoning change?** - Future Land Use Map Amendments and Zoning Change applications will be accepted based on the Board of Commissioner (BOC) adopted Future Land Use/Zoning Calendar. The calendar indicates deadlines and specific months for each land use, zoning, and special land use applications.

**What are the requirements for a zoning change?** - In December 2006, the Planning and Development Department established a new checklist for future land use amendment and zoning change application submittals. The new process requires a pre-submittal meeting with staff, meeting with community groups, and a site plan. For more specific information, please pick up the Land Use Plan Amendment Application Checklist or Rezoning Application Checklist. \*Note that the posting of the subject property will occur prior to the Community Council Meeting.

**How will zoning decisions be made?** - The staff will evaluate each application based on the adopted Community Agenda, specific policies within each Future Development Plan designation, bulk standards of the existing zoning district (Chapter 27 of County Code), compatibility with surrounding land uses, and impacts on public facilities. A staff recommendation will be made to the Planning Commission. The Planning Commission will make a recommendation which will be combined with staff recommendation to the BOC. The BOC will make the final decision. The same public notice requirements apply.

**Are there are guidelines used by staff in making recommendations?** - The Community Agenda is based on Nodes and Activity Centers. The guiding principle for future development is to concentrate higher intensities and densities in the activity centers identified on the Future Development Plan. Sensitivity along the periphery of a proposed development is encouraged as new development should “transition” to the existing adjacent neighborhoods.



**IMPLEMENTATION PROGRAM**

**Table 5-3  
Implementation Conversion Table  
Non-Residential**

Old 1996 Plan (Land Use Designations)	Zoning Classifications										New 2025 Plan (Land Use Designations)	
	NS	C-1	O-I	C-2	OIT	OCR	OD	M	M-2	PCD*		
Agriculture (AGR)	x											Rural Residential (RR) 0-4 du/ac (10,890)
Low Intensity Commercial (LIC)	x	x	x									Suburban (SUB) 0-8 du/ac (5,445)
Low Intensity Commercial (LIC)	x	x	x									Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Low Intensity Commercial (LIC)	x	x	x		x	x					x	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Intensity Commercial (HIC)		x	x	x	x	x					x	Town Center (TC) up to 60 du/ac (1,452)
Office Mixed Use (OMX)		x	x	x	x	x					x	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)												TCU (Allowed in all zoning districts)
Institutional (INS)			x		x							Institutional (INS) (Allowed in all zoning districts)
Office Professional (OP)	x	x	x	x	x	x	x				x	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)												Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Intensity Commercial (LIC)	x	x	x	x	x	x	x	x	x	x	x	Scenic Corridor (SC) (Allowed in all zoning districts)
Industrial (IND)		x	x	x		x	x	x	x			Light Industrial and Industrial (IND) & (LIND)
Low Intensity Commercial (LIC)		x	x	x	x	x	x				x	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)		x	x	x	x		x	x	x	x	x	Highway Corridor (HC) 18 to 30 du/ac

\*PCD - This category consist of PCD -1, PCD -2 and PCD -3

The specific category allowed is based on Community Agenda policies, compatibility with adjacent land use, and locational criteria.

\*INS - Smaller institutional types (<15du/acre) allowed as special exception in all other districts.



**IMPLEMENTATION PROGRAM**

**Table 5-4A**

**Implementation Conversion Table  
Residential**

Old 1996 Plan Min Lot Area/Width	Zoning Classifications											New 2025 Plan
	NS	R-200 1 acre/200	R-150 1 acre/150	R-30,000 85/30,000	R-20,000 85/20,000	R-100 100/15,000	R-85 85/12,000	R-75 75/10,000	R-60 60/8,000	TND	NCD	
Agriculture (AGR)	X	X								N/A	N/A	Rural Residential (RR) 0-4 du/ac (10,890)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	X	X	X	X		N/A	N/A	Rural Residential (RR) 0-4 du/ac (10,890)
Low Medium Density Residential (LMR) up to 8 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Suburban (SUB) 0-8 du/ac (5,445)
Medium Density Residential (MDR) up to 12 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Medium High Density Residential (MHR) 18 du/ac	X									N/A	N/A	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Density Residential (HDR) 30 du/ac										N/A	N/A	Town Center (TC) up to 60 du/ac (1,452)
Very High Density Residential (VHR) 35+ du/ac										N/A	N/A	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)										N/A	N/A	TCU (Allowed in all zoning districts)
Institutional (INS)										N/A	N/A	Institutional (INS) (Allowed in all zoning districts)
Office Professional (OPR)										N/A	N/A	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)										N/A	N/A	Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	X	X	X	X	X	N/A	N/A	Scenic Corridor (SC) (Allowed in all zoning districts)
Low Intensity Commercial (LIC)		X	X	X	X	X	X	X	X	N/A	N/A	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)										N/A	N/A	Highway Corridor (HC) up to 30 du/ac

\* 25% Bonus for Workforce Housing

\* Densities are gross units per acre. Developers will have to make accommodations for roadways, drainage, sidewalks, utilities, etc

\*The 2025 Comprehensive Plan recognizes "existing" parcels zoned TND, RCH, and RCD as consistent. Development may take place on or modifications may be done to such properties, consistent with the codified regulations. However, future rezoning to these districts is prohibited.



**IMPLEMENTATION PROGRAM**

**Table 5-4B**

**Implementation Conversion Table**

Old 1996 Plan Min Lot Area/Width	Residential Zoning Classifications												New 2025 Plan
	R-A5 6,000SF	R-50 6,000SF	RA-8 6,000SF	R-DT	MHP	RM-150 6du/ac	RM-100 12du/ac	RCH/ RCD	RM-85 14du/ac	RM-75 18du/ac	RMHD 30du/ac	PCD*	
Agriculture (AGR)					N/A			N/A					Rural Residential (RR) 0-4 du/ac (10,890)
Low Density Residential (LDR) 0-4 du/ac					N/A			N/A					Rural Residential (RR) 0-4 du/ac (10,890)
Low Medium Density Residential (LMR) up to 8 du/ac	X	X	X	X	N/A	X		N/A					Suburban (SUB) 0-8 du/ac (5,445)
Medium Density Residential (MDR) up to 12 du/ac	X	X	X	X	N/A	X	X	N/A				X	Traditional Neighborhood (TN) up to 12 du/ac (3,630)
Medium High Density Residential (MHR) 18 du/ac					N/A		X	N/A	X	X		X	Neighborhood Center (NC) up to 24 du/ac (2,420)
High Density Residential (HDR) 30 du/ac					N/A		X	N/A	X	X	X	X	Town Center (TC) up to 60 du/ac (1,452)
Very High Density Residential (VHR) 35+ du/ac					N/A		X	N/A	X	X	X	X	Regional Center (RC) up to 120 + du/ac (363)
Transportation Communication Utilities (TCU)					N/A			N/A					TCU (Allowed in all zoning districts)
Institutional (INS)					N/A			N/A					Institutional (INS) (Allowed in all zoning districts)
Office Professional (OPR)					N/A			N/A			X	X	Office Park (OP) 18-30 du/ac
Public Private Parks and Open Space (POS)					N/A			N/A					Conservation and Open Space (COS) (Allowed in all zoning districts)
Low Density Residential (LDR) 0-4 du/ac	X	X	X	X	N/A	X	X	N/A	X	X	X	X	Scenic Corridor (SC) Allowed in all designations
Low Intensity Commercial (LIC)	X	X	X	X	N/A	X	X	N/A	X	X		X	Commercial Redevelopment Corridor (CRC) 0-18 du/ac
High Intensity Commercial (HIC)					N/A			N/A			X	X	Highway Corridor (HC) up to 30 du/ac

\*PCD - This category consists of PC-1 PC-2 and/or PC-3

\* 25% Bonus for Workforce Housing

\* Densities are gross units per acre. Developers will have to make accommodations for roadways, drainage, sidewalks, utilities, etc

\*The 2025 Comprehensive Plan recognizes "existing" parcels zoned TND, RCH, and RCD as consistent. Development may take place on or modifications may be done to such properties, consistent with the codified regulations. However, future rezoning to these districts is prohibited.





**IMPLEMENTATION PROGRAM**

**Table 5-5  
Land Use Categories and Zoning Classifications**

<b>Old 1996 Plan (Land Use/Zoning)</b>	<b>New 2025 Plan (Character Area/Zoning)</b>
<b>Low Density Residential (LDR)</b> R-200; R-150; R-100; R-85; R-75; R30,000; R20,000; R-60; TND and NCD	<b>Rural Residential (RR)</b> NS; R-200; R-150; R-100; R-85; R-75; R30,000 R20,000 and; NCD
<b>Low-Medium Density Residential (LMR)</b> R-A5; RA-8; R-DT; R-60; R50; RM-150; MHP and all districts permitted in LDR	<b>Suburban (SUB)</b> NS; C-1; O-I; R-200; R-150;R-30,000, R-20,000, R-100; R-85; R-75; R-60; R-A5; R-50;R-A8; R-DT; and RM-150
<b>Medium Density Residential (MDR)</b> RM-100 and all districts permitted in LDR and LMR categories	<b>Traditional Neighborhood (TN)</b> NS; C-1; O-I; R-200; R-150;R-30,000, R-20,000, R-100; R-85; R-75; R-60; R-A5; R-50;R-A8; R-DT; RM-150; RM-100 and PCD
<b>Medium-High Density Residential (MHR)</b> RM-75; RM-85 and all districts permitted in LDR; LMR and MDR	<b>Neighborhood Center (NC)</b> NS, C-1; O-I; O-I-T; OCR; RM-100; RM-85;RM-75 and PCD
<b>High Density Residential (HDR)</b> RM-HD and high rises in O-I and all districts permit- ted in LDR; LMR; MDR and MHR	<b>Town Center (TC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM- 75; RMHD; and PCD
<b>Very High Density Residential (VHR)</b> High rises in O-I and all districts permitted in LDR; LMR; MDR; MHR and HDR	<b>Regional Center (RC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM- 75; RMHD; and PCD
<b>Low Intensity Commercial (LIC)</b> NS; C-1; C-2; O-I and O-I-T, where buildings do not exceed two stories	<b>Neighborhood Center (NC)</b> NS, C-1; O-I; O-I-T; OCR; RM-100; RM-85;RM-75 and PCD
<b>High Intensity Commercial (HIC)</b> NS; C-1; C-2; O-I and O-I-T	<b>Town Center (TC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM- 75; RMHD; and PCD
<b>Office/Professional (OPR)</b> O-I; OCR; and office professional uses permitted in RM-HD; O-D; C-1; C-2 and O-I-T	<b>Office Park (OP)</b> NS; C-1; O-I; C-2; OIT; OCR; OD; PCD; and RM- HD
<b>Office/Mixed-Use (OMX)</b> O-I; O-D; OCR and OIT	<b>Regional Center (RC)</b> C-1; O-I; C-2; O-I-T; OCR; RM-100; RM-85; RM- 75; RMHD; and PCD
<b>Industrial (IND)</b> M; M-2; OD and industrial uses permitted in C-2	<b>Industrial and Light Industrial (IND &amp; LIND)</b> C-1;C-2; OCR; OD; M; and M-2
<b>Transportation/Communications/Utilities (TCU)</b> M; M-2 and uses permitted by special exception and special land use permits	<b>All Land Use Designations</b> All Zoning Classifications
<b>Institutional (INS)</b> O-I; O-I-T and uses permitted by special exception and special land use permits	<b>Institutional (INS)</b> O-I; O-I-T and all residential classifications
<b>Agriculture (AGR)</b> R-200	<b>Rural Residential (RR)</b> NS;R-200; R-150; R-100; R-85; R-75; R30,000 R20,000 and; NCD



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<b>Old 1996 Plan (Land Use/Zoning)</b>	<b>New 2025 Plan (Character Area/Zoning)</b>
<b>Vacant and Undeveloped (VAC)</b> All districts	<b>N/A</b>
<b>High Intensity Commercial (HIC)</b> NS; C-1; C-2; O-I and O-I-T	<b>Commercial Redevelopment Corridor (CRC)</b> C-1; O-I; C-2; OIT; OCR; OD; R-200; R-150; R-30,000; R-20,000; R-100; R-85; R-75; R-60; R- A5; R50; R-A8; R-DT; RM-150; RM-100; RM-85; RM-75; and PCD
<b>Low Density Residential (LDR)</b> R-200; R-150; R-100; R-85; R-75; R30,000; R20,000; R-60; TND and NCD	<b>Scenic Corridor (SC)</b> All Zoning Classifications
<b>High Intensity Commercial (HIC)</b> NS; C-1; C-2; O-I and O-I-T	<b>Highway Corridor (HC)</b> C-1; O-I; C-2; OIT; OD; M; M-2; RMHD; and PCD
<b>Public and Private Parks and Open Space (POS)</b> R-200	<b>Conservation and Open Space (COS)</b> All Zoning Classifications



**IMPLEMENTATION PROGRAM**

**Table 5-6  
Land Use Terms and Definitions**

Old 1996 Plan	New 2025 Plan
<p><b>Low Density Residential (LDR)</b></p> <p>The Low Density Residential (LDR) land use category includes single family, detached-unit residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acre. This land use category includes large areas of the County which are already developed in single family residential subdivisions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years. Also, some churches, cemeteries, and other institutions are designated as LDR where the county intends those properties to remain as similar institutions or revert to LDR when the respective church, cemetery, or institutional use is discontinued.</p>	<p><b>Rural Residential (RR)</b></p> <p>Rural Residential (RR) -- The rural residential character areas consist of rural, undeveloped land that is likely to face development pressures for lower density residential development. These areas will typically have low pedestrian orientation and access, very large lots, open space, pastoral views and high degree of building separation. In addition, the rural residential character area includes single family, detached units residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acres. This includes those areas of the county already developed in single family residential subdivisions.</p> <p>The primary land uses include: Low Density Single Family detached, agriculture related activities and cultural and historic sites with a density of 0 to 4 dwelling units per acre.</p>
<p><b>Low-Medium Density Residential (LMR)</b></p> <p>The Low-Medium Density Residential (LMR) land use category includes single family detached, single family attached, duplex, triplex, townhouse, and condominium types of development at a maximum net density of zero (0) up to eight (8.0) dwelling units per acre. Also, some churches, cemeteries, and other institutions are designated as LMR where the county intends these properties to remain as similar institutions or revert to LMR when the respective church, cemetery, or institutional use is discontinued.</p>	<p><b>Suburban (SUB)</b></p> <p>The Suburban (SUB) Character Areas include those areas that have developed in traditional suburban land use patterns and are developed (built out) and those under development pressures. These areas are characterized by low pedestrian orientation, limited transit access, scattered civic buildings and curvilinear street patterns.</p> <p>The primary Land uses include: Single Family Detached Residential, Townhomes, Apartments, Assisted Living Facilities, Neighborhood retail, Schools, Libraries, Health Care Facilities, Parks and Recreational Facilities, Public and Civic Facilities, and Religious Institutions with a density of 0 to 8 dwelling units per acre.</p>
<p><b>Medium Density Residential (MDR)</b></p> <p>The Medium Density Residential (MDR) land use category includes single family detached, single family attached, duplex, triplex, townhouse, and condominiums at a net density of zero (0) up to an upper limit of twelve (12.0) dwelling units per acre.</p>	<p><b>Traditional Neighborhood (TN)</b></p> <p>The Traditional Neighborhood (TN) character areas consist These areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians.</p> <p>The primary land uses include: Traditional, Single Family Residential Homes, Assisted Living Facilities, Neighborhood Retail, Schools, Libraries, Health Care Facilities, Parks and Recreational Facilities and Religious Institutions at a density of up to 12 dwelling units per acre.</p>



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Old 1996 Plan	New 2025 Plan
<p align="center"><b>Medium-High Density Residential (MHR)</b></p> <p>The Medium-High Density Residential (MHR) land use category includes single family detached, single family attached, duplex, triplex, townhouses, condominiums, and multi-family apartment types of development at a net density of zero (0) up to an upper limit of eighteen (18.0) dwelling units per acre.</p>	<p align="center"><b>Neighborhood Center (NC)</b></p> <p>The Neighborhood Center (NC) character areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians.</p> <p>The Primary Land uses include: Townhomes, Condominiums, Apartments, Retail and Commercial, Office, Parks and Recreational Facilities, Public and Civic Facilities, and Institutional Uses at a density of up to 24 dwelling units per acre.</p>
<p align="center"><b>High Density Residential (HDR)</b></p> <p>The High Density Residential (HDR) land use category includes single family detached, single family attached, duplex, triplex, townhouses, condominiums, and multi-family apartments at a net density of eighteen point one (18.1) to an upper limit of thirty (30) units per acre.</p>	<p align="center"><b>Town Center (TC)</b></p> <p>The Town Center (TC) character areas consist of a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians. This character area is similar to the neighborhood center, but at a larger scale.</p> <p>The primary land uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment and Cultural Facilities, Park and Recreational Facilities, and Public and Civic Facilities at a density of up to 60 dwelling units per acre.</p>
<p align="center"><b>Very High Density Residential (VHR)</b></p> <p>The Very High Density Residential (VHR) land use category includes multi-family apartments and high rise apartment types of development at a net density of greater than thirty (30) dwelling units per acre. Buildings in this category will likely exceed five stories in height and will occur as part of larger intensively developed mixed-use centers.</p>	<p align="center"><b>Regional Center (RC)</b></p> <p>The Regional Center (RC) character areas consist of a concentration of regional commercial and retail centers, office and employment areas, higher education facilities, and sports and recreational complexes. These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The areas also have on-site parking, a low degree of internal open space, high floor-area-ratio, large tracts of land, and campus or unified development.</p> <p>The primary Land Uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment and Cultural Facilities, Park and Recreational Facilities and Public and Civic Facilities at a density of up to 120 + dwelling units per acre.</p>



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Old 1996 Plan	New 2025 Plan
<p align="center"><b>Low Intensity Commercial (LIC)</b></p> <p>The Low Intensity Commercial land use category identifies the more traditional suburban neighborhood and community oriented stores and shopping centers located throughout the county. Properties identified as Low Intensity Commercial tend to be single-use oriented, have less intensive employee/acre ratios and rarely exceed two stories.</p>	<p align="center"><b>Neighborhood Center ( NC)</b></p> <p>The Neighborhood Center (NC) character areas consist of a neighborhood focal point with a concentration of activities such as general retail, neighborhood commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians.</p> <p>The Primary Land uses include: Townhomes, Condominiums, Apartments, Retail and Commercial, Office, Parks and Recreational Facilities, Public and Civic Facilities, and Institutional Uses at a density of up to 24 dwelling units per acre.</p>
<p align="center"><b>High Intensity Commercial (HIC)</b></p> <p>The High Intensity Commercial land use classification identifies regional commercial centers and other intensively developed centers where commercial land uses predominate. Retail Commercial uses are anticipated to represent approximately fifty (50) percent, or more, of the land in this category. The Perimeter Center and Northlake Malls are considered to be High Intensity commercial centers.</p>	<p align="center"><b>Town Center (TC)</b></p> <p>The Town Center (TC) character areas consist of a focal point for several neighborhoods with a concentration of activities such as general retail, commercial, professional office, higher-density housing, and appropriate public and open space uses that are easily accessible by pedestrians. This character area is similar to the neighborhood center, but at a larger scale.</p> <p>The primary land uses include: Townhomes Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment and Cultural Facilities, Park and Recreational Facilities, and Public and Civic Facilities at a density of up to 60 dwelling units per acre.</p>
<p align="center"><b>Office/Professional (OPR)</b></p> <p>The Office/Professional (OPR) land use category identifies the less intensive office and professional center land uses including low-rise office parks, single free standing office buildings, depository facilities such as banks, and residential structures converted to office use. Office land uses tend to be single-use oriented and have less intensive employee/acre ratios.</p>	<p align="center"><b>Office Park (OP)</b></p> <p>The Office Park (OP) character areas consist typically of campus-style developments characterized by high vehicular traffic, and transit (if applicable), high density housing, on-site parking, low degree of open space, and moderate floor-area-ratio.</p> <p>The Primary Land Uses include: Office Development, Business Services, Educational Institutions, High-rise housing, Accessory Commercial, Technology Centers, and Medical and Training Facilities at a density of 18 to 30 dwelling units per acre.</p>
<p align="center"><b>Office/Mixed-Use (OMX)</b></p> <p>The Office/Mixed Use (OMX) land use category designates intensively developed office lands and mixed-use centers where office uses represent fifty percent or more of the land uses. However, mixed commercial, entertainment, recreation and residential land uses may be found in variable lesser amounts within the Office/Mixed-Use land use areas. The office developments around Perimeter Center and Northlake Malls and at Century Center and Executive Park serve as examples of this land use category.</p>	<p align="center"><b>Regional Center (RC)</b></p> <p>The Regional Center (RC) character areas consist of a concentration of regional commercial and retail centers, office and employment areas, higher education facilities, and sports and recreational complexes. These areas are characterized by high vehicular traffic, and high transit use, including stops, shelters and transfer points. The areas also have on-site parking, a low degree of internal open space, high floor-area-ratio, large tracts of land, and campus or unified development.</p> <p>The primary Land Uses include: Townhomes, Condominiums, Apartments, Health Care Facilities, Retail and Commercial, Office, Institutional, Entertainment Cultural Facilities, Park, Recreational Facilities and Public and Civic Facilities at a density of up to 120 + dwelling units per acre.</p>





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Old 1996 Plan	New 2025 Plan
<p><b>Transportation/Communication/Utilities (TCU)</b> The Transportation/Communications/Utilities (TCU) land use classification identifies public, semi-public and private land uses which provide transportation, communications or utility land uses. These uses may include road and railroad rights-of-way, oil, gas and water, electric power and telephone, transmission lines, radio stations, raw water reservoirs and treatment facilities, and wastewater treatment plants.</p>	<p><b>Transportation/Communication/Utilities (TCU)</b> The Transportation/Communications/Utilities (TCU) land use classification identifies public, semi-public and private land uses which provide transportation, communications or utility land uses. These uses may include road and railroad rights-of-way, oil, gas and water, electric power and telephone, transmission lines, radio stations, raw water reservoirs and treatment facilities, and wastewater treatment plants.</p> <p><b>*All Designations allow TCU type uses</b></p>
<p><b>Industrial (IND)</b> The Industrial (IND) land use classification identifies light and heavy distribution, warehouse, assembly, manufacturing, quarry and truck terminal land uses throughout DeKalb County. This land use classification also includes the County's landfills.</p>	<p><b>Industrial and Light Industrial (IND &amp; LIND)</b> The light industrial and industrial, character areas consist of areas used in low intensity manufacturing, including wholesale trade, and distribution activities that do not generate excessive noise, vibration, air pollution or other nuisance characteristics as well as of land used in higher intensity manufacturing, assembly, processing activities where noise, vibration and air pollution or other nuisance characteristics not contained on-site.</p> <p>The primary land uses for light industrial include: Light Industrial Uses, Manufacturing, Warehouse/Distribution, Wholesale/Trade, Automotive, Accessory Commercial, Educational Institutions and Community Facilities.</p> <p>The primary land uses for industrial include: Construction Businesses, Heavy Manufacturing Retail Sales (with restrictions), Storage (including outdoor), Accessory Commercial and Community Facilities.</p>
<p><b>Institutional (INS)</b> Institutional (INS) land uses identify community facilities and institutions which are anticipated to remain in public use throughout the planning period. These lands include: government-owned administration buildings and offices, fire stations, public hospitals and health care facilities, day care centers, public schools, colleges and educational research lands. Cemeteries, churches, and other religious facilities not designated in Low Density Residential or Low Medium Density Residential are included in this land use category. The plan anticipates that institutional uses in residential areas will continue as the current use. If an institutional use vacates property in residential areas then the property should be redeveloped as a low density residential use.</p>	<p><b>Institutional (INS)</b> The institutional character areas consist of areas used for institutional and public purposes with a land mass of 10 acres or greater.</p> <p>The Primary Land Uses include: colleges and universities, hospitals, health care and rehabilitation centers, churches, government buildings, civic facilities, emergency service centers and post offices.</p> <p><b>*All Designations allow INS type uses</b></p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p><b>Public and Private Parks and Open Space (POS)</b> The Public and Private Parks and Open Space (POS) land use classification includes parks, golf courses, reservations, state forests, and floodplains. These areas may be either publicly or privately owned and may include playgrounds, nature preserves, wildlife management areas, recreation center and similar uses.</p>	<p><b>Conservation and Open Space (COS)</b> The conservation and open space character areas consist of undeveloped natural lands and environmentally sensitive and conservation areas that are not suitable for development. It also includes land used for active recreational purposes that provide for a wide range of activities and amenities.</p> <p>The Primary Land Uses include: Passive Parks, Nature Trails, Flood Plains, Wetlands, Watersheds, Natural and Conservation Areas, Golf Courses, Athletic Fields and Courts, Bike and Pedestrian Paths, Picnic Areas, Playgrounds and Amphitheatres</p> <p><b>*All Designations allow COS type uses</b></p>
<p><b>Agriculture (AGR)</b> The Agricultural (AGR) land use classification includes such uses as orchards, sod-farms, pasture land, croplands and attendant farm residences and outbuildings.</p>	<p><b>Rural Residential (RR)</b> The rural residential character areas consist of rural, undeveloped land that is likely to face development pressures for lower density residential development. These areas will typically have low pedestrian orientation and access, very large lots, open space, pastoral views and high degree of building separation.</p> <p>The primary land uses include: Low-Density Single Family Detached, Agriculture Related Activities, and Cultural and Historic Sites with a density of 0 to 4 dwelling units per acre.</p>
<p><b>Vacant and Undeveloped (VAC)</b> The Vacant and Undeveloped (VAC) land use classification includes forested areas, undeveloped lands, and land not used for any other identified purposes.</p>	<p><b>N/A</b> This is not a character area. All lands are identified in the future land use plan.</p>
<p><b>Low Intensity Commercial (LIC)</b> The Low Intensity Commercial land use category identifies the more traditional suburban neighborhood and community oriented stores and shopping centers located throughout the county. Properties identified as Low Intensity Commercial tend to be single-use oriented, have less intensive employee/acre ratios and rarely exceed two stories.</p>	<p><b>Commercial Redevelopment Corridor (CRC)</b> The commercial redevelopment corridor character areas consist of declining, unattractive, vacant or underutilized strip-style shopping centers. They are often characterized by a high degree of vehicular traffic and transit (if applicable), on site parking, a low degree of open space, moderate floor to area ratio, large tracks of land and campus or unified development.</p> <p>The Primary Land Uses include: Commercial and Retail, Offices, Condominiums, Townhomes, Mixed Use and Institutional at a density of up to 18 dwelling units per acre.</p>



**IMPLEMENTATION PROGRAM**

Old 1996 Plan	New 2025 Plan
<p><b>Low Density Residential (LDR)</b></p> <p>The Low Density Residential (LDR) land use category includes single family, detached-unit residential development at a maximum net density of zero (0) to four (4.0) dwelling units per acre. This land use category includes large areas of the County which are already developed in single family residential subdivisions at a net density of two to three and a half units per acre, and it includes those areas which are likely to develop in a similar manner over the next twenty years. Also, some churches, cemeteries, and other institutions are designated as LDR where the county intends those properties to remain as similar institutions or revert to LDR when the respective church, cemetery, or institutional use is discontinued.</p>	<p><b>Scenic Corridor (SC)</b></p> <p>The scenic corridor character areas consist of scenic areas that have been identified for protection from the negative effects of development. Current and future designations may consist of developed or undeveloped land paralleling the route of a major thoroughfare with significant natural, historic, cultural features, and scenic views.</p> <p>The Primary Land Uses include: Traditional Single Family Residential, Townhomes, Apartments, Low Density Residential, Natural and scenic roadways, Passive Parks and Historic and Cultural Areas and mixed use.</p>
<p><b>High Intensity Commercial (HIC)</b></p> <p>The High Intensity Commercial land use classification identifies regional commercial centers and other intensively developed centers where commercial land uses predominate. Retail Commercial uses are anticipated to represent approximately fifty (50) percent, or more, of the land in this category. The Perimeter Center and Northlake Malls are considered to be High Intensity commercial centers.</p>	<p><b>Highway Corridor (HC)</b></p> <p>The Highway Corridor character areas include developed or undeveloped land on both sides of designated limited access highways. These corridors experience high volumes of traffic and typically suffer from peak hour congestion due to there local and regional commuter dependence. Due to the counties development patterns many of these corridors are abutted by intense commercial, office, industrial and residential development.</p> <p>The Primary Land Uses include: Commercial, Industrial, Warehouse/Distribution, Offices, High Density Residential, and Mixed Use at a density of up to 30 dwelling units per acre.</p>



## **5.6 Overlays**

The Overlay District is a planning tool used to supplement current zoning classifications. Overlay districts have their own standards and criteria that must be followed in addition to the existing zoning requirements.

There are several development and architectural controls, that assist in the regulation of overlay districts. These include: Floor Area Ratio (FAR), setbacks, including minimum and maximum building setbacks, entry doors to face directly onto the street, walkways from public sidewalk to entry doors required, height limitations, parking and loading regulations, shared parking, signage, etc.

The Overlay Districts in DeKalb County are as follows:

Residential Infill Overlays - These contain specific maximum height and related regulations intended to ensure that new and remodeled single family dwellings related accessory uses and structures are compatible with height, size and level of forestation of the existing dwellings and lots. These districts include:

1. Meadow Cliff
2. Diamond Head
3. Leafmore Creek Park Hills
4. The Ponderosa II
5. Sagamore Hills
6. Riderwood
7. Oakgrove Acres
8. Fair Oaks
9. Fama Pine
10. Lively Trail

Urban Design Overlay Districts - These are designed for low density, single use areas to encourage mixed-use or higher density development. These districts include:

1. Dunwoody Village
2. Chandler Road
3. Stonecrest

Historic Overlay Districts— These are designed to protect historic areas within the county. These districts include:

1. Druid Hills
2. Soapstone Ridge

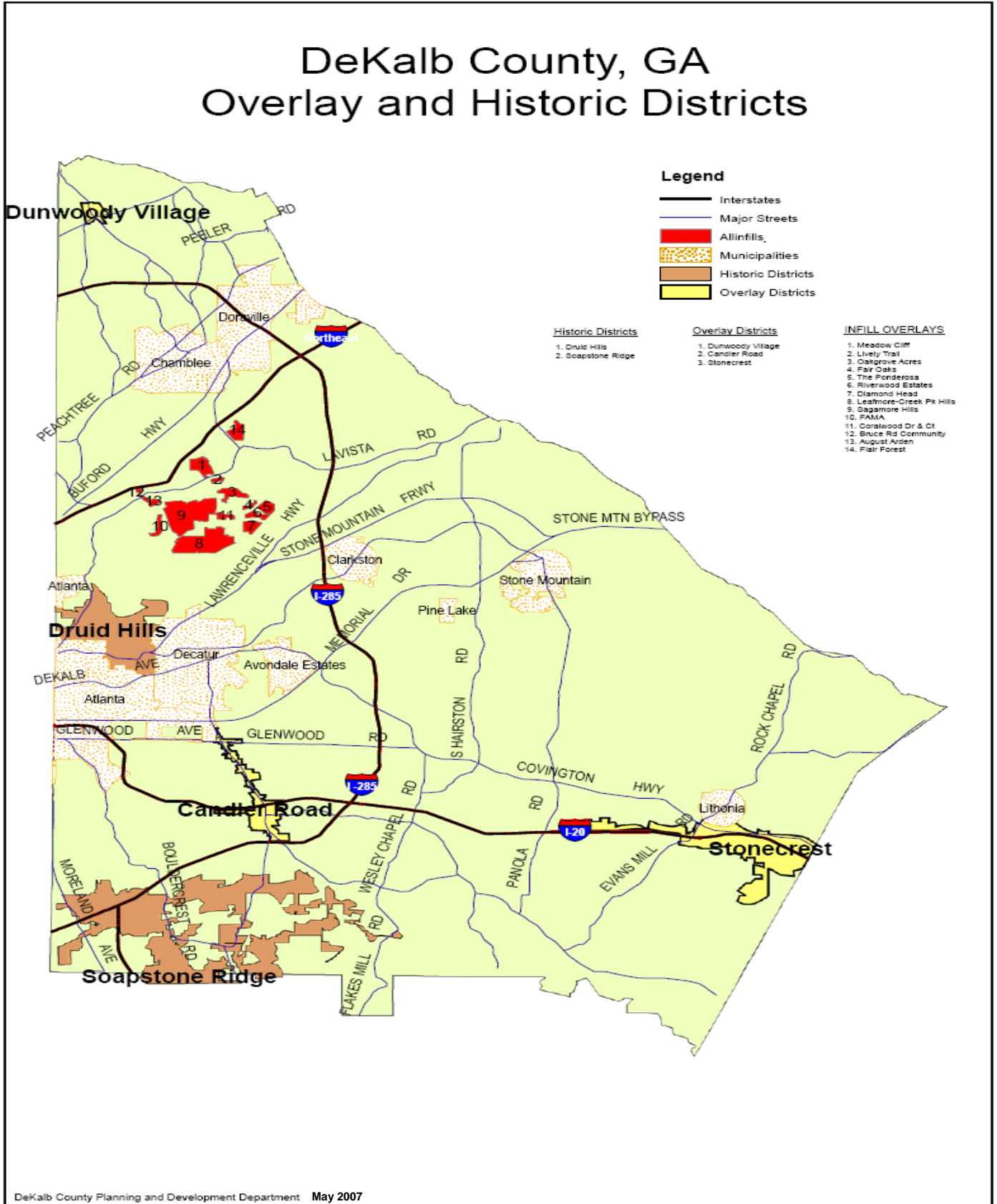
Preservation and other Overlays—These are designed for the preservation natural and environmentally sensitive areas as well as areas within the boundaries of airfields. These districts include:

1. Environmentally Sensitive Land
2. Arabia Mountain Natural Resource Protection Overlay
3. Airport Compatible Use



**IMPLEMENTATION PROGRAM**

**Map 5-1: County Overlays and Historic Districts**







**5.7 Supplemental Plans**

The purpose of this section is to reference all supplemental plans that focus on special areas, situations, or issues of importance to DeKalb County. These plans include and are not limited to redevelopment plans, neighborhood plans, corridor plans, or plans for conservation management.

**Table 5-7:  
Summary of DeKalb County Supplemental Plans**

<b>Project Name</b>	<b>Location / Planning Area</b>	<b>Plan Type</b>	<b>Status as of March 2007</b>
Kensington Station LCI	Central West	Livable Centers Initiative	Adopted
Perimeter Focus LCI	North DeKalb	Livable Centers Initiative	Adopted
Northlake LCI	Central East	Livable Centers Initiative	Adopted
Tucker LCI	Central East	Livable Centers Initiative	Adopted
Brookhaven-Peachtree LCI	North	Livable Centers Initiative	In Progress
Candler Road / Flat Shoals Parkway LCI	South West	Livable Centers Initiative	In Progress
Memorial Drive Strategic Action Plan	Central East/Central West	Corridor Study	Complete
Clifton Corridor Transit Feasibility and Connectivity Study	Central West	Corridor Study	In Progress
Buford Highway Corridor Study	North	Corridor Study	In Progress
Tucker Strategic Neighborhood Plan	Central East	Community Plan	Adopted
Emory Village Revitalization Plan	North	Community Plan	In Progress
La Vista Blueprints Program	Central East	Community Plan	In Progress
Scottdale Revitalization Plan	Central East	Community Plan	In Progress
Solid Waste Management Plan	County-wide	Service Management Plan	Adopted
PDK Airport Master Plan	North	Airport Facilities & Strategic Plan	In Progress
Comprehensive Transportation Plan	County-Wide	Transportation Plan	Complete



## ***IMPLEMENTATION PROGRAM***

### **Livable Centers Initiative (LCI)**

This is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

Planning grants are awarded on a competitive basis to local governments and non-profit organizations to prepare plans for the enhancement of existing centers and corridors, taking advantage of the infrastructure and private investments committed in these communities and achieving more balanced regional development, reducing vehicle miles traveled and improving air quality. The primary goals of the program are to:

1. Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices at the activity center, town center, and corridor level;
2. Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area; and
3. Develop an outreach process that promotes the involvement of all stakeholders.

The Livable Centers Initiative program is open for funding to government jurisdictions and non-profit organizations in the 18-county Atlanta Metropolitan Planning Organization (MPO) boundaries (includes all of 13 counties and portions of 5 additional counties). The LCI program utilizes federal transportation program Q-23 funds administered through ARC. In order for a jurisdiction to be considered for an LCI award, it must maintain Qualified Local Government (QLG) status, or show progress toward reinstating QLG status through the Georgia Department of Community Affairs (DCA).

LCI study areas must be one of the following four:

1. Town Center
2. Activity Center
3. Corridor
4. “Emerging” Regional Center or Corridor

DeKalb County currently has seven (7) LCI’s that are in varying stages of progression. Some have been adopted, and others have applications pending. To date, these LCI’s are:

1. Kensington Station
2. Perimeter
3. Northlake
4. Brookhaven
5. Emory
6. Candler Road / Flat Shoals
7. Tucker

For more information, see the website for the Atlanta Regional Commission (ARC) [www.atlantaregional.com](http://www.atlantaregional.com)



**IMPLEMENTATION PROGRAM**

**Kensington Station LCI**

**Overview**

In an effort to revitalize the Memorial Drive corridor, DeKalb County was awarded one of ten Atlanta Regional Commission (ARC) Livable Centers Initiative (LCI) planning grants. Through urban design and market analysis, the area surrounding the Kensington MARTA Station was selected as the mixed use activity center. The area has the greatest opportunity for redevelopment due to its location, market opportunities, and property ownership development interest.

**Implementation Strategies**

The implementation or "action plan" identifies a series of tasks, viable mechanisms, and responsible parties to help assure that planned revitalization becomes a physical reality. Through the planning process, we have been able to gain the support of the community and local government. This support, combined with cooperation and the leadership of public partners such as DeKalb County and the Metropolitan Atlanta Rapid Transit Authority (MARTA), can attract and encourage private investment.

Successful redevelopment of the Kensington Station LCI area, conceived herein as a partnership between the County, MARTA and to-be-identified private developers, must operate on the following principles:

- Time is of the essence. The County has 12 months to establish the guidelines and to identify districts eligible for Tax Allocation District (TAD) designation and benefits. Similarly, other pre-development activities are likely to be time-sensitive, affected by economic and business cycles, subject to funding cycles, and highly competitive.
- A collaborative approach among the primary public entities, DeKalb County, MARTA and ARC can increase the probability of success.
- Internal coordination at the County level, and leadership to insure cooperation and coordination, are essential elements of the implementation plan. At minimum, "Team DeKalb" should include the CEO's Office, Office of Economic Development, Office of Community Development, and the following key departments: public works, facilities management, planning and zoning, public safety and code enforcement, and transportation. Staffing requirements and budget issues for the project implementation should be high on the agenda of Team DeKalb.

**Transit Plaza**



**Development Strategies**

Future Land Use Plan:

- Preserve single family residential
- Consolidate DeKalb County facilities on existing site and establish a Government Center
- Develop a regional Employment Center on the Roberds site
- Anticipate long-term redevelopment of aging multi-family housing stock
- Preserve and expand greenspace
- Redevelop Kensington MARTA Station area as a mixed-use community.
- Develop mixed-use along Memorial Drive and Covington Hwy. to create a 24-hour community.

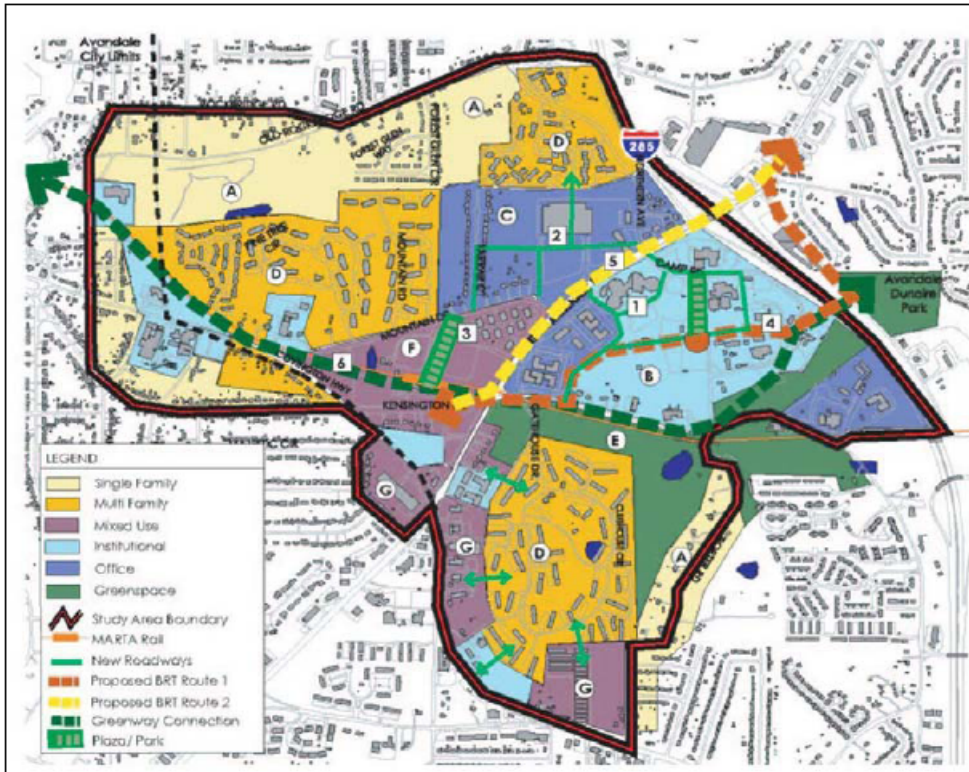




# Kensington Station Conceptual Plans

## Kensington LCI Concept Plan

The LCI Study Area Concept Plan is a compilation of future land use patterns and transportation and circulation improvements designed to create a more pedestrian-friendly and transit-oriented environment in and around the study area. The plan incorporates seven (7) land use initiatives and six (6) transportation and circulation improvements and enhancements. In general, they encourage increased density in the heart of the study area surrounding the Kensington MARTA Station, and reduced densities of development moving towards the periphery and the surrounding single family residential areas.



## Kensington MARTA Station Plan

The area immediately surrounding the Kensington MARTA station is targeted as a T.O.D., or Transit-Oriented Development. The fact that the surrounding land is, in large part, owned by MARTA and is relatively open makes the area very amenable to redevelopment. The overall goal is to create a high-density, mixed-use development that provides a central transit “village”, offering all the elements of a complete live/work/play environment. In addition, the development would strengthen connections between MARTA and outlying parcels. Pedestrian paths would be developed and a BRT, or Bus Rapid Transit, system would be implemented.





## Perimeter Focus

### IMPLEMENTATION PROGRAM



#### Overview

“Perimeter Focus” is jointly sponsored by the Perimeter Community Improvement District (PCID), Atlanta Regional Commission (ARC), and DeKalb and Fulton Counties. This project is funded through ARC’s Livable Centers Initiative (LCI) program and is focused on developing comprehensive recommendations for transportation enhancements, future land use, zoning, development standards and urban design features. Following a four-phase planning process that began in July 2001 and ended in December 2001, Perimeter Focus resulted in a strategic action plan for implementation. The plan identifies opportunities, projects and partnerships that increase mobility for all modes of transportation and improve the public infrastructure to enhance pedestrian accessibility and safety throughout the area. In addition, the plan identifies important connections between land use and transportation allowing for the creation of a future transit-oriented development in the vicinity of the Dunwoody MARTA Station.

#### Implementation Strategies

- Create a single implementation entity to implement the vision.
- Provide financial incentives to encourage quality development.
- Revise zoning regulations to encourage housing and mixed-uses.
- Identify a catalytic demonstration project

#### Implementation Partners

**Perimeter Community Improvement District (PCID)** – established in 1998, the PCID is a self-taxing district that is focused on traffic operations, maintenance and transportation improvements.

**DeKalb County** – DeKalb County, particularly the Department of Planning, the Department of Transportation and several Commission members, have been actively involved in crafting projects and programs as part of the LCI process.

**Fulton County** – Fulton County, most notably its Department of Planning, has also been actively involved as a member of the Client Team.

**Perimeter Transportation Coalition (PTC)** – this transportation management association (TMA) has effectively served to promote comprehensive and balanced transportation improvements.

#### Development Strategies

##### Efficiency/Feasibility of Land Uses:

- Diverse, sustainable mix of land uses including residential, retail, office, entertainment, cultural, and open space.
- Emphasis on creating a “24-hour.” balanced urban environment maximizing existing MARTA access and complementing Perimeter’s strong office and retail markets.
- Future revision of DeKalb and Fulton County’s land use and zoning regulations to encourage mixed-use development and additional housing.

##### Mixed-Income Housing, Job/Housing Match:

- Several possible incentives including density bonuses, tax allocation districts, and other development assistance.

##### Continuity of Local Streets:

- Underdeveloped surface parking areas will be encouraged to redevelop to include new local streets through block interiors to provide more local options for vehicular circulation.

##### Need/Identification of Future Transit Systems:

- Local circulator/shuttle system.
- Possible east-west I-285 Light Rail Transit line along Hammond Drive.





## ***IMPLEMENTATION PROGRAM***

### **Livable Corridor Concept**

Fundamentally, the Livable Corridor Concept is envisioned as a catalytic opportunity to enhance the redevelopment of vacant and underutilized land on the west side of Perimeter Mall. This would be accomplished by optimizing the relationship between future land use along Perimeter Center Parkway and the significant transportation investment already made by MARTA at the Dunwoody MARTA Station. The result would be the creation of a walkable urban street flanked by mixed-use development and a community focal point in the form of a linear park and greenway carved out of the un-buildable areas immediately adjacent to and underneath the MARTA rail line.





# Northlake Livable Centers Initiative

The Northlake Study was completed as part of the Atlanta Regional Commission’s Livable Centers Initiative (LCI). LCI is an unique program designed to support innovative land use and transportation planning within activity and town centers around the metropolitan Atlanta region. The Northlake Community Alliance, Inc. (NCA) was awarded an LCI grant in 2001 to complete a study of the area around Northlake mall in cooperation with the DeKalb County Planning Department and a consulting team. NCA was the only nonprofit, all volunteer organization to receive LCI funding.

## **Problem statement**

The Northlake activity center differs from typical towns or cities. Unlike a proper town, Northlake has no official public function or space, such as a courthouse or town green. The absence of an easily accessible public space limits opportunities for residents and users to participate in a meaningful public life. Study participants have expressed a desire for sidewalks, parks, and pedestrian plazas, and seek a stronger voice in the development decision-making process. The task of the Livable Centers Initiative is to devise a pragmatic plan that addresses these issues while balancing the demands of existing commercial interests.

## **Existing conditions**

The Northlake LCI Study Area lies northeast of Atlanta in unincorporated DeKalb County, along the edge of Interstate-285 near its interchange with LaVista Road. The Study Area covers approximately 1,000 acres and is dominated by commercial and industrial uses. Private automobiles are the primary means of transportation for the majority of the population.

## **Organizational Recommendations**

Based on input from participating stakeholders, the perception of “place character” appears to be connected to the content and quality of the built environment. This has been expressed as a desire for sidewalks, parks, and pedestrian plazas, and for a stronger voice in the development decision-making process. Thus, recommendations for improving conditions in the Study Area center around the perceived absence of public function and space in the built environment and the local public’s chance for equitable participation in the development process. The ideas presented here are suggestions for opening communication channels between stockholding individuals, groups, and organizations.

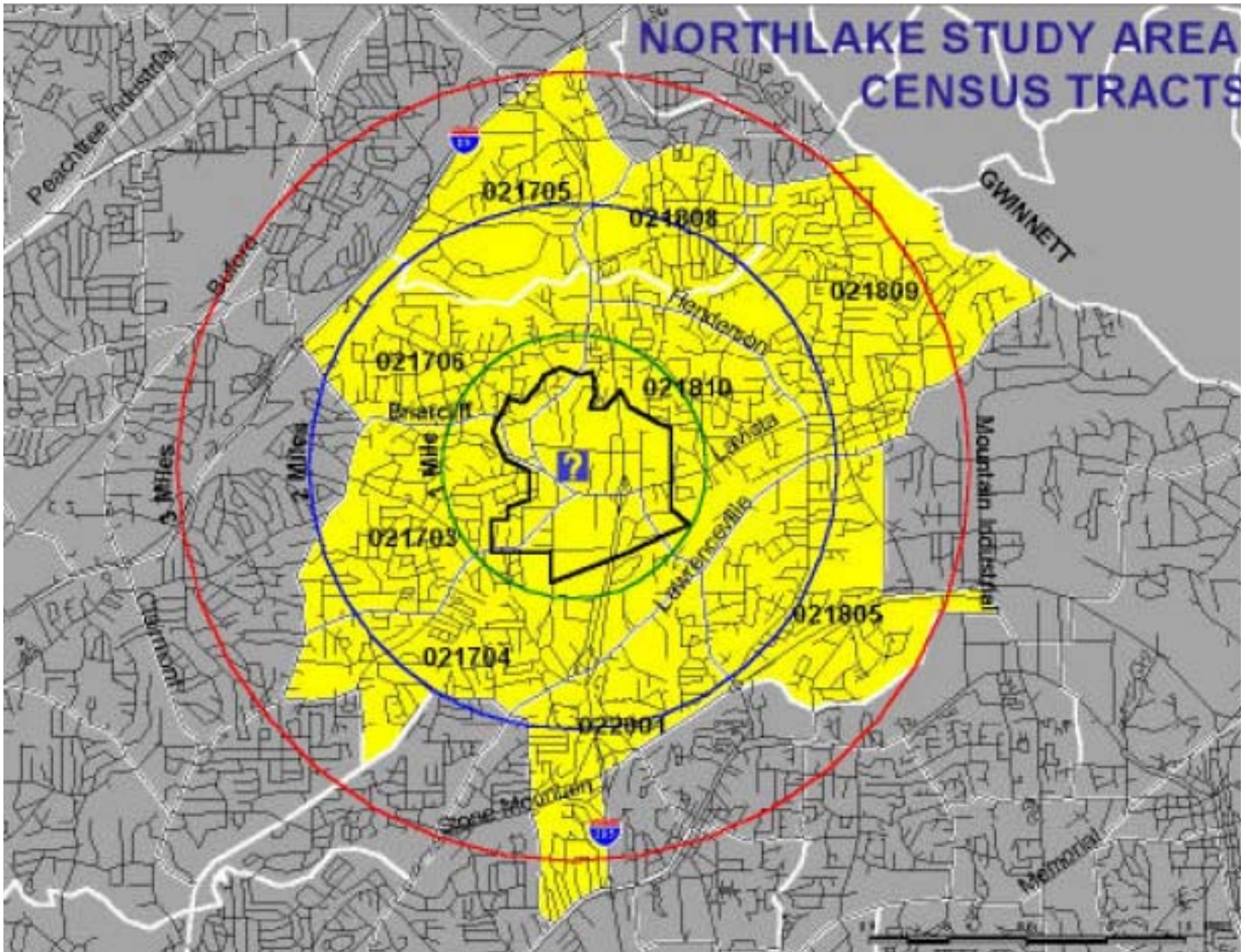




## IMPLEMENTATION PROGRAM

### Study Area Geography

The Northlake LCI Study Area lies northeast of Atlanta, along the edge of Interstate-285 just south of its intersection with Interstate-85. The Study Area covers approximately 1000 acres and is dominated by commercial and industrial uses. Though private automobiles are the only means of transportation for the majority of the population, five MARTA bus routes link the area to rail transit stations. A single freight railroad (operated by CSX) cuts an east-west path across the southern edge of the Study Area.





## Brookhaven—Peachtree LCI

The Brookhaven-Peachtree LCI Study Area includes the Peachtree Road corridor from the Fulton County line to Ashford-Dunwoody Road. East of Peachtree Road, the Study Area extends south along North Druid Hills Road to Briarwood Road and Colonial Drive and east along Dresden Drive to Conasauga Avenue and Ashford Road. The Study Area extends north on Ashford Dunwoody to Windsor Parkway and west to the DeKalb/Fulton County line. The area includes numerous residential neighborhoods including Ashford Park, Brookhaven Heights, Brookhaven Fields, Hermance, Fernwood Park, Brookhaven Club, and Village Park. Landmarks within the Study Area include Oglethorpe University, the Brookhaven/Oglethorpe University MARTA Station, Solomon Goodwin House and Harris Goodwin Cemetery, several local institutions (including the Brookhaven Branch of the DeKalb County Public Library) and several multi-family apartment complexes (including three Post Apartment complexes).



### Priority Development Projects

#### MARTA/DeKalb County Partnership for MARTA Station Redevelopment

The concept plan for the MARTA Station included in this plan is based upon market demand, community input and potential land costs. Without additional public or private funding for the parking garages and/or infrastructure improvements or reduction of land costs (lease rate or purchase price) additional density may be necessary. Thus, the partnership between MARTA and the County must carefully understand (or seek assistance in outlining and understanding) the financial considerations of the project.

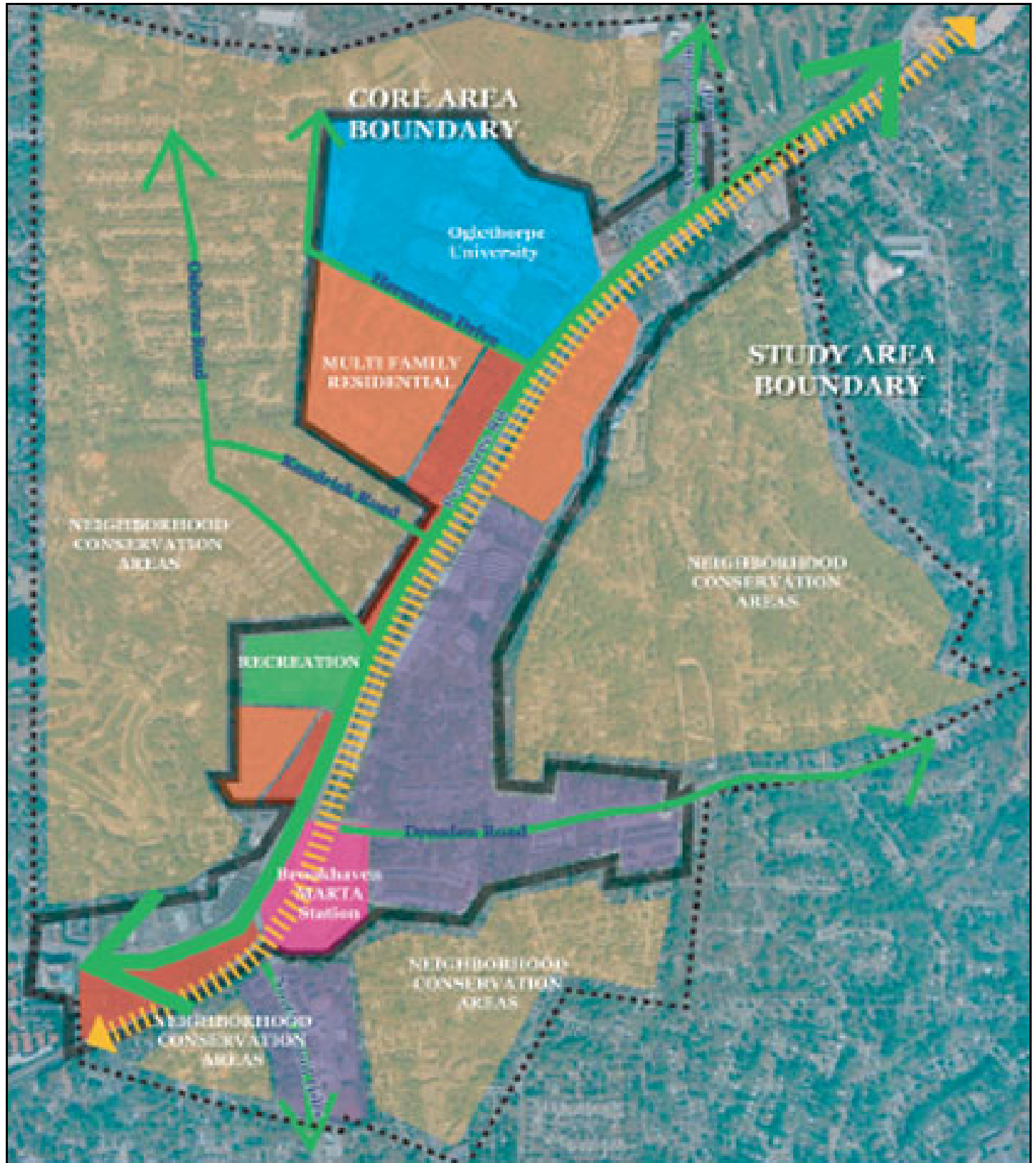
Longer term projects include Peachtree Road retail and residential improvements at:

- Cherokee Plaza,
- West side of Peachtree Road between Osborne Road and Cross Keys Drive,
- Redevelopment of the industrial/manufacturing site.

These developments are also likely to be triggered by private investment. However, due to complications including existing tenant leases, the need for property assembly or environmental concerns, these areas are likely longer term propositions (beyond 5 years).



# Brookhaven Study Area







# Candler Road / Flat Shoals LCI

## Goals

- Public Involvement and Participation
- Revitalization of Commercial Strips
- Revitalization of Activity Centers
- Transit Oriented Development / Access to BRT
- Mixed-use Neighborhoods
- Improve Pedestrian Circulation and Bike Paths
- Improve Housing Opportunities
- Urban Design Improvements

## Scope of Work

### Public Involvement

- Identify/Contact Stakeholders
- Stakeholder Interviews
- Town-hall meetings
- Design Charettes

### Existing Conditions

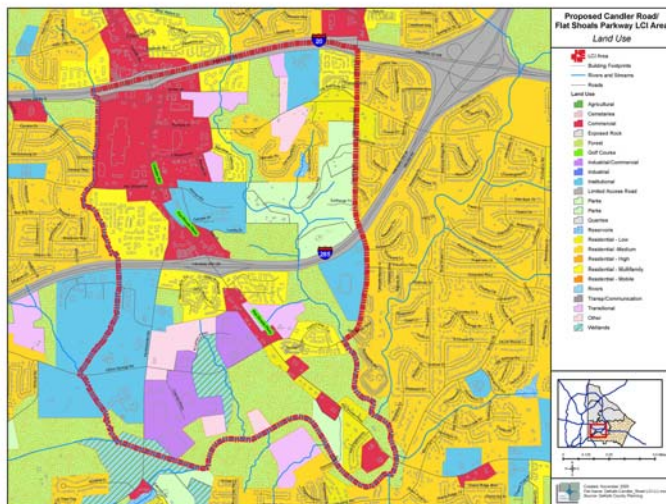
- Land use analysis
- Transportation analysis
- Housing analysis
- Analysis of market conditions
- Urban design analysis

### Master Development Plan

- Description of study process / methodology
- Land use element
- Transportation element
- Housing element
- Urban design recommendations

### Implementation Framework

- Five-year implementation schedule
- Time frame and cost estimates
- Implementation responsibilities





**IMPLEMENTATION PROGRAM**



**The Tucker Area Livable Centers Initiative (LCI) study focuses on the revitalization** of the Tucker downtown area. The study addresses the possibility of incorporating high density development in the downtown Tucker area- providing a mix of commercial, office, recreation, and housing options- as well as improving mobility on the major corridors. Utilizing a 6-month community outreach process and a steering committee of key stakeholders, the study will help the community implement a more pedestrian friendly and interconnected town center, encouraging walking and other modes of transportation.

The study addresses land use, transportation, economic development, and urban design, and was community driven. Recommendations for future actions, programs and implementation strategies are included in the study, and are guided by the area's future goals, as determined during the community outreach process.

The study process was a collaboration of information gathering, analysis and community participation to ensure that the final plan and recommendations are comprehensive, reflecting the interests and desires of the entire Tucker community.



*Fig. 1-4: Residence in Bancroft Circle neighborhood (ECOS)*

**Tucker LCI**



*Fig. 1-5: Tucker Bicycle at corner of Main Street and Lawrenceville Highway (ECOS)*

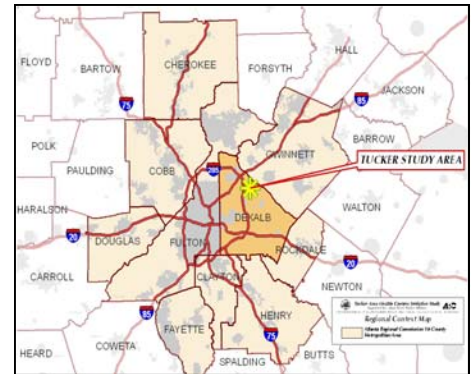




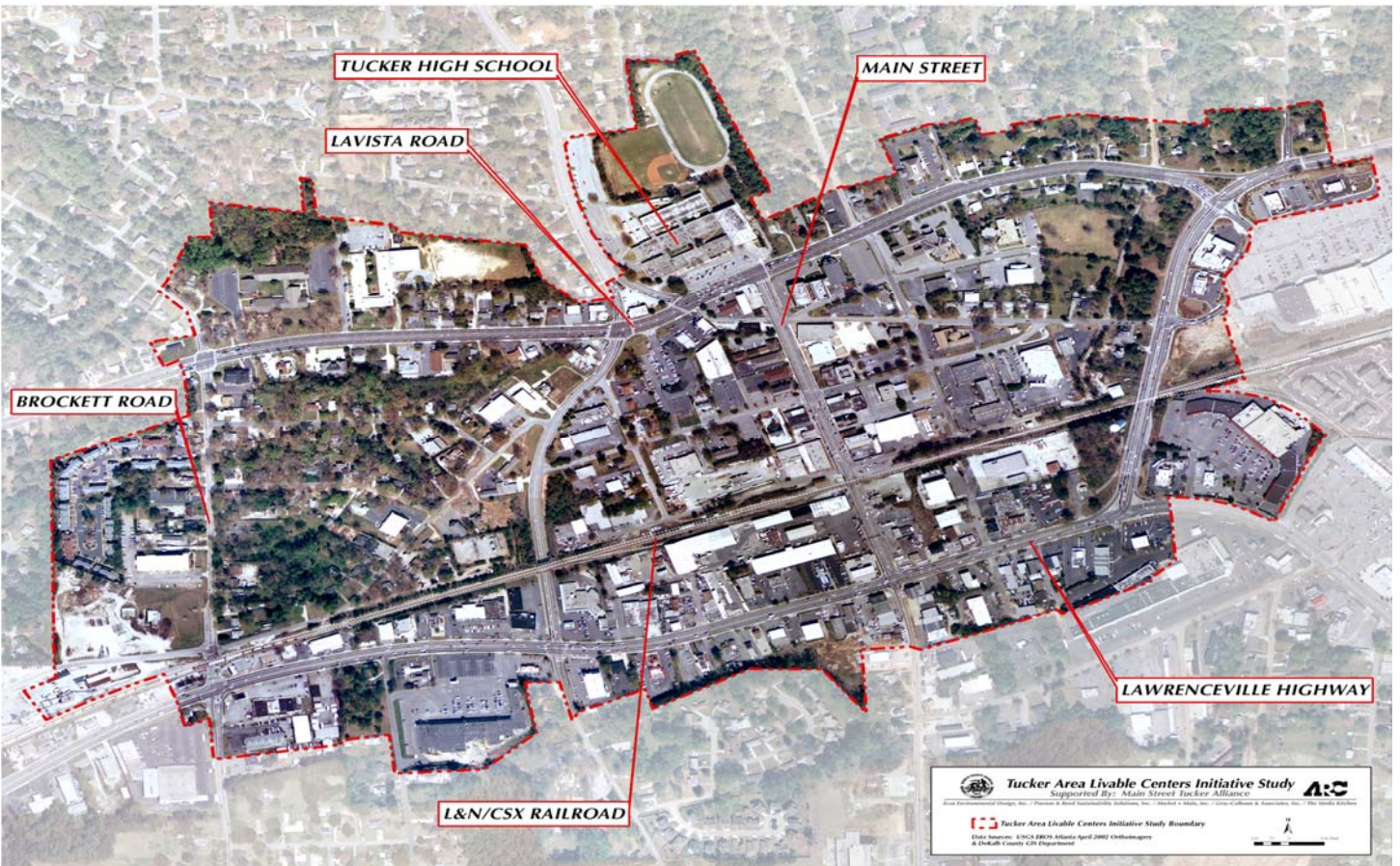
**IMPLEMENTATION PROGRAM**



The half square mile study area for the tucker LCI Project, known as the downtown Tucker Core is bounded by Brockett Road on the west, LaVista Road on the North and Lawrenceville Highway on the south and east. While the major east-west connectors of LaVista and Lawrenceville provide regional access, the historic business district along Main Street bisects the heart of the study area going from LaVista on the north to Lawrenceville on the South. Tucker is not an incorporated city, but the downtown core has a historic and geographic position as the recognizable town center of a Community of 35,000 residents in northeastern DeKalb County. The CSX-L&N Railroad crosses east to west through the study area and is a section of the future Atlanta to Athens commuter rail system. The Tucker community is also served by the MARTA bus system. The downtown Tucker Core has close proximity North DeKalb Mall and is only 17.5 miles from downtown Atlanta and 6.5 miles from Stone Mountain. The study area, totaling more approximately 317 acres, is approximately half mile to north-south and one mile to east-west.



ARC 10 County Regional Context Map







## IMPLEMENTATION PROGRAM

The elements of the plan concept defined below will redevelop Tucker's core by implementing the seven elements of a great place in a manner that builds upon the existing characteristics of street pattern, civic uses and small town character. The elements promote pedestrian scale, land use diversity, access to alternative methods of transportation, and enhanced public space.

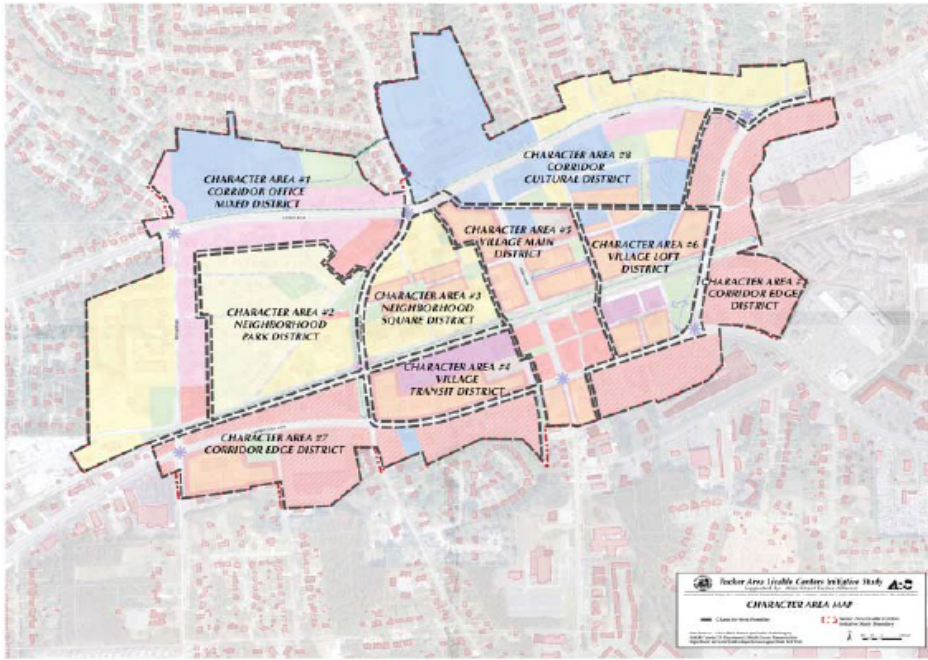


Fig. 3-4: Character Area Map

### 3.1 PLAN ELEMENTS

#### 3.1.1 Character Areas

Character Areas are defined as areas of the community that have achieved a unique, recognizable, character that is different from neighboring areas. These differences may be the result of the location, quantity or relationship of different elements, such as:

- Topography
- Age
- Style of Housing
- Built Environment
- Land Use Patterns
- Landscaping
- Street Patterns
- Open Space
- Streetscapes



Fig. 3-5: Residential Office  
(Photo by others)

Through the Core Team Charrette, eight distinct character areas evolved for the Study Area:

#### Corridor Office Mixed District

This district combines office, retail, civic, and residential uses at a corridor scale, providing for different types of housing options among day-to-day services. Buildings that front both LaVista and Brockett roads should retain a residential character. While this district is beyond the concentrated urban core of the Study Area, the intent is to allow townhomes, condominiums and employment services at a small, pedestrian oriented scale with buildings close to the street & parking in the rear.

#### Neighborhood Park District

Dominated by residences, this district promotes the continuation of compact housing surrounded by small, neighborhood parks and greenspaces. Small, day-to-day retail services are permitted at key locations between Fellowship and Bancroft roads to promote walkability & create a vibrant neighborhood. Roadways have been altered to facilitate pedestrian and bicycle circulation and the inclusion of park space, which promotes social interaction and provides passive recreation opportunities.



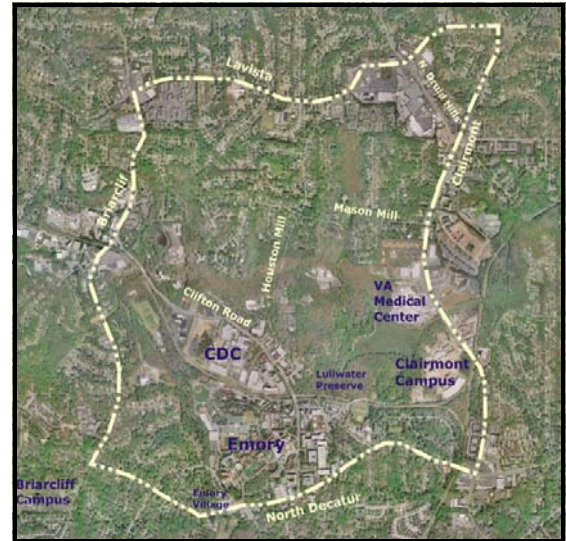
Fig. 3-6: San Francisco neighborhood



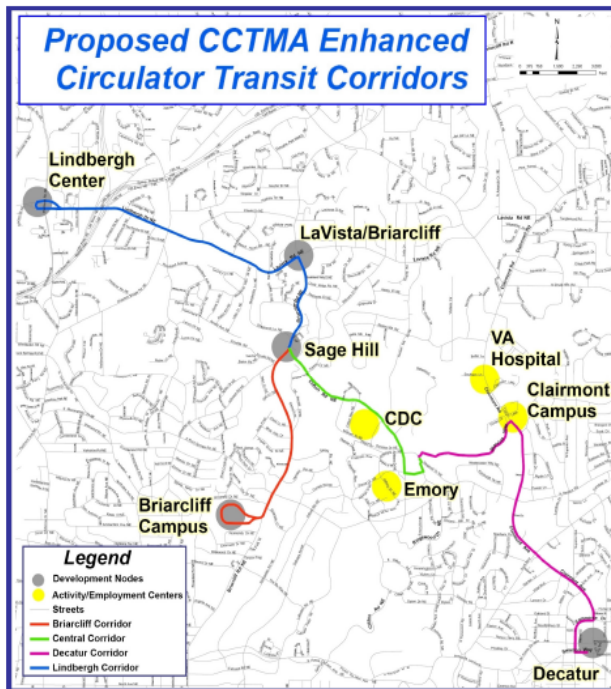
**IMPLEMENTATION PROGRAM**

<b>Clifton Corridor Transportation Management Association</b>	Clifton Corridor Transit Feasibility and Connectivity Study			
				

The Clifton Corridor Transportation Management Association (CCTMA) is nearing conclusion of its Transit Feasibility and Connectivity Study. The study has focused on examining two distinct services: (1) an enhanced circulator system would provide frequent local circulation within and among activity centers most notably, Lindbergh Center, the Clifton Corridor, and downtown Decatur; and (2) a rail shuttle system which is expected to enhance connectivity in the region by providing peak period, midday, and weekend passenger rail service to destinations within the Clifton Corridor as well as offering connections to MARTA and CCTMA transit services. The study has examined the current and future conditions, assessed possible technologies for the two systems, developed initial operating characteristics, and analyzed their potential ridership, and costs.



The study has concluded that all five (5) corridors are feasible for enhanced transit over the next twenty years. The study will recommend that the two systems be advanced through an Alternatives Analysis. The following five corridors were examined for their suitability.



- Central Corridor:** Sage Hill to Emory Campus.
- Decatur Corridor:** Emory Campus/VA Hospital Complex to Decatur MARTA Station.
- Lindbergh Corridor:** Sage Hill to Lindbergh MARTA Station.
- Briarcliff Corridor:** Sage Hill to Briarcliff Campus.
- CSX/NS Rail Corridor:** Downtown Lawrenceville to Downtown Atlanta.

The next phase of work will involve further development of the corridors as part of a 18-month process called an Alternative Analysis (AA). During the AA, the CCTMA will assess in detail the effects of alternative solutions to the corridor's transportation problems. Information on the impacts, costs, benefits, and financing of each alternative will be developed. At the conclusion of AA, the CCTMA will select a locally preferred alternative to advance into the environmental process.





# Buford Highway Corridor Study

## Background

The Buford Highway Corridor Study is part of the Atlanta Regional Commission's (ARC) Regional Multi-Modal Corridor Planning Program, which is to study critical regional corridors and identify program and policy recommendations for inclusion in the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). ARC initiated the program to examine how the future transportation system investments would accommodate future corridor travel for workers and local residents, within the context of anticipated residential, employment, and development changes.

## Purpose

The purpose of the Buford Highway Corridor Study is to:

- Identify long range transportation needs in the Buford Highway corridor;
- Assess the benefits and costs for alternative, multimodal transportation strategies; and
- Select a preferred alternative program of policies and projects.

## Study Area

The focus of the corridor study is Buford Highway, also known as US 23 and SR 13. The study corridor extends 18.4 miles, from Sidney Marcus Boulevard in Atlanta (Fulton County) to SR 120 in Duluth (Gwinnett County). The study area boundary extends from the roadway centerline to one-quarter mile on both sides of the roadway, as shown in the map below. The limits of the study area link Fulton, DeKalb, and Gwinnett Counties as well as the cities of Chamblee, Doraville, Norcross, Berkley Lake, and Duluth.



## Tasks

The study is comprised of seven major tasks.

1. Project Management Plan and Stakeholder and Public Involvement Plan
2. Data Collection and Inventory of Existing and Future Conditions
3. Needs Assessment Report
4. Goals and Objectives Development
5. Alternative Strategies
6. Interim Recommendations
7. Final Report

*For more information about the Buford Highway Corridor Study, please visit the Atlanta Regional Commission website [www.atlantaregional.com/MMCS/9.htm](http://www.atlantaregional.com/MMCS/9.htm)*



## **Memorial Drive Strategic Action Plan**

Memorial Drive, which runs between the state Capitol in downtown Atlanta and Stone Mountain in DeKalb County, is in need of economic revitalization. The DeKalb County Economic Development Office retained a team of consultants (2002) to create an economic-based, implementation-oriented action plan to guide the County's revitalization efforts along eight miles of Memorial Drive, from Candler Road in the west to Stone Mountain Memorial Drive in the east. The county would like to revive the drive with an appropriate mix of housing, businesses, government offices and cultural, educational and entertainment facilities, along with streetscape improvements and transportation enhancements.

Efforts will be focused on identifying key locational opportunities, or activity centers, in which revitalization can be targeted. These impacts are to occur in mixed-use activity centers strategically located in the corridor to either take advantage of existing centers of activity, or spur redevelopment in locations determined to be most economically viable in the long-term.

Activity centers created in the corridor should:

- Be pedestrian-oriented;
- Feature a mix of land uses;
- Be strongly connected to surrounding residential areas;
- Provide open space or a central focal point; and
- Create a development or center of activity that is sustainable, creating long-term value and a sense of location.

### **Process Framework**

The conceptual framework, or strategy used to approach the Memorial Drive corridor is a 12-step process originally proposed by ULI, the Urban Land Institute, and further expanded by the consultant team, that aims to transform "suburban strips" into viable activity centers. See the following list of steps:

1. Ignite the public leadership;
2. Know the market;
3. Anticipate market evolution;
4. "Prune" the retail-zoned land;
5. "Pulse" the development;
6. Tame traffic;
7. Enhance connectivity;
8. Eradicate blight;
9. Create a sense of place;
10. Diversify the character of development;
11. Support policy with funding; and
12. Facilitate partnerships for implementation.



# Emory Village Revitalization Plan

Emory Village is the historic commercial center of the Emory University and Druid Hills neighborhoods located at the intersection of North Decatur Road, Oxford Road and Dowman Drive in DeKalb County, northeast of Atlanta. It emerged in the early 20th century to serve the newly relocated University and the surrounding homes of Druid Hills. As the university and the city grew, the neighborhood commercial center used by the students, faculty, and residents strained to adjust to the pressures from this growth and the fast-changing conditions of the city.



## Opportunity Assessment

Emory Village revitalization will depend upon how well the repair of problematic features of the Village, the enhancement of existing positive traits, and the creation of new facilities within the Village is accomplished.

The following evaluation of existing conditions are listed in full in the Emory Village Revitalization Plan. Recommendations are listed and not limited to the following:

- Improve pedestrian and vehicular traffic flow at North Decatur, Oxford, and Dowman intersection
- Improve the continuity of the street wall through the addition of new infill buildings
- Enhance awareness of the Village's natural surrounding through preservation and expansion of scenic views, restoration of Peavine Creek banks, and addition of new views towards the golf course
- Continue the tradition of progressive design through new development that embraces environmentally-friendly building technology and progressive design.

## Recommendations

- Priority to preserve existing historic buildings
- Improve sidewalks, and add important pedestrian amenities
- Reorganize parking for the area
- Consider identification markers for significant features
- Develop conscientious guidelines for new signs in the village area





# Emory Village Revitalization Plan







# La Vista Blueprints

## Livable La Vista

The Georgia Conservancy, working in partnership with the Alliance for a Livable LaVista (ALL), will provide technical assistance to the residents of the neighborhoods, businesses, and institutions surrounding the “main street” of LaVista Road between its intersections with Clairmont Road and Briarlake Road in DeKalb County. The residents of this area have been addressing multiple issues of planning, design, and quality of life for a number of years. Most recently, ALL developed a “wish list” of issues critical to the neighborhoods. They have also been dealing directly with re-zonings and the design of infill housing, both on LaVista and within their neighborhoods.



Through the Blueprints program, ALL can focus on one aspect of planning which overarches many issues on its “wish list”: connections to and from destinations within the planning area. Specifically, Blueprints will work with ALL to conduct a process that could lead to recommendations for:

- Improved automobile, pedestrian, and bicycle mobility along LaVista, particularly at major intersections;
- Improved pedestrian and bicycle access to institutions (churches, schools, library, etc.), open spaces, and commercial areas, including connected trails and paths within all neighborhoods;
- Designated open spaces, existing and proposed, including both passive and active green spaces;
- Future land uses and design parameters in critical locations, particularly at major intersections; and
- General design recommendations for infill development along LaVista, particularly with respect to height, scale, orientation, and access.

## Strategic Actions and Implementation

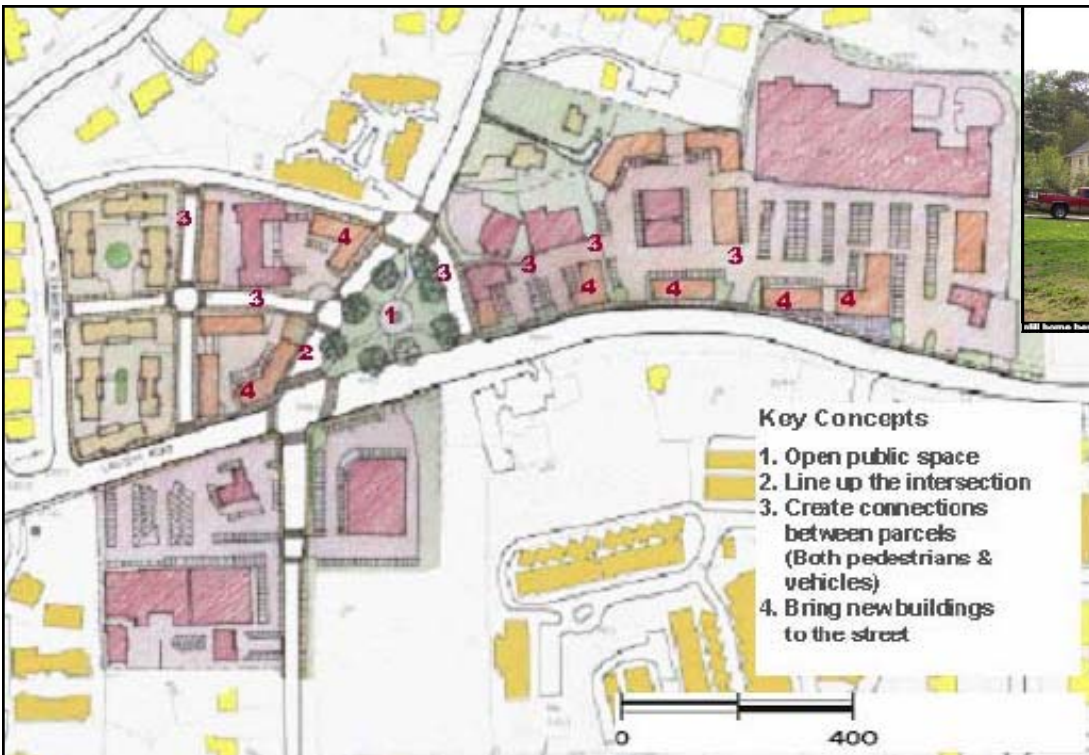
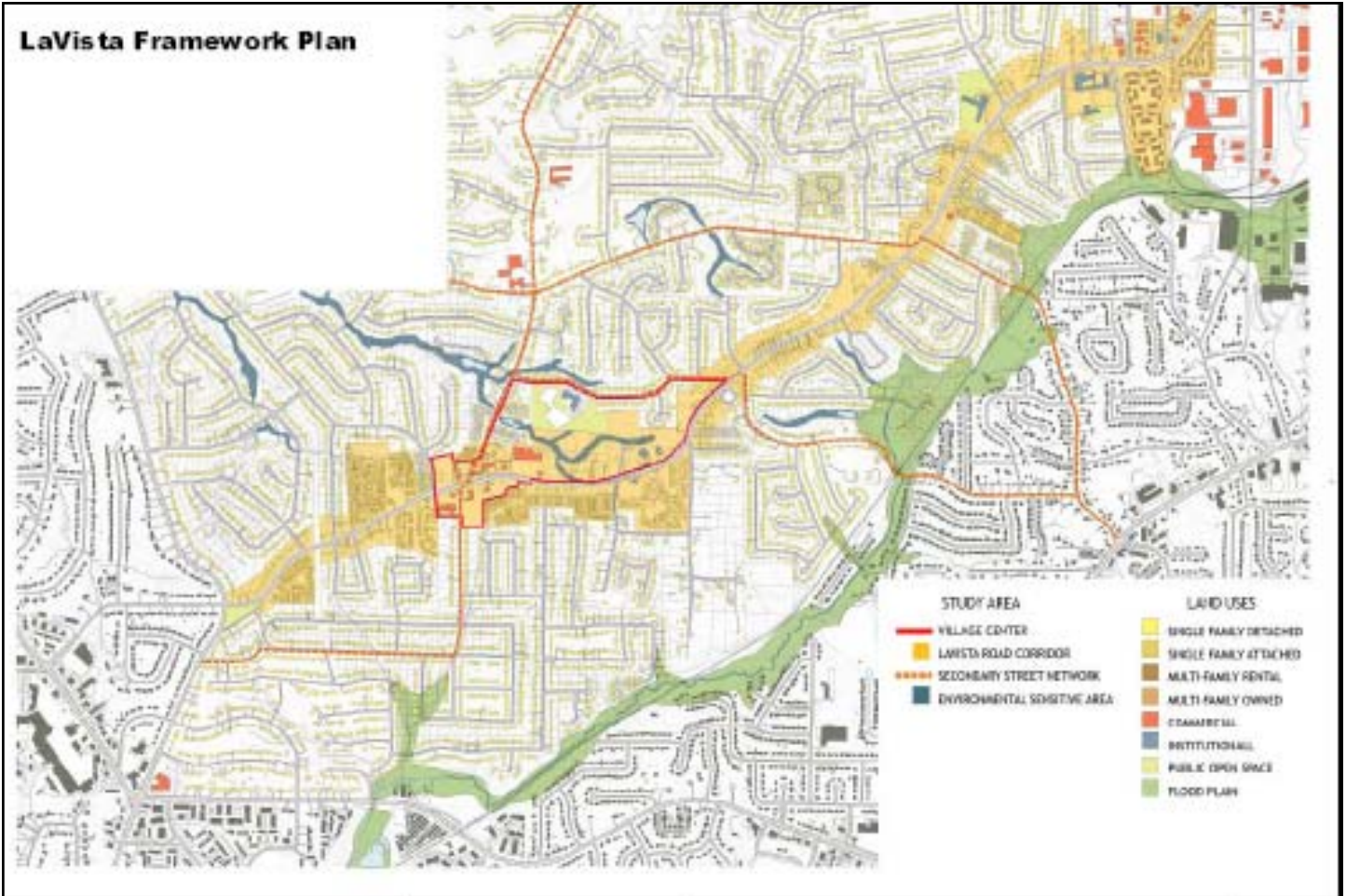
The LaVista Road neighborhoods within the study area can help guide their future by taking strategic actions to respond to the challenges and opportunities of the area. Specifically, the Alliance for a Livable LaVista can play a role in the redevelopment of the neighborhood and its surroundings, work to improve connectivity and traffic conditions, and identify and support the development of appropriate greenspace.

- Participate in the **DeKalb County Comprehensive Transportation Plan (CTP)** process to recommend the creation of a “context sensitive” plan for LaVista with roadway, storm drainage, bike/pedestrian facilities, and lighting and signage.
- Participate in the **DeKalb County Comprehensive Plan** revision process, to communicate the community’s vision for land use, zoning, and quality of life improvements.
- Consider an application for **Livable Centers Initiative** status and funding through the Atlanta Regional Commission.

*For more information: [www.gaconservancy.org/smartgrowth](http://www.gaconservancy.org/smartgrowth)*



**IMPLEMENTATION PROGRAM**







## **Scottdale Revitalization Plan**

Scottdale is a historic community in DeKalb County that for many years has been able to preserve its history, character and livability; however, has experienced from a lack of investment. Conveniently located to many destinations in DeKalb County, Scottdale is bordered by the Cities of Decatur, Avondale and Clarkston, and has understandably been experiencing development pressure that has threatened the important characteristics of the community. Concerned about new development and other matters, citizens approached the county in 2005 with the hopes of creating an Infill Overlay Zone for Scottdale.



While overlay zones can be beneficial for communities, they can also stifle positive development if not crafted properly. To ensure the overlay would preserve the existing community and create suitable new development, discussions began between stakeholders regarding the appropriate process that would help reach a community consensus for the future vision of Scottdale. This vision would then act as guide for the overlay zone regulations and other community initiatives. During these discussions, the revitalization of Scottdale was a primary objective.

### **Land Use and Zoning Conditions**

Land use patterns of a community have a major influence on transportation, energy consumption, property taxes, compatible or conflicting adjacent land uses, and possibilities for future growth. Before a community can determine the best strategy for future development, there are three major components that should be reviewed. These include zoning classifications for the area, existing land use plans and future land use plans as dictated in the Comprehensive Plan. The DeKalb County Planning and Development Department is currently developing new future land use policy for the entire County. As an alternative, this process will examine the Character Area Map in the Draft DeKalb County Comprehensive Plan Update.

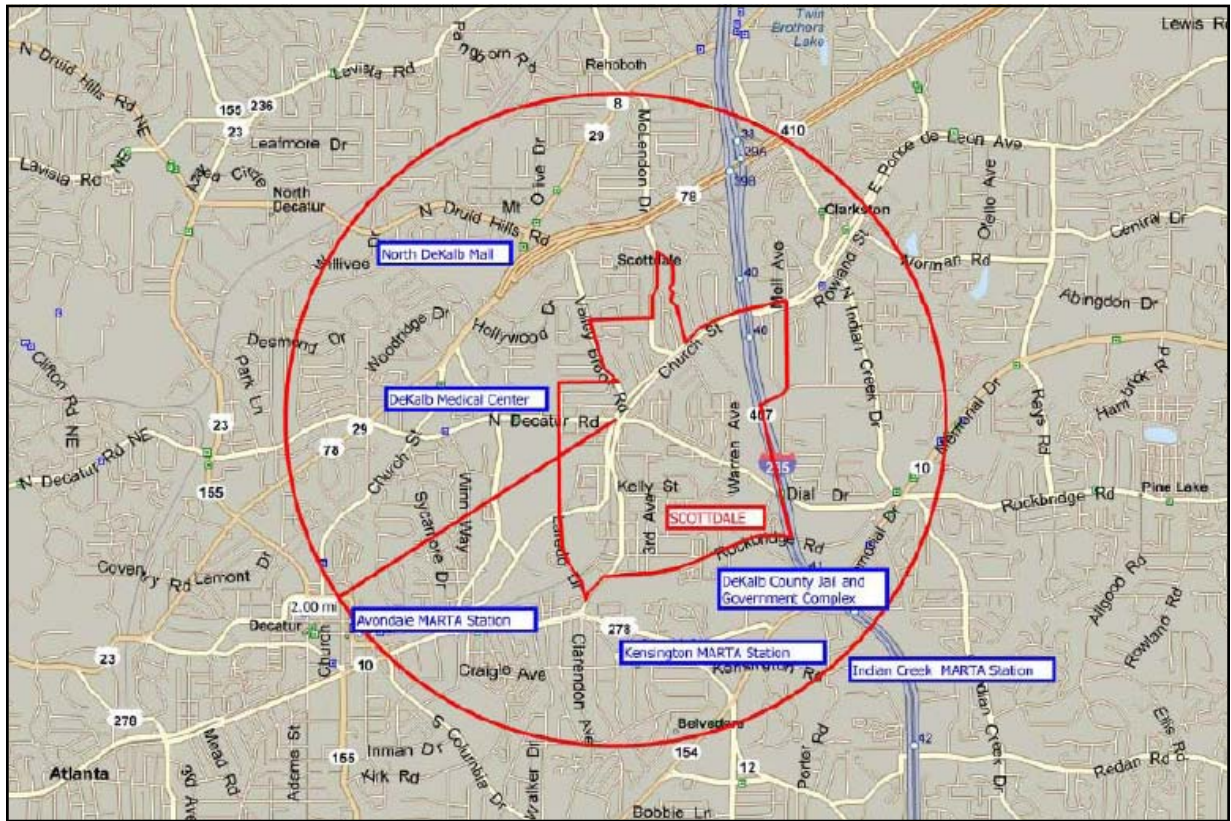
### **Public Improvement Strategy Report Summary**

The Scottdale Community, like many historic communities, has dealt with rapid change and a wide variety of challenges. In the late 1990's, after listening to the comments and concerns of residents, DeKalb County determined that portions of the Scottdale Community's aging infrastructure might best be addressed through the development of a comprehensive improvements strategy. A study was undertaken in the year 2000 and resulted in the Scottdale Public Improvement Strategy. It recommended near-term improvements and was designed to facilitate a thoughtful and efficient distribution of public funds and community resources in light of probable future development.

The Public Improvement Strategy was concentrated to address three primary areas of immediate concern: Site Drainage and Hydrology, Pedestrian and Vehicle Circulation, and Human Services and Recreation Facilities.



# Scottdale Study Area



## Strategic Action Plan

The Scottdale Revitalization Plan process was conducted over several months and during that time, community members and stakeholders contributed their time and efforts to examine the issues and opportunities in Scottdale. Many activities took place that allowed the community to express their desires for Scottdale’s future and from this input the community vision was created. To implement the community vision created by the Revitalization Plan process, recommendations were made by the consultants and reviewed by the Steering Committee for approval. Recommendations in six areas have been outlined in this chapter. These recommendations comprise a strategy for the community revitalization. These six areas include:

- Land Use
- Housing
- Economic Development
- Community Facilities
- Historic Preservation
- Community Organization

Due to the participation of many stakeholders from the DeKalb County Government and the community, efforts can be made simultaneously to implement the recommended strategies. While some plans dictate short-term and long-term strategies, the recommendations outlined in this plan are meant to be implemented concurrently and to begin shortly after adoption of this plan. Some recommendations will be completed within a year; however, some require ongoing efforts. The collaboration of many stakeholders is sure to make the implementation of this plan a success.





# Tucker Neighborhood Strategic Plan

## **Vision**

Tucker is a diverse community made up of many unique neighborhoods separated by major roadways. Tucker is an area which is not separate from, but totally integral with the entire Atlanta area.

The key to Tucker's long-term health as a defined community is to honor and support the integrity of each neighborhood and to develop a system of connectivity so mutual issues are addressed with a "small town" attitude. The overall vision is thus one of unique parts/segments communally connected with overall integrity, which celebrates the essence of family, local education opportunities for all ages and the local presence of religious and spiritual activity.

The physical and social attributes will include:

- A) Well-defined areas of single-family dwellings, apartments, attached town houses, commercial development, and multi-use projects coordinated in a vibrant, interactive mix where residents and commercial uses prosper harmoniously
- B) Continually increasing pedestrian/bicycle interconnectivity throughout by requiring developers to provide both sidewalks and bikeways and encouraging DeKalb County until seamless access becomes a reality
- C) Multi-model transportation alternatives that mesh well with regional highway, bus, MARTA and train systems
- D) Cost effective water, waste water and storm water systems that protect water quality
- E) Electrical and communication utilities that serve the community from underground or with as little visual impact as possible
- F) Continuity of community character through uniform street-scaping standards which will not only improve appearance but increase green space
- G) A destination downtown that serves diverse needs and populations centered on a revitalized Main Street which establishes a "sense of place" for the Tucker Community
- H) Strategies to enhance public safety combining neighborhood crime watch activities with appropriate support from DeKalb County safety-related agencies

## **Recommendations**

- Maintain land use breaks from commercial to residential along major corridors at the edge of downtown Tucker: LaVista, Lawrenceville Highway, Chamblee-Tucker, Idlewood, Brockett, Fellowship, etc. to prevent extension of commercial corridors.
- Contain minor commercial nodes at residential edges: Pittsburgh area, Brockett and Cooledge, Indian Trail Drive and Lawrenceville Highway (near the County line), Hugh Howell Road and Lilburn Stone Mountain Road, etc.
- Encourage Northlake area office development to develop westward from LaVista Circle toward I-285 and not intrude further into residential areas in Tucker.
- Maintain existing boundaries of Mountain Industrial area and consider allowance of transitional uses from industrial to residential such as institutional (INS: churches, etc.).
- Light intensity commercial (LIC) is not appropriate as a transitional use.



**IMPLEMENTATION PROGRAM**

**DeKalb County Solid Waste Management Plan (2005-2014)**

The Solid Waste Management Plan (SWMP) for DeKalb County, Georgia, was prepared in response to the State of Georgia’s Solid Waste Management Act of 1990. It is DeKalb County’s statement of intent in response to this act. This act requires that all cities and counties in Georgia attempt to reduce the weight of waste being disposed of in landfills (or incinerators) by 25% in 1996. This 25% reduction is strongly encouraged by the regulations and will be the goal of the DeKalb County governing authority. DeKalb County has adopted a joint **Solid Waste Management Plan**, which includes seven (7) municipalities. These municipalities include:

- Avondale Estates
- Chamblee
- Clarkston
- Decatur
- Doraville
- Lithonia
- Pine Lake



This SWMP has been developed as a result of coordinated effort by the DeKalb County Planning Department, Public Works, Department, and Sanitation Division and considering comments made from the general public. The DeKalb County SWMP planning area consists of unincorporated DeKalb County and the cities of Avondale Estates, Chamblee, Clarkston, Decatur, Doraville, Lithonia, and Pine Lake. Elements of the SWMP include:

- Waste Disposal
- Waste Reduction
- Collection
- Disposal
- Land Limitation
- Education & Public Involvement



*Note: For more information on the SWMP, a complete document may be obtained in the Strategic Planning Division of the Planning and Development Department, or the DeKalb County Sanitation Department.*





## **IMPLEMENTATION PROGRAM**

### **DeKalb Peachtree Airport**

## **PDK Airport Master Plan**

The Master Plan is the County's vision of what the airport will be like at the end of the 20-year planning period. This Master Plan process for PDK will include a number of stakeholders whose ideas and concerns will be heard in the development of the master plan and will allow the airport and community to explore questions together and develop alternatives. This community involvement helps ensure that all citizen needs and concerns are voiced, and are considered during the master plan development.

### **Policies to Guide the Master Planning Process:**

1. Maintain a high standard of airport safety, security and efficiency of operations.
2. Assure sensitivity to environmental issues, with special attention to noise and other adverse impacts, in policy development, planning and implementation.
3. Build a cooperative partnership with the communities in the airport environs and beyond, as PDK strives to be a good neighbor in planning and implementing airport policy and programs.
4. Effectively serve, in a financially self-sufficient manner, the broad economic interests of the County and surrounding communities, as a direct and indirect economic generator.
5. Remain a general aviation/CII airport, while improving operations that are consistent with the airport's mission.
6. Continue to improve facilities and customer services to accommodate the evolving needs of all customers, including, general aviation users, vendors, tenants, employees, and the general public.
7. Develop an effective institutional framework to ensure coordination, communication and cooperation among county departments, the Board of Commissioners and its appointees and other airport decision-makers.
8. Provide for mechanisms that accomplish the airport's mission in a manner that is consistent with adopted policies, goals and plans of the Board of Commissioners, including the County's Comprehensive Plan and applicable federal and state laws.
9. Determine and maintain the current boundaries except for required open space, safety areas or noise abatement with no expansion of runways and taxiways.
10. Continue to take steps to implement new and innovative approach and departure procedures and to continue to work with the FAA to make more precise those departure and arrival procedures already implemented.

The master plan process began by conducting over 100 stakeholder interviews to determine the issues and concerns the master plan should focus on. These issues and concerns were also used to develop guiding policies for the master plan and a public participation plan. The next step was the kick-off meeting held March 29, 2006. The purpose of the meeting was for consultants, airport staff, and members of the Board of Commissioners to listen to the public. In addition to the kick-off meeting there will be other public meetings and facilitated workshops held as the process continues. There will also be two master plan steering committees made up of representatives from many stakeholder groups. The committees will review the technical information presented and offer their comments and guidance during the process. Following the kick-off meeting and the selection of committee members the technical work will begin.



## ***IMPLEMENTATION PROGRAM***

The first step is to identify the existing facilities (runways, taxiways, navigation aids, hangars, parking places) at the airport. Data will also be gathered on the number of takeoffs and landings and based aircraft currently at the airport. Next aviation demand forecasts are prepared. These forecasts estimate the number of takeoffs and landings and based aircraft that could be expected at the airport over the 20-year planning period. Following the forecast, the facility requirements step will determine if additional hangars, aircraft parking spaces, auto parking spaces or navigational aids will be needed to serve the forecasted demand. The master plan will not consider runway extensions or other changes that would allow the airport to serve aircraft larger than those using the airport today. Next, concepts or alternatives are developed to show graphically how additional facilities might be arranged. Many alternatives will be considered -- from meeting none of the forecasted demand (the no-build alternative) to meeting some or all of the demand. The master plan also includes an airspace and environment study that will look at the airspace system and determine if changes in flight tracks or procedures could decrease the noise to the surrounding neighborhoods. There will be many opportunities for public involvement throughout the entire master plan process.

### **Master Plan Update – December 2006**

#### **Technical work that is currently underway:**

- Existing conditions inventory – The inventory task includes the collection and review of current and historical operational data as well as information related to the size, location, and use of existing airport facilities.
- Aerial photogrammetry – New aerial photogrammetry will serve as the base map for report figures and graphics and the airport layout plan drawing set. The aerial photogrammetry also documents the height of trees, towers, poles, buildings, and other structures that might obstruct runway approach surfaces.
- Obstruction analysis - Based on the new aerial photogrammetry, the obstruction analysis shows--in plan and profile views--the runway approach surfaces and any structure or tree that penetrates the surface.
- Boundary survey – The boundary survey will verify the current airport property line.
- Economic impact analysis – The economic impact analysis seeks to quantify the economic impact of the Airport on DeKalb County and the surrounding regional economy.

#### **Future steps in the master plan process require resolution of the fleet mix:**

- Departure Procedures Environmental Assessment fleet mix and forecast – The master plan intended to use the existing fleet mix and forecast of future takeoffs and landings previously prepared for the Departure Procedures Environmental Assessment. Preparation of a new fleet mix and forecast was not included in the master plan scope of work. The Federal Aviation Administration (FAA) is still reviewing the Departure Procedures Environmental Assessment and has not yet issued a finding on the study. The master plan team is awaiting resolution of this issue before moving forward with a master plan forecast.

#### **Next steps following resolution of the fleet mix and forecast issues:**

- Complete master plan forecast
- Conduct master plan committee meeting





## **IMPLEMENTATION PROGRAM**



### **DeKalb County Comprehensive Transportation Plan**

The DeKalb Comprehensive Transportation Plan (CTP) is the end result of an extensive, iterative, and comprehensive process incorporating community involvement, technical analysis, and institutional oversight in determining the appropriate transportation system for DeKalb County. The process balanced technical analysis with attention to community desires for the County's transportation system.

Throughout development of the CTP, significant efforts were made to engage the public in the planning process. At the beginning of the CTP, a public involvement plan was prepared in cooperation and coordination with the public to guide participation and ensure adequate opportunity for involvement by all members of the County. A survey was implemented to assess citizens concerns and requests related to transportation in DeKalb County and to gain a sense of what the citizens of the County think are important issues in transportation. A stakeholder database including broad based representation from each quadrant of the County, as well as commercial, educational, business, retail, religious, ethnic, healthcare, elderly, disabled, and cultural attraction communities was established to maintain communication with the citizens most likely impacted by the study. This ensured a level of continuous involvement for all groups in reviewing information and providing input for consideration by the study team. At key milestones in the development of the CTP, public involvement meetings were held throughout the County to inform the public of the plan's progress and to solicit feedback and dialogue on aspects of plan development. Formal public meetings were supplemented by outreach opportunities to civic organizations, business and community groups, and through information booths at retail and recreational venues.

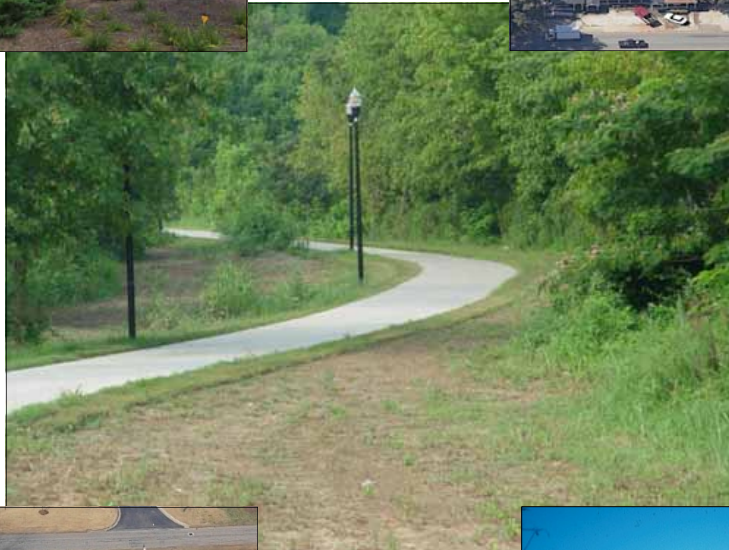
Policy recommendations were the result of extensive technical analysis that considered the impact of transportation demand to the year 2030 and anticipated land use developments. The County follows a solid base of policies and strategic directions when making decisions regarding transportation and land use. The CTP update evaluated these policies in the context of current and future needs, current funding resources and directions for the transportation program provided during the update.

The CTP recommends a menu of funding strategies that can be considered by DeKalb County to address the funding of local and aspirations projects. This leaves the decision of whether to adopt increased levels of funding or to reassess the need at some future date. Information and recommendations provided throughout the CTP process provide the data upon which future transportation decisions can be made.

*Note: For more information on the CTP, a complete document may be obtained in the Strategic Planning Division of the Planning and Development Department 404-371-2155.*



# DEFINITIONS GLOSSARY





## 6. DEFINITIONS GLOSSARY

**Access Management** -The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.

**Accessory Housing Unit** – is a separate and complete dwelling unit that is contained on the same lot as the structure of a single-family dwelling or business.

**Affordable Housing** - housing where the costs are affordable to those living in the unit. Commonly accepted principles for housing affordability are costs that do not exceed 30% of the household's gross income.

**Army Corps of Engineers (USACE)** - is a division of the U.S. Army comprised of military and civilian men and women. The Corps' mission is to provide engineering services, which include the planning, design and construction of dams, military facilities, and design and construction management support for other Defense and federal agencies.

**Atlanta Regional Commission (ARC)** - is the regional planning and intergovernmental coordination agency for the 10-county metropolitan area.

**Board of Commissioners (BOC), DeKalb County** - the seven member, part-time Board of Commissioners are elected, by district, to four-year terms and serve as the legislative branch of the County. DeKalb is divided into five districts, each served by a commissioner. Additionally, there are two "super districts" commissioners, each serving roughly one-half of the County's population. The commissioners are charged with upholding and enforcing the County Code of Ordinance.

**Blighted Area** – an area within a municipal corporation, with a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility, or usefulness, and unsanitary or unsafe conditions, among others.

**BRT Bus Rapid Transit-** BRT is a high speed bus system operated within an exclusive right-of-way. BRT incorporates exclusive transit ways, modern stations, on-board fare collection, high-tech vehicles and frequent service.

**Buffer** - an area of land, including landscaping, berms, walls, fences, and building setbacks, that is located between land uses of different character and is intended to mitigate negative impacts of the more intense use on a residential or vacant parcel.

**Builder** – also referred to as a General Contractor is an organization or individual that contracts or has an agreement with another organization or individual for the construction of a building, road, facility or structure.

**Building Code** - is a set of rules that specify the minimum acceptable level of safety for constructed objects. The main purpose of the building codes is to protect public health, safety and general welfare as they relate to the construction and occupancy of buildings and structures.

**Capital Improvements Plan** – is a plan setting forth, by category of public facilities, those capital improvements and that portion of their costs which are attributable to serving new development within designated service areas for such public facilities over a specified time frame.

**Centers for Disease Control and Prevention (CDC)** - based in Atlanta, Georgia it is an agency of the U.S. Department of Health and Human Services that focuses attention on developing and applying disease prevention and control measures with emphasis on infectious diseases, environmental health, health promotion and education activities.



**Chief Executive Office (CEO), DeKalb County** - DeKalb is the only county in the metropolitan Atlanta area to have a Chief Executive Officer in addition to the Board of Commissioners. The CEO, elected countywide, administers the day-to-day operations of the county government and manages its 7,000 employees. The CEO is limited to two consecutive four-year terms.

**Character Area** – a geographic area with unique or special characteristics to be preserved or enhanced; refers to how land uses relate to one another.

**Charette** – a form of public participation as a technique for consulting with community stakeholders. The technique typically involves intense, possibly, multiple day meetings, that involve local government officials, developers, and residents.

**Clean Water Act (CWA)** - the primary federal law in the United States governing water pollution. The act established the symbolic goals of eliminating releases to water of toxic amounts of toxic substances, eliminating additional water pollution and ensuring that surface waters would meet standards necessary for human sports and recreation.

**Community** – a sub area of a local government (city, county, town) consisting of residential, institutional, and commercial uses sharing a common identity.

**Community Agenda** – the portion of the Comprehensive plan that provides guidance for future decision making about the community.

**Community Assessment** – the portion of the Comprehensive plan that is an objective and professional assessment of data and information about a community.

**Community Council** – an advisory group of voluntary citizens that meet and review applications for land use amendments, rezones and special land use permits.

**Community Development Block Grant (CDBG)** – it is one of the longest-running programs of the U.S. Department of Housing and Urban Development (HUD); the grant funds local community development activities such as affordable housing, and infrastructure development, among others.

**Community Participation Program** – the portion of the Comprehensive plan that describes the participation program for ensuring adequate public and stakeholder involvement in the preparation of the plan.

**Comprehensive Plan** – also know as a Master Plan, it is the adopted official statement of a legislative body of a local government that recognizes the physical, economic, social, political, aesthetic, and related factors of the community and compiles policy statements, standards, maps, and statistical data for the physical, social, and economic development, to create a unified physical design for the public and private development of land and water.

**Density** - The number of dwelling units permitted per net acre of land.

**Density Bonus** - the allowance of additional density in a development in exchange for the provision by the developer of other desirable amenities.

**Development Regulation** – they are any zoning, subdivision, impact fee, site plan, corridor map, floodplain or stormwater regulations, or other governmental controls that affect the use of land.

**Developer** – commonly referred to as a real-estate developer, one who clears and builds on land or changes and enhances the use of an existing building for some new purpose or to better effect.





**Development of Regional Impact (DRI)** - A very large project that will have impacts affecting significant portions of a region. Any development that, because of its character, magnitude, or location, would have substantial effect upon the health, safety, welfare, or environment or more than one unit of local government.

**Easement** - grant by a property owner to the use of land by the public, a corporation, or persons for specific purposes as the construction of utilities, drainage ways, and roadways.

**Environmental Impact Statement** - Under the [state law], a statement on the effect of development proposals and other major actions that significantly affect the environment.

**Environmental Protection Agency (EPA)** - is an agency of the federal government that is charged with protecting human health and safeguarding the natural environment.

**Functional Classification:** The classification of the segment of road, as defined by FHWA (Federal Highway Administration), which is broken down between rural and urban areas. The functional classification system is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide.

**Georgia Conservancy** - The Georgia Conservancy is a statewide environmental organization. The job of the Conservancy is to make sure that Georgians have healthy air, clean water, unspoiled wild places and community green space now and in the future.

**Georgia Department of Community Affairs (DCA)** – serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

**Georgia Department of Transportation (GDOT)** – serves as the lead transportation agency for the State. The Georgia Department of Transportation plans, constructs, maintains and improves the state's road and bridges; provides planning and financial support for other modes of transportation such as mass transit and airports; provides airport and air safety planning; and provides air travel to state departments.

**Georgia Regional Transportation Authority (GRTA)** - it is an agency created by the General Assembly in 1999 that is charged with combating air pollution, traffic congestion and poorly planned development in the metropolitan Atlanta region, which is currently designated non-attainment under the federal Clean Air Act.

**Geographic Information System (GIS)** - it is a computer system capable of integrating, storing, editing, analyzing, sharing, and displaying geographically-referenced information.

**Greenspace** is an area of largely undeveloped wild or agricultural land surrounding or neighboring an urban area; applied to certain urban areas, including parks, preserves and public or private lands.

**Greenway**- it is a corridor of repurposed land running through an urban or suburban area. They are often converted into a long-distance paths or trails for cyclists and walkers; these corridors are often multipurpose, vegetated and linear routes.

**Historic District** - is a group of buildings, properties or sites that have been designated by one of several entities on different levels as historically or architecturally significant. Districts greatly vary in size, some having hundreds of structures while others have just a few.



**Impact Fees** - an impact fee is a one time payment imposed upon a developer to pay a proportionate share of a system improvement that is needed to serve new growth and development. Such fees can be charged by Cities, Counties and some water and sewer authorities. Impact fees may be charged for water supply and treatment; wastewater treatment; roads, streets and bridges; stormwater systems; parks open space and recreation; libraries and public safety (police, fire and jails).

**Infill Development** - The use of vacant land, the reuse or change of use of a previously developed parcel or group of parcels, or the intensification of use or change of use by remodeling or renovating an entire structure.

**Infrastructure** - is generally a set of interconnected elements that provide the framework that support an entire structure. The term has diverse meanings in different fields, but is perhaps most widely understood to refer to roads, airports, and utilities.

**Intensity** - The degree to which land is used, measured by a combination of the type of land used and the amount of land or floor area devoted to that use.

**Metropolitan Atlanta Rapid Transit Authority (MARTA)** - consists of a network of bus routes linked to an urban heavy rail metro system.

**Metropolitan Planning Organization (MPO)** - is a transportation policy-making organization made up of representatives from local government and transportation authorities. MPO's exist for any Urbanized Area (UZA) with a population greater than 50,000.

**Mixed Use Development** - a project which integrates a variety of land uses including residential, office, commercial, service, and employment and can result in measurable reductions in traffic impacts.

**National Register of Historic Places** - is the government's official list of districts, sites, buildings, structures, and other objects worthy of preservation.

**National Pollutant Discharge Elimination System (NPDES)** – it is the system for granting and regulating discharge permits, which regulates sources that discharge pollutants into waters.

**Neighborhood** - an area of a community with characteristics that distinguish it from other community areas and that may include schools, or social clubs, or boundaries defined by physical barriers, such as major highways and railroads, or natural features, such as rivers.

**Non-Conforming Use** - A use which lawfully occupied a building or land at the time the zoning or land use code became effective, which has been lawfully continued and which does not now conform to the current use regulations.

**Land Rehabilitation** - is the process of returning the land in a given area to some degree of its former self, after some process (business, industry, natural disaster, etc.) has damaged it.

**Livable Centers Initiative (LCI)** - is a program offered by the Atlanta Regional Commission that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

**Overlay District** - a district provided for particular neighborhoods or communities in order to protect the aesthetic appeal and character of the area from the impacts of development while accommodating compatible new development.

**Pedestrian Community District (PCD)** A plan designation or implementing land-use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity.



**Planning Commission** - a board of the local government consisting of elected and *or* appointed members whose functions include advisory or aspects of planning and may also include such other powers and duties as may be assigned to it by the legislative body.

**Policies** - guidelines intended to direct the present and future physical, social, and economic development

**Quality of Life** - attributes or amenities that combine to make an area a good place to live. Examples include the availability of political, educational, and social support systems; good relations among constituent groups; a healthy physical environment; and economic opportunities for both individuals and businesses.

**Regional Transportation Plan (RTP)** - The long-range, multi-modal plan documenting policies, initiatives, and projects designed to meet the surface transportation needs of the region over a minimally specified planning horizon.

**Sense of Place** - The characteristics of a location that make it readily recognizable as being unique and different from its surroundings and that provides a feeling of belonging to or being identified with that particular place.

**Smart Growth** - is an urban planning and transportation theory that concentrates growth in predetermined areas (i.e. city centers) to avoid sprawl; and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including mixed-use development with a range of housing choices.

**Stakeholder** – people who are (or might be) affected by any action taken by an organization or group. Examples are parents, children, customers, owners, employees, associates, partners, contractors and others that are related or located near by.

**Statistics** – it is a mathematical science pertaining to the collection, analysis, interpretation or explanation, and presentation of data and other information.

**Stormwater Management** - any storm water management technique, apparatus, or facility that controls or manages the path, storage, or rate of release of storm water runoff.

**Streetscape** - the visual image of a street, including the combination of buildings, parking, signs, and other hardscaping and street furniture.

**Traffic calming** - a concept fundamentally concerned with reducing the adverse impact of motor vehicles on built-up areas. Usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.

**Transfer of Development Rights (TDR)** - a legal covenant that protects the subject land in perpetuity from development beyond any development rights reserved subject to the underlying zone at the time the covenant is signed and grants enforcement of the covenant to the county.

**Truck Routes** - auxiliary routes of a U.S. or State Highway system that is the preferred (or sometimes mandatory) route for commercial truck traffic.

**U.S. Census Bureau** - the census bureau is the government agency mandated in collecting statistics about the nation, its people, and economy. The first census taken was in 1790.

**Wetland** - Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

**Zoning** - A police power measure in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards.