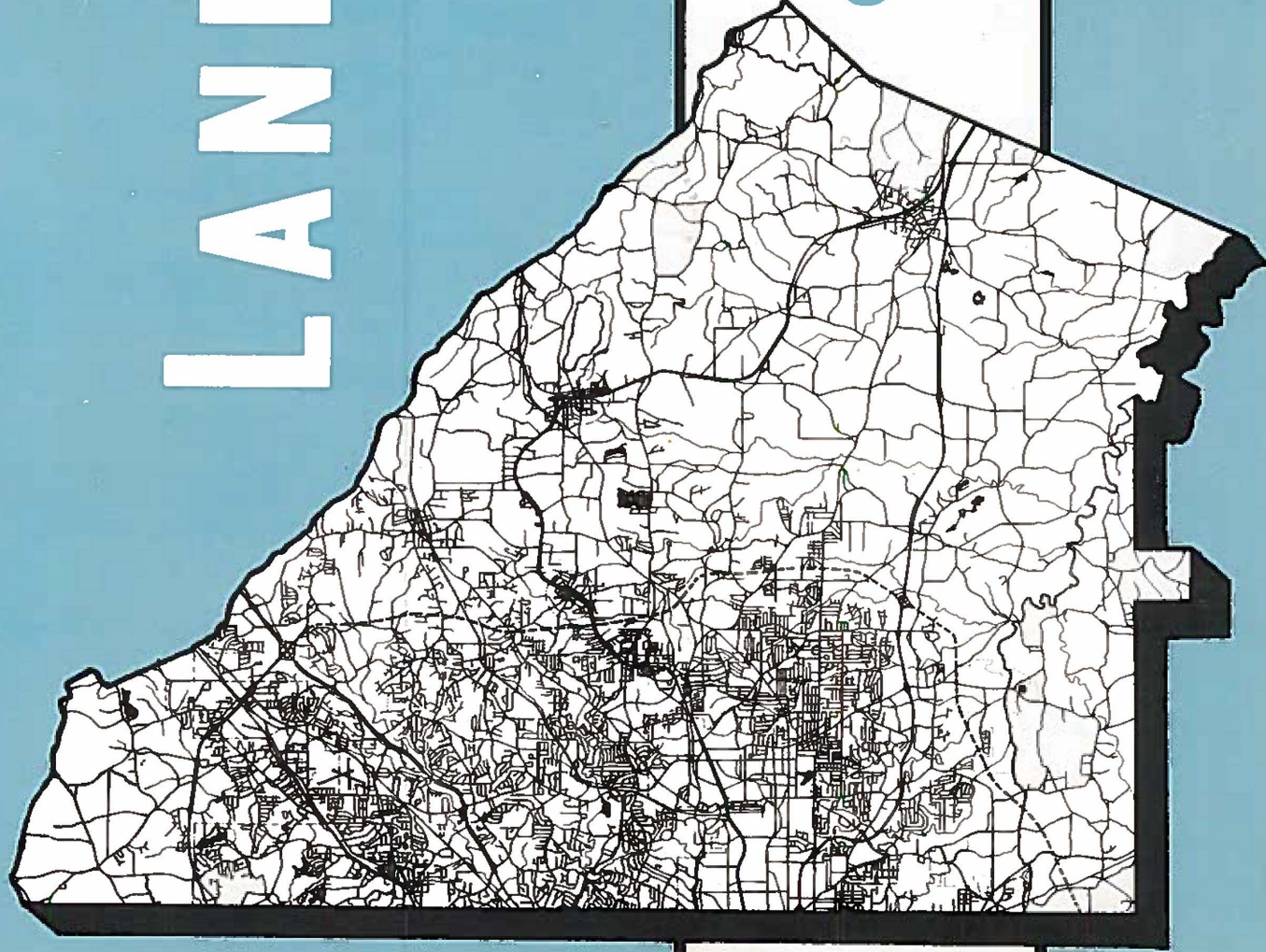


LAND USE PLAN



• *DeKalb County*

AS APPROVED BY THE
● DEKALB COUNTY PLANNING COMMISSION
APRIL 20, 1964

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DEKALB COUNTY

GEORGIA

L A N D U S E P L A N

1964

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- Existing Land Use, DeKalb County, December 31, 1962.
- Land Use Plan, DeKalb County.

INTRODUCTION

This plan replaces the Land Use Plan adopted by DeKalb County on December 31, 1956. During the past seven years, many changes have taken place within the county requiring us to reevaluate and update the plan. During this brief span of time, DeKalb's population has increased from 212,132 to 302,200; its miles of freeways have jumped from 0 to 32, its public schools have increased from 48 to 86, including 8 schools under construction and a junior college; its acres of park land have soared from 663 to 1,763.7; its industrial plants and warehouses have multiplied from about 200 to approximately 435; and the assessed valuation of taxable property has increased from \$383,986,230 to \$700,709,760.

This plan has been in various stages of preparation for several years. It has influenced, and in turn been influenced by, the Land Use and Thoroughfare Plan of the Atlanta Metropolitan Planning Commission, the DeKalb County Parks Plan, the DeKalb County Thoroughfare Plan, and the DeKalb County School Plan, all adopted by the DeKalb County Planning Commission. It is also based upon the DeKalb County Population Report published in 1963 by the County Planning Department and upon the population, economic base, expressway, and rapid transit studies,

plans, and reports of the Atlanta Region Metropolitan Planning Commission.

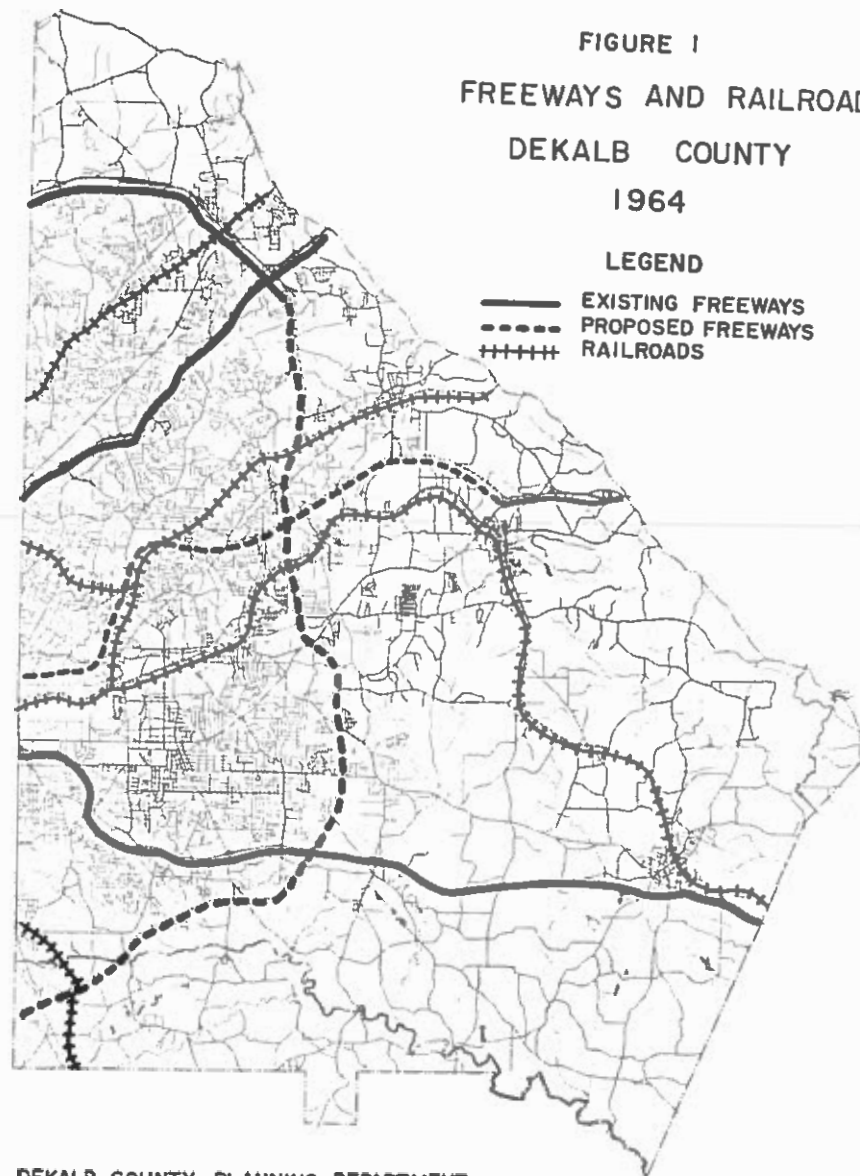
The purpose of the plan is to set forth a logical, desirable, feasible pattern of land uses and of land use standards to guide individuals, businesses, organizations, and governmental units as they make decisions affecting the growth and development of DeKalb County.

This plan is a general one, though not as generalized as that for Metropolitan Atlanta. Neighborhood and community plans such as those prepared for Tucker, Stone Mountain, or Lithonia will be more precise and detailed in nature. The standards contained in the zoning, subdivision, and housing codes of the county are both means of applying this plan and its standards to specific pieces of property and also are much more precise statements of the general standards contained in this report. It should be stressed that this plan is but a part of a continuing, on-going planning process and that it is designed to guide decisions that must be made today and tomorrow. The plan is not an immutable blueprint to be preserved in all its details until, after two or three decades, it has been realized as herein set forth.

LOCATION AND REGIONAL SETTING

DeKalb is a rapidly developing urban county on the eastern side of the Atlanta Metropolitan Area. Part of DeKalb County is within two and one-half miles of the center of downtown Atlanta. More than half of the county lies within ten miles of the center of Atlanta. No part of DeKalb is more than twenty-one miles from this point. A portion of the City of Atlanta projects into DeKalb County. The county also contains nine other incorporated cities and towns ranging in population from 738 to 22,026. Of the total county land area of 172,160 acres, 9.7 per cent is within incorporated areas, including Atlanta. These incorporated areas contain 36.9 per cent of the total population of the county.

FIGURE 1
FREEWAYS AND RAILROADS
DEKALB COUNTY
1964



DEKALB COUNTY PLANNING DEPARTMENT

APRIL 1964

HISTORY AND DEVELOPMENT

In 1820 the Georgia State Legislature passed an act named in honor of Baron Johann DeKalb, a Revolutionary War hero. Much of what is now Fulton County and all of what is now DeKalb County were included in the new county. Decatur which was the only incorporated city in the county in 1839 and in 1847 the name of New Gibraltar was changed to Decatur.

Between 1830 and 1860, a railroad system was built. One of these railroads, the Macon and Western Railroad, and the Atlanta and Western Railroad, met at Atlanta in 1843 the name of Terminus was changed to Marthasville.

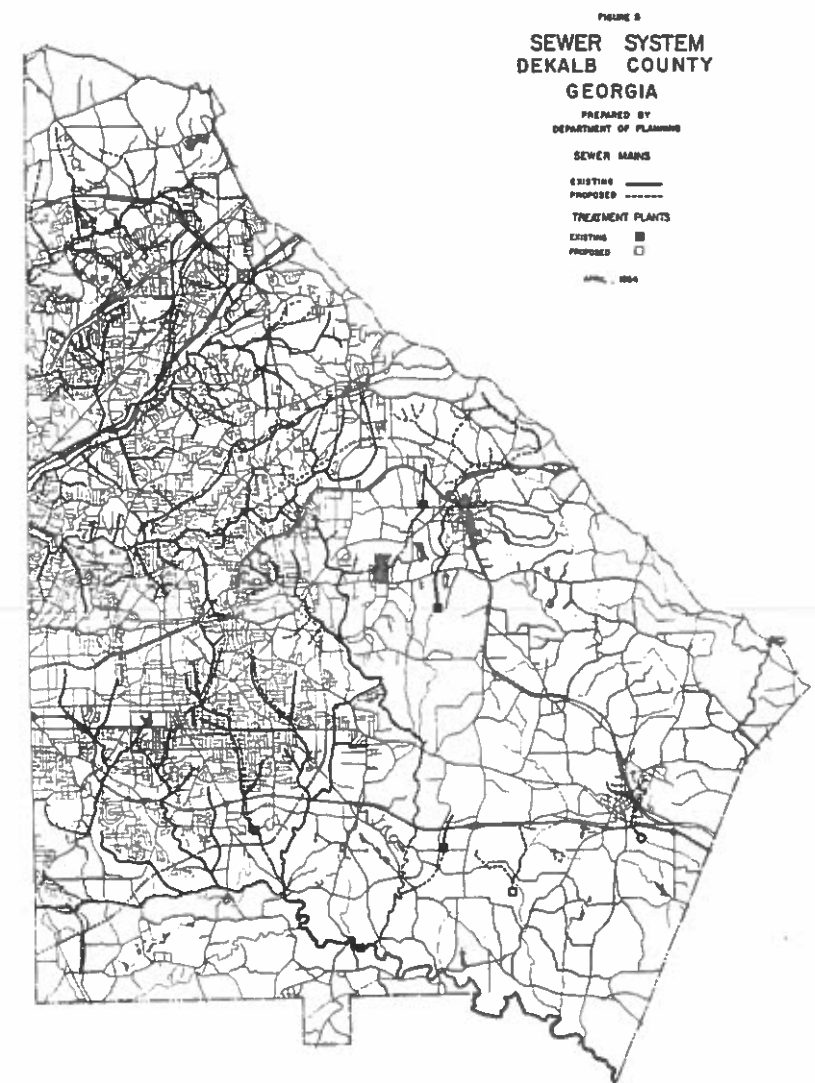
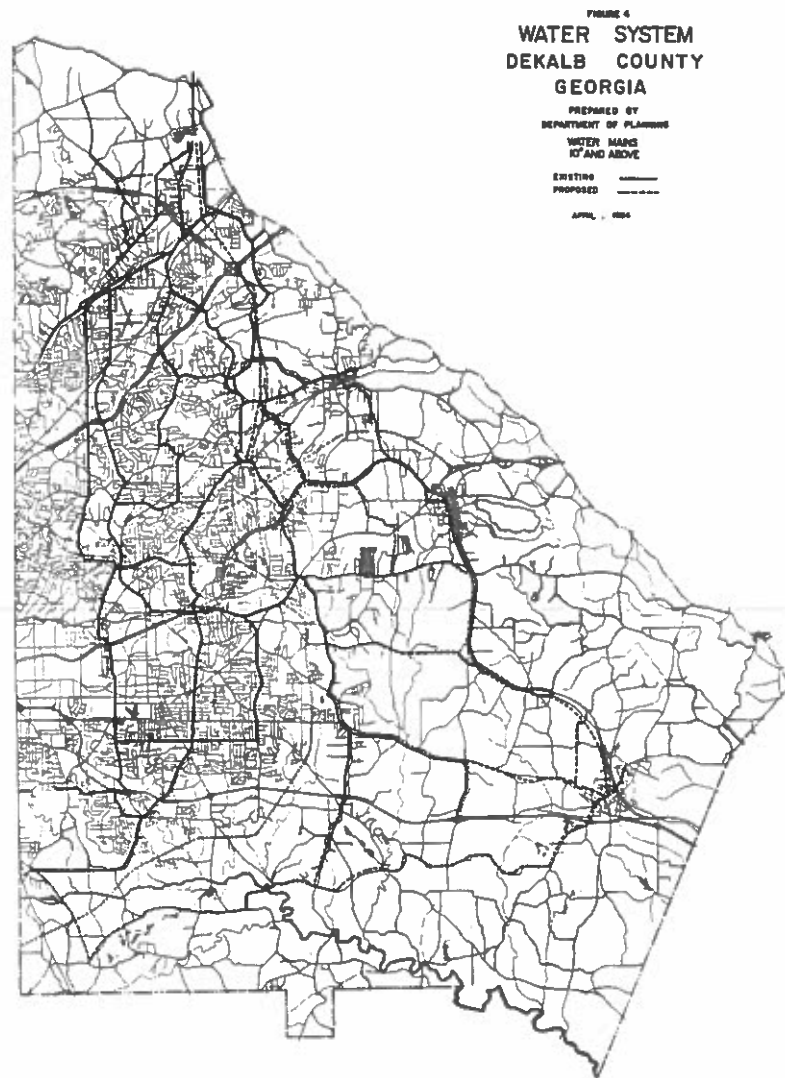
By 1853 Atlanta had become larger than Decatur and was named with Atlanta as its seat. In 1932 the two small counties were merged to constitute the county as it exists to this day.

NATURAL FEATURES, DRAINAGE, WATER AND SEWER

DeKalb County is characterized by gently rolling hills in the northern and southern areas and a broad, relatively smooth upland central area. An exception to this are the granite bosses which rise above the surrounding landscape. The largest of these is Stone Mountain, which rises to an elevation of 1,683 feet above sea level and 700 feet above the surrounding landscape.

Drainage. The county is located in two topographic divisions of the Piedmont Physiographic Province. The northern one-third of the county is in the Atlanta Plateau Division and the southern two-thirds is in the Midland Slope Division. East Ponce de Leon Avenue and the Georgia Railroad follow the ridge which separates the two divisions. The main difference in the two divisions is the direction of stream drainage. Streams in the Atlanta Plateau are part of the Peachtree Creek-Chattahoochee River network which flows southwesterly to the Gulf of Mexico. Drainage of the Midland Slope becomes part of the Snapfinger Creek-Yellow River network which flows southeasterly to the Atlantic Ocean.

Water and Sewer. The DeKalb County Water System serves all the populated areas of the county except Atlanta, Clarkston, Stone Mountain, and Lithonia. The system contains raw water from the Chattahoochee River, which has a normal flow of 1.5 billion gallons per day. The system costs about 10 million dollars, making it the second largest in the state. It provides 50 million gallons per day. The normal daily consumption is 1,000 miles of water mains, 7 elevated tanks, 3,000 fire



The sewer system is composed of three main treatment plants within DeKalb County, one of which is a part of the Atlanta system, plus the principal Atlanta plant in Fulton County which receives sewerage from the northern half of DeKalb, plus three small temporary treatment facilities, six pumping stations, and over 800 miles of sewer lines. The municipalities of Stone Mountain and Lithonia have their own systems.

POPULATION

In 1880 DeKalb's population was about 14,500. During the following 70 years, DeKalb's population rose steadily to 136,395 in 1950. In the 1950-60 decade, DeKalb's increase in population and rate of growth surpassed that of any prior decade. The final 1960 census count revealed that there were 256,782 persons residing in the county. This 1960 figure represented an 88.3 per cent increase over the 136,395 inhabitants for 1950. In more practical terms, DeKalb experienced a gain in population of about 1,003 new residents each month during this ten-year period.

DeKalb's exceptionally rapid growth during this decade contributed significantly to the 40 per cent increase in population in the five-county Atlanta Metropolitan Area. At the time of the 1960 census, the Atlanta Metropolitan Area had a population of 1,017,188. Of the 290,199 persons added to the metropolitan area population during the 1950-60 decade, DeKalb's growth accounted for over 41 per cent of the total increase. This means that from 1950 to 1960 approximately 2 out of every 5 new residents in the metropolitan area located in DeKalb.

DeKalb's tremendous population growth during the 1950-60 decade was considerably in excess of natural increase. Natural increase accounted for a gain in population of 43,002 persons or about 36 per cent of

DeKalb's total growth. A population gain of 77,385 persons can be attributed to the net effects of migration. In other words, approximately 7,739 persons per year migrated into the county. These migrants constituted approximately 64.3 per cent of DeKalb's ten-year growth in population.

DeKalb's growth in population since the 1960 census has been estimated by the Atlanta Region Metropolitan Planning Commission. According to these estimates, DeKalb's population was 267,700 on April 1, 1961, 278,300 on April 1, 1962, and 291,500 on April 1, 1963. With an average annual increase of 11,573 persons or 4.3 per cent from 1960 to 1963, DeKalb's average monthly increase in population equaled 964 persons. The five-county Atlanta Metropolitan Area's 1963 population was estimated to be 1,117,000, representing a 1960-63 gain of 99,812 persons, of which DeKalb contributed about 35 per cent. DeKalb's 1963 population accounted for about 26.1 per cent of the total metropolitan area population as compared with 25.2 per cent of the total in 1960.

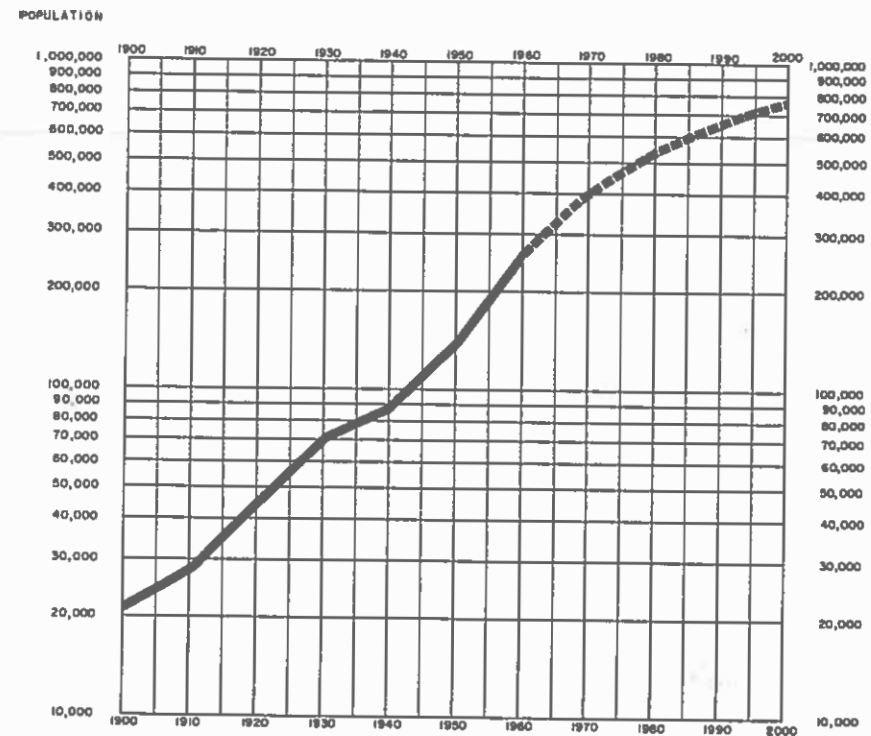
Figure 6 shows the changing population of DeKalb from 1900 to 1960 and a projection to the year 2000. This projection of DeKalb's population growth shows an estimated population for 1970 of about 400,000,

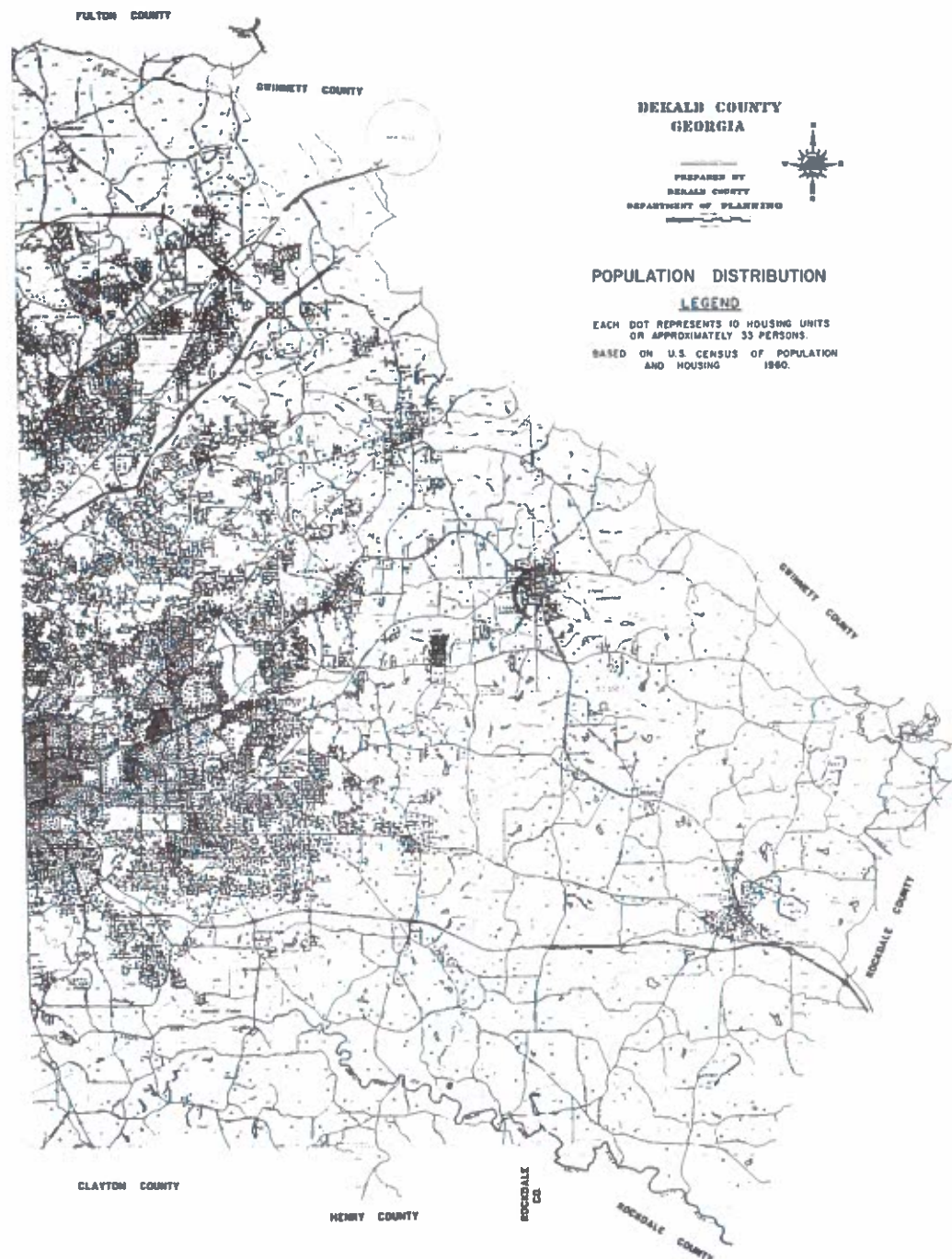
for 1980 of about 530,000, and for the year 2000 of approximately 765,000. Thus, by 2000, there would be about three persons for each person residing in the county in 1960.

As illustrated in this graph, DeKalb's population growth tends to decline and approach constancy by the year 2000. According to this projection, DeKalb would be approaching a limit of about 1,000,000 persons early in the twenty-first century. As is true of all population projections based on inferences drawn from inspection of past growth trends, this curve is subject to reservations. The record of the past can provide only a partial guide for projecting the future progress and development of the county. The factors affecting the growth of the county are dynamic and to a certain extent unpredictable. Thus, the further we move into the future, the less reliance we can place on the past.

According to at least one other projection of DeKalb's population, the projection illustrated in Figure 6 may be on the conservative side. The SUA Corporation of California has projected a 1990 population of 736,000 for DeKalb. Extending their projection to the year 2000, DeKalb would have over 900,000 persons. They have assumed in their projection that DeKalb's proportion of the Atlanta Metropolitan Area's population would continue at a decreasing rate and approach constancy by the year 2000.

FIG. 6
PAST AND PROJECTED POPULATION : 1900-2000
DEKALB COUNTY





DISTRIBUTION OF GROWTH

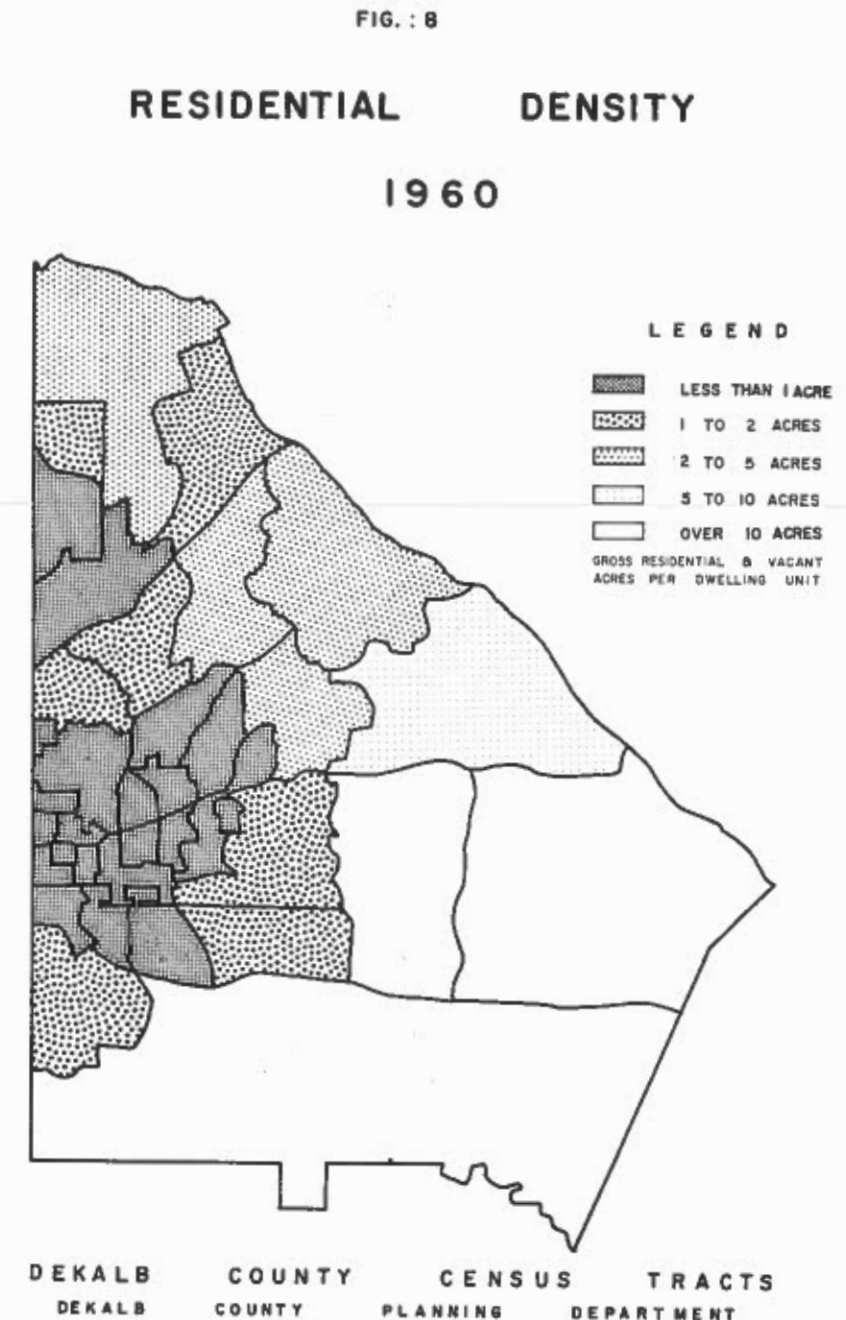
From 1950 to 1963, the unincorporated areas of the county grew more than six times faster than the incorporated areas of the county. The growth of the unincorporated areas was about 130,825 persons or 214.0 per cent while that of the cities or incorporated areas was only 24,280 persons or 32.2 per cent. Moreover, the population of the unincorporated part of DeKalb continued to increase as a proportion of the total county population. To exemplify the trend toward strong growth in the unincorporated areas of the county, the population of the unincorporated areas rose from 44.8 per cent of the total in 1950 to 63.1 per cent of the total in 1960, 63.7 per cent in 1961, and 64.4 per cent in 1962. By 1963 the proportion of the population living in the unincorporated areas had increased to 65.9 per cent.

Paralleling DeKalb's tremendous growth in population during the past thirteen years has been the county-wide subdivision development. An especially high proportion of subdivision activity occurred in the county from 1955 through 1963. In this nine-year period a total of 1,145 subdivisions, with a total of 27,538 lots, were developed.

The distribution of the county's 1960 population in relation to housing unit development is shown in Figure 7 in the population dot map. This map

shows the general location of the county's 76,875 housing units in 1960 and illustrates the wide range in the intensity and extent of development in the county. A somewhat different picture of the population distribution is obtained if the number of residential and vacant acres per housing unit is considered as in the "Residential Density Map" shown in Figure 8. Much of the county's growth has been confined to the census tracts adjacent to or surrounding the cities of Atlanta and Decatur and also to those tracts comprising the cities of Chamblee, Doraville and North Atlanta. However, if the entire county outside of the cities of Atlanta and Decatur is considered, more than half of all existing housing units within this outside area were constructed from 1950 to 1960.

The tremendous growth of the county's population outside the cities of Atlanta and Decatur is further emphasized if DeKalb's population growth by census tract is examined. Of the 38 census tracts in the county, only 4 lost population from 1950 to 1963. Of the 4 tracts losing population, 3 were in Atlanta and 1 was in Decatur. In sharp contrast, 16 of the 25 tracts located outside of Atlanta and Decatur more than doubled their population during this thirteen-year period. Gains among these 16 tracts ranged from 2,403 to 16,231 additional persons per tract.



CHARACTERISTICS

The age and sex composition of DeKalb's 1960 population is presented graphically in the population pyramid on page 15. This figure shows how DeKalb's population changed in regard to these characteristics from 1950 to 1960. There was an increase in population in all age groups; however, the most striking growth was exhibited by the age groups from 0 to 14 years who contributed over 40 per cent of the total growth. The large increase in population at the lower end of the age scale reflected the high birth rates experienced by DeKalb in the 1950-60 decade. The proportion of children and youths was further enhanced by the relatively large influx of young adults in the family growth stage.

The youthfulness of DeKalb's population is clearly indicated in Table 1. The median age for males was 26.4 years while that for females was 27.9. In 1960 residents of DeKalb were on the average younger than residents of the United States, Fulton County, or the Atlanta Metropolitan Area but were older than the average resident of Georgia.

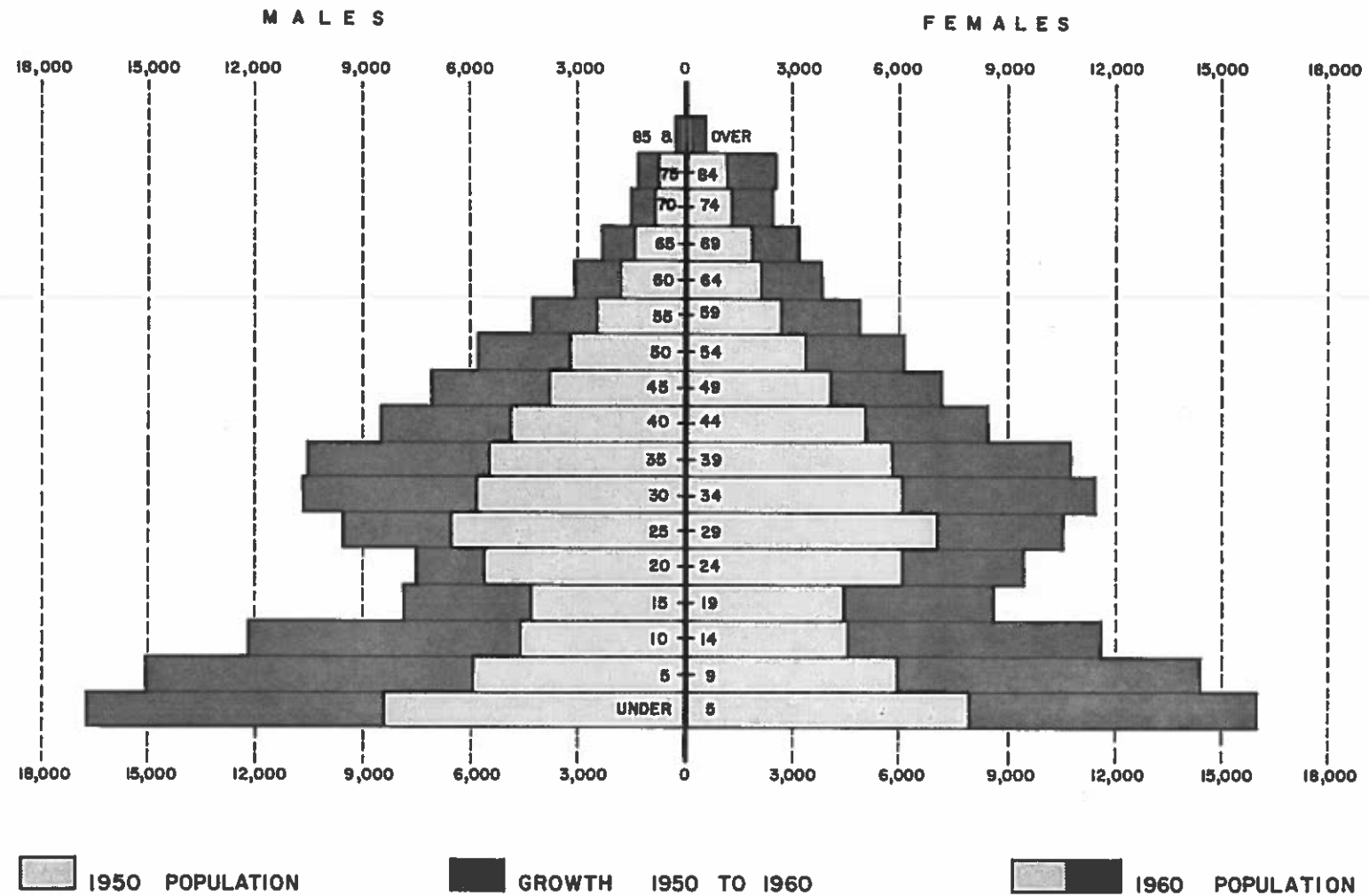
TABLE 1. MEDIAN AGE OF POPULATION, BY SEX, 1960

DeKalb County		Fulton County		Atlanta Metropolitan Area		Georgia		United States	
Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
26.4	27.9	27.3	30.1	26.5	28.3	24.5	27.2	28.7	30.3

SOURCE: Official publications of the United States Bureau of Census, 1960.

FIG. : 9

POPULATION OF DEKALB COUNTY BY AGE AND SEX 1950 AND 1960



DEKALB COUNTY PLANNING DEPARTMENT

APRIL 1964

TABLE 2. MEDIAN ANNUAL INCOME PER FAMILY AND UNRELATED INDIVIDUAL, 1960
(In Dollars)

Clayton County	Cobb County	DeKalb County	Fulton County	Gwinnett County	Atlanta Met. Area	Georgia
5,714	5,702	6,198	4,132	4,182	4,901	3,518

SOURCE: Official publications of the United States Bureau of Census, 1960.

The income of the average family in DeKalb in 1960 was extremely high as indicated by Table 2 in which DeKalb's median income for families and unrelated individuals is compared with that of several other selected areas. DeKalb's average annual income of \$6,198 was 43 per cent higher than the median income of the State of Georgia. The 1960 census data revealed that not only did DeKalb surpass the state as a whole but also the individual counties of the state. Of the 159 counties in the state, DeKalb ranked first in the level of annual income.

As would be expected, the educational level of the county's population in 1960 was comparable to the high level of family income. The average individual, over 25 years of age, completed 12.2 years of school or a little more than the equivalent of high school. This figure is quite impressive when compared to the average of 9.0 years of school completed by a comparable population in the State of Georgia. When the counties of the state were considered individually, it was seen that DeKalb along with Chattahoochee County led the state in educational level.

More than 82 per cent of DeKalb's male residents, 14 years of age and over, and more than 39 per cent of its female residents, in the same age group, were gainfully employed in 1960. In practical terms, this meant that about 4 out of 5 men, in this age group, and approximately 2 out of 5 women, in the same age group, were employed. In regard to male workers, a much clearer picture of the employment situation is obtained if it is realized that 14,308 males, 14 years old and over, were not classified as part of DeKalb's labor force. These 14,308 males include boys in high school and college and retired men. Considering only the 67,882 males, 14 years old and over, in the labor force, 66,398 or 97.8 per cent were employed. Thus, 98 out of each 100 male DeKalb County workers were employed in 1960.

In 1960 the average family size in DeKalb County was 3.45 persons. This represented a decrease from earlier years when DeKalb was primarily a rural area. The average size by census tract ranged from 2.28 to 4.25 persons.

ECONOMY

The economy of DeKalb County is inextricably tied in with the economy of Metropolitan Atlanta, the economic center of the southeast. The factors of economic growth that affect DeKalb County are basically the same factors that affect other parts of the Metropolitan Atlanta - factors primarily involving the area's strategic location in the southeast region and its easy access to water, power, labor, capital, raw materials and other elements of production and distribution. That is not to say that DeKalb's economy is exactly the same as that of Fulton, Cobb, Clayton, or Gwinnett Counties. Moreover, DeKalb can - by its own decision - take steps to alter its role within the metropolitan economy. Within the limits which define the metropolitan economy as a whole, DeKalb has wide leeway in determining its economic future.

DeKalb's industrial development has been expanding at a tremendous rate. During the fifteen-year period from 1945 to 1960, 343 industrial enterprises or 98 per cent of the 1960 total industrial plants moved into DeKalb. DeKalb has actively sought new plants and warehouses in order to provide vitally needed jobs and to broaden the tax base. Twelve industrial districts have been established within the county. In 1960 the voters of DeKalb actively endorsed industrial development by approving a Georgia Constitution amendment which allows the county to allocate a small amount of the tax funds for attraction of new industry. Since 1960, DeKalb has averaged approximately one new industry per week.

EMPLOYMENT

DeKalb's resident work force as of April 1, 1960 was 100,933 persons, representing a gain of 47,798 persons or 90.0 per cent from 1950. Note in Table 3 that DeKalb surpassed the four other counties in the metropolitan area in actual number of persons added to the resident labor force from 1950 to 1960 and was exceeded only by Clayton County in rate of growth. The 1960 employment population for the five-county Atlanta Metropolitan Area was 395,190. This 1960 figure represented a gain in employed population of 103,291 of which DeKalb contributed 47,798 or 46.3 per cent. DeKalb accounted for only 18.2 per cent of the metropolitan area's total employed population in 1950 but rose to 25.5 per cent of the total in 1960 (Table 4).

As indicated in Table 5, which depicts DeKalb's relative gains in employment by type of industry, finance, insurance and real estate, and wholesale experienced the fastest rates of growth from 1950 to 1960. Finance, insurance and real estate, and wholesale had increases of 136.5 and 128.9 per cent, respectively. In actual number of employees gained, manufacturing was the leading employer in the county. In 1950 manufacturing ranked third in the number of persons employed; by 1960 manufacturing constituted one-fifth of the county's employment and had surpassed services as the leading employer. However, if services is combined with government, the service-government category employs the greatest number of people. From 1950 to 1960, substantial numerical gains were also made in services, government and retail employment, reflecting the rapid expansion of DeKalb's residential population. Only agriculture experienced a decrease in employment during this ten-year period.

TABLE 3. GROWTH IN EMPLOYED POPULATION, BY COUNTIES,
ATLANTA METROPOLITAN AREA, 1950 TO 1960

County	Employed Population 1950	Employed Population 1960	Per Cent Increase 1950-60
Atlanta Metropolitan Area	291,899	395,190	35.38
Clayton	7,912	16,580	109.55
Cobb	22,554	41,598	84.44
DeKalb	53,135	100,933	89.95
Fulton	196,863	220,617	12.07
Gwinnett	11,435	15,462	35.21

SOURCE: Official Publications of the United States
Bureau of the Census.

TABLE 4. EMPLOYED POPULATION OF ATLANTA STANDARD METROPOLITAN
STATISTICAL AREA, BY COUNTIES, 1950 AND 1960

Area	1950		1960	
	Employed Population	Per Cent of Total	Employed Population	Per Cent of Total
Atlanta Metropolitan Area	291,899	100.00	395,190	100.00
Clayton	7,912	2.71	16,580	4.19
Cobb	22,554	7.73	41,598	10.53
DeKalb	53,135	18.20	100,933	25.54
Fulton	196,863	67.44	220,617	55.82
Gwinnett	11,435	3.92	15,462	3.91

SOURCE: Official Publications of the United States
Bureau of the Census.

TABLE 5. GROWTH IN EMPLOYED POPULATION, BY INDUSTRY GROUP,
DEKALB COUNTY, 1950 TO 1960

INDUSTRY GROUP	EMPLOYED POPULATION 1950	EMPLOYED POPULATION 1960	INCREASE- NUMBER	PER CENT INCREASE 1950-60
AGRICULTURE	1,028	851	177	17.2
FORESTRY, FISHERIES	63	79	16	25.4
MINING	286	302	16	5.59
CONSTRUCTION	4,626	6,550	1,924	41.59
MANUFACTURE	9,354	20,064	10,710	114.50
TRANSPORTATION, COMMUNICATION, UTILITIES	5,711	9,307	3,596	62.97
WHOLESALE	3,150	7,212	4,062	128.95
RETAIL	9,683	16,192	6,509	67.22
FINANCE, INSUR- ANCE, REAL ESTATE	3,450	8,161	4,711	136.5
SERVICES	9,951	18,820	8,869	89.1
GOVERNMENT	4,993	8,993	4,000	80.1
NOT REPORTED	840	4,402	--	--
TOTAL	53,135	100,933		89.95

SOURCE: OFFICIAL PUBLICATIONS OF THE UNITED STATES BUREAU OF
THE CENSUS.

The proportion of employed population by industry group for the counties in the Atlanta Metropolitan Area is shown in Table 6. DeKalb continued to lead the four other counties in the proportion involved in mining in the metropolitan area. DeKalb fell second to Fulton in the proportion of employees engaged in all other industries in the Atlanta Metropolitan Area.

Even though there were heavy employment gains in the county from 1950 to 1960, DeKalb had fewer jobs within its borders than it had people to fill them in 1960. Because of the geographic inter-relatedness of DeKalb and Fulton Counties, this situation would be expected. Atlanta as the central city in the five-county metropolitan area provides employment for a large proportion of the metropolitan area population while DeKalb as a suburban area of the central city affords a place of residence for a considerable proportion of these workers. As a result, the major portion of DeKalb's residents in 1960 commuted to work outside of the county limits. The bar graph on page 21 gives the per cent of the county's employed population that worked in one of the other counties in the Atlanta Standard Metropolitan Statistical Area or outside of this area. Of the 94,835 DeKalb residents who reported place of employment, 32,426 or 34.2 per cent worked in DeKalb while 2.5 per cent worked in Clayton, Cobb, and Gwinnett, collectively, and 3.7 per cent worked outside of the ASMSA; thus the bulk of DeKalb's population or 59.4 per cent worked in Fulton County.

From 1955 to 1960, there was a substantial increase in the actual number of DeKalb residents working within the county. In 1955, 20,710 people in DeKalb's labor force were employed in the county. This figure rose to 32,426 persons in 1960; thus there was a gain of about 12,000 persons or 57.9 per cent from 1955 to 1960. However, the place of employment situation did not change very much percentage-wise from that which existed in 1955; 33.3 per cent of DeKalb's labor force worked within the county in 1955 as compared to 34.2 per cent in 1960.

Just as DeKalb residents commuted to the other counties for employment, so too, many of the metropolitan area residents from the other counties sought employment in DeKalb. Approximately 8,450 residents from the four other counties in the metropolitan area reported employment in DeKalb. Of these commuters, the largest proportion came from Gwinnett County who contributed 18.5 per cent of her working population; the other three counties each contributed approximately 2 per cent of their labor force.

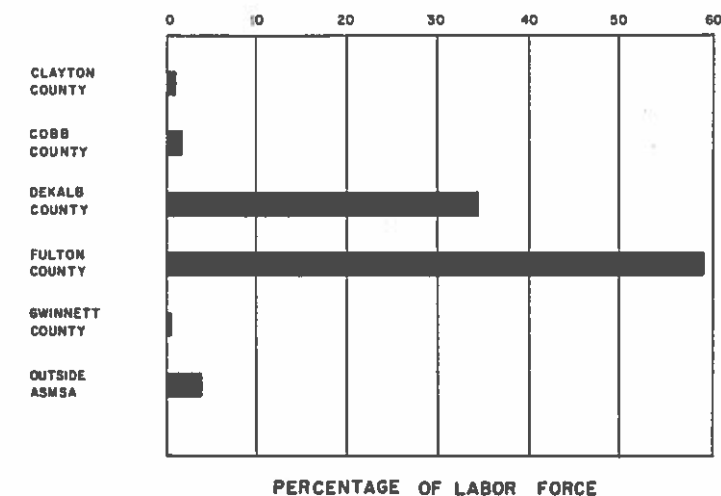
TABLE 6. PROPORTION OF EMPLOYED POPULATION, BY INDUSTRY GROUP, ATLANTA METROPOLITAN AREA, 1960.

INDUSTRY GROUP	CLAYTON COUNTY	COBB COUNTY	DEKALB COUNTY	FULTON COUNTY	GWINNETT COUNTY
MINING	3.24	3.24	61.26	23.12	9.12
CONSTRUCTION	5.43	12.83	24.74	50.33	6.64
MANUFACTURE	4.71	17.06	22.87	48.63	6.60
TRANSPORTATION, COMMUNICATION, UTILITIES	7.52	9.35	25.65	56.06	2.41
WHOLESALE	3.14	5.91	32.45	56.01	2.49
RETAIL	3.97	10.33	26.07	56.05	3.57
SERVICE AND OTHERS	3.30	8.20	24.80	61.02	2.47
OTHER INDUSTRIES INCLUDING NOT REPORTED	2.31	6.96	27.87	59.62	3.04

SOURCE: OFFICIAL PUBLICATIONS OF THE UNITED STATES BUREAU OF THE CENSUS, 1960.

FIG. 10

PLACE OF EMPLOYMENT OF
DEKALB COUNTY WORKERS
1960



EDUCATIONAL & CULTURAL RESOURCES

DeKalb County has one of the fastest growing school systems in the state. Total school enrollment has increased from 30,000 in 1956 to 60,000 in 1964, an increase of 100 per cent over a period of eight years. By 1970 total enrollment is expected to reach 85,000 students. As of 1962 there were 69 school buildings containing 1,651 classrooms. By 1970 an estimated 3,035 classrooms will be needed.

In addition to the secondary schools, DeKalb County has recently built a Vocational-Technical Public School. This new school cost two million dollars and is comparable to any similar school in the United States. There is no age limit in this school and local industries are being encouraged to direct the courses in which they are interested.

A new junior college will open in DeKalb County in the fall of 1964. This school will be operated by the DeKalb County Board of Education. It will be the only school above the secondary level in the state operated by a local school board.

There are many nationally known institutions of higher learning in the Atlanta Metropolitan Area, including Georgia Tech, Atlanta University and its complex of colleges, and Georgia State College. Within DeKalb County itself are Emory University, Agnes Scott College, Oglethorpe University, and Columbia Theological Seminary. The proposed Atlanta Baptist College has acquired a site in DeKalb County and plans to begin construction in the near future.

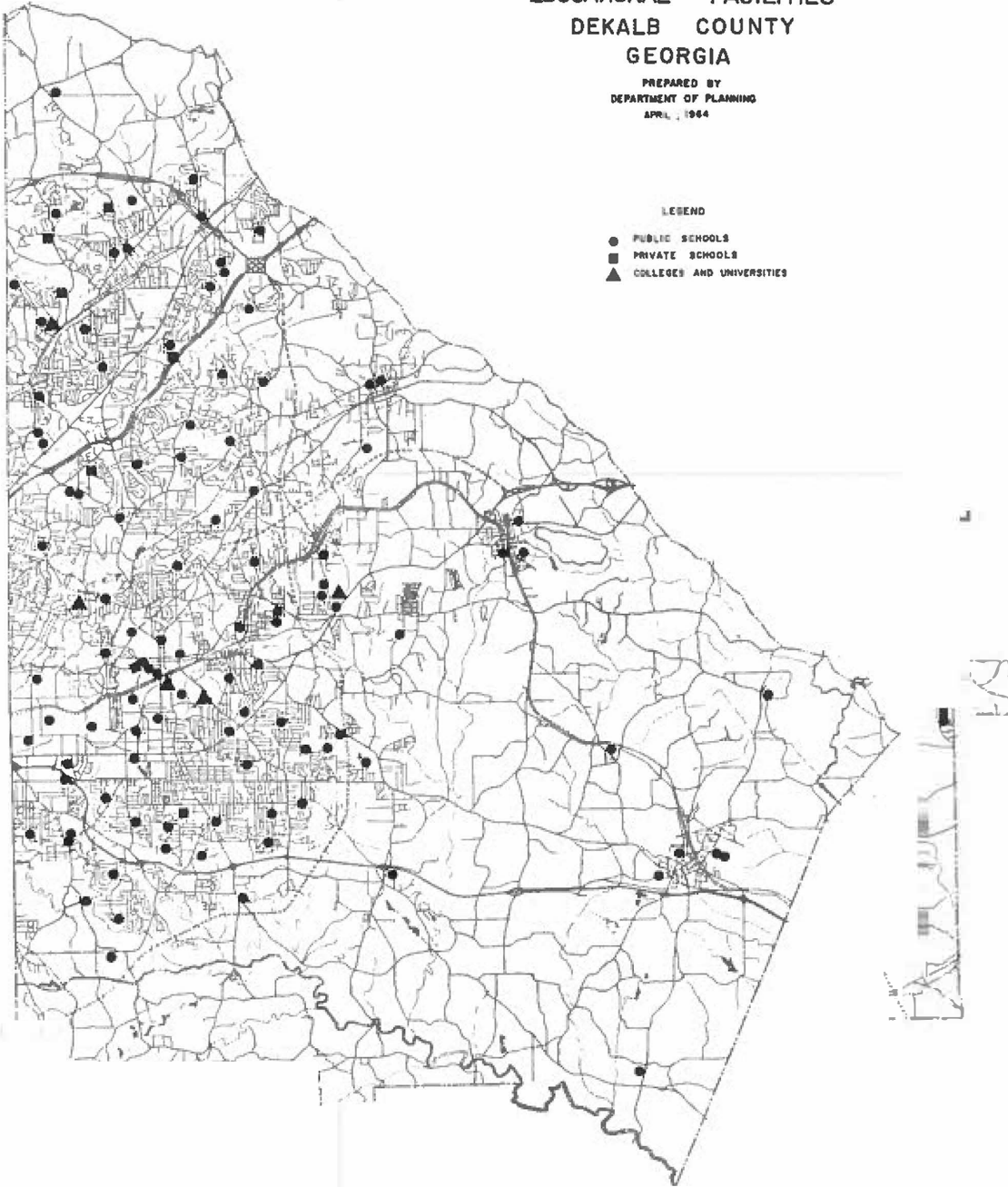
Residents of DeKalb County have easy access to cultural activities in other parts of the metropolitan area, particularly in Atlanta proper. These include a zoo, a symphony orchestra, theatres and auditoriums of various sizes, art museums, libraries, educational institutions, music, drama, ballet groups, annual visits by the New York Metropolitan Opera Company and many visits by various touring ballet companies, symphony orchestras, choral groups, soloists and dramatic groups.

EDUCATIONAL FACILITIES
DEKALB COUNTY
GEORGIA

PREPARED BY
DEPARTMENT OF PLANNING
APRIL, 1964

LEGEND

- PUBLIC SCHOOLS
- PRIVATE SCHOOLS
- ▲ COLLEGES AND UNIVERSITIES

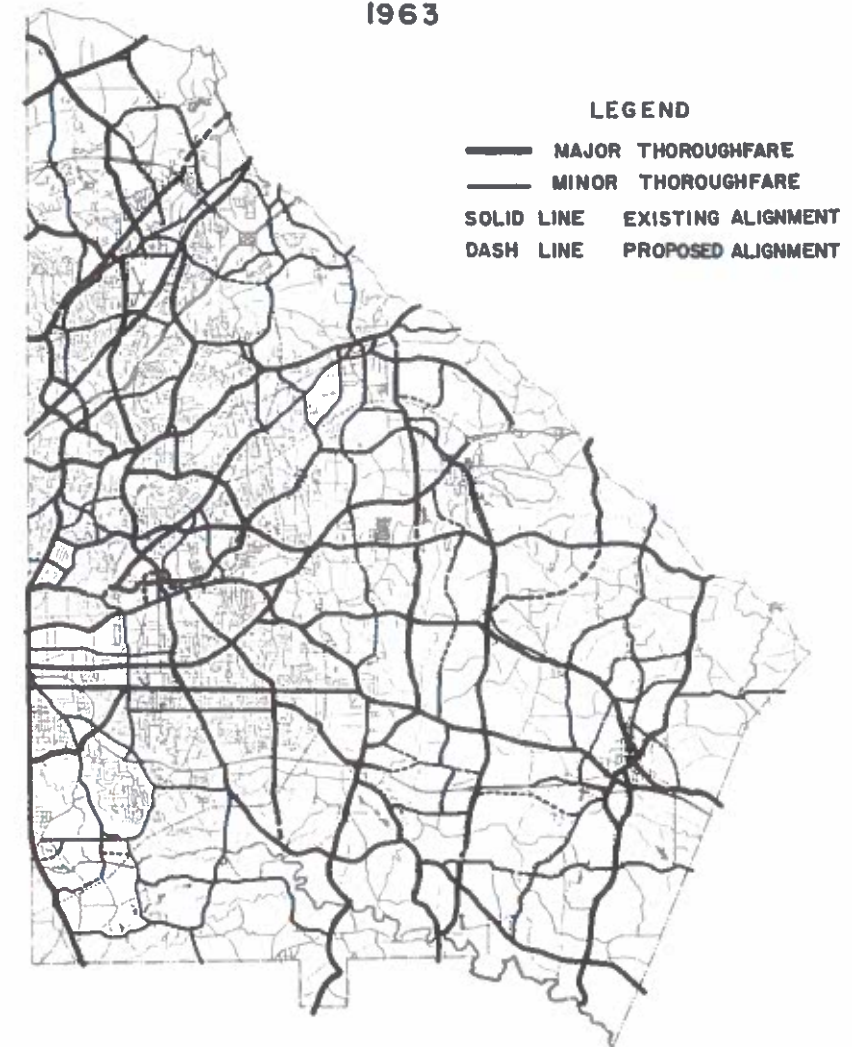


CIRCULATION SYSTEM

The Circulation System serves all of the county's communities, industrial uses, and commercial areas and provides access to and from all developed properties. It is the means by which people and goods are able to move and be moved throughout the county as well as into and out of it.

In DeKalb County, the Thoroughfare Plan - a network of streets and highways serving auto, bus, and truck traffic - is the prime element of importance in the circulation system.

FIGURE 12
THOROUGHFARE PLAN
DEKALB COUNTY
1963



DEKALB COUNTY PLANNING DEPARTMENT

APRIL , 1964

THOROUGHFARES

DeKalb's first Thoroughfare Plan was adopted in 1956. It has been revised several times. The plan was last revised and its updated version adopted by the Planning Commission on August 19, 1963. The 1963 updated version of the Thoroughfare Plan is presented in Figure 12 on page 24.

The Thoroughfare Plan shows the major roads and streets that compose the network or system of thoroughfares (existing and proposed) that has been adopted by the Planning Commission as an official part of the Master Plan for DeKalb County.

The Thoroughfare Plan classifies the streets of the county into five categories: (1) Freeways; (2) Major Thoroughfares; (3) Minor Thoroughfares; (4) Collector Streets; and (5) Local Streets.

Freeways. Freeways provide for expeditious movement of large volumes of through traffic between localities and across the urban area and are not intended to provide land-access service. The freeways are usually a part of the State Highway System and, as such, the right-of-way and other design characteristics are determined by the state.

Major Thoroughfares. The fundamental purpose of these streets is to move large volumes of traffic. Ideally they are not intended to serve abutting property. In built-up areas, existing streets are used as major thoroughfares by regulating, as much as possible, traffic turns into or out of abutting property. In order to move traffic, four or more good traffic lanes are required.

Minor Thoroughfares. Minor thoroughfares are similar to major thoroughfares except they are not expected to move as much traffic. It is recommended that four lanes be maintained for traffic.

Collector Streets. Collector streets have a dual purpose. They serve the adjacent land as well as collect traffic from the residential or industrial areas and deposit it upon the major and minor thoroughfares. These streets should be able to carry four lanes of traffic; although during off-peak hours, curb parking may be permitted.

Local Streets. The function of the local street is to provide access to individual properties. Circulation within the neighborhood should be designed so as to discourage through traffic. Controlling circulation with contour platting and curvilinear streets is also pleasing in appearance and should be practiced wherever possible.

In DeKalb County the freeway system fans out radially from the core of Atlanta and passes through the county in northeasterly, easterly and southeasterly directions. These three roadways are tied together with a perimeter highway which encircles Atlanta.

Note from Figure 12 that the Major Thoroughfares spread out in a similar manner from Atlanta and to a lesser extent from the downtown Decatur area and provide a very good coverage of the county. In addition to the radial movement, which is predominantly an east-west movement, there is a north and south grid pattern which is fairly uniform and provides a good interchange system with the freeways and other major highways.

The Minor Thoroughfares have been planned, where necessary, within the pattern of Major Thoroughfares to provide the access essential for major traffic generator areas of residential growth and industrial developments. Most of the Minor Thoroughfares are located on existing streets and an attempt is made to connect many of these streets together to provide continuous movement through and around heavily developed areas.

Collector Streets are for the most part existing streets serving the densely developed residential areas and providing direct access to the Major and Minor Thoroughfares. In the outlying undeveloped areas, there are many generalized collector street locations which will ultimately provide good circulation. Final alignment of these streets will depend on circumstances at the time land development takes place.

AIR

The Atlanta Airport serves DeKalb County as well as the rest of the Atlanta Area. It is close to DeKalb, adjacent to the perimeter freeway.

Air service within DeKalb County is limited in scope and serves general aviation purposes, which are essentially business, sport and pleasure flying. The three existing airfields consist of the county-owned DeKalb-Peachtree Airport, privately owned Gunn Airfield, and a small private field east of Stone Mountain State Park at the Gwinnett County line.

The DeKalb-Peachtree Airport is located in the vicinity of the Northeast Freeway, an excellent location with respect to three key factors of aircraft use - industrial plants, office buildings, and residential areas of executive concentration. Business and executive flying, in particular, are very important

in this area of fast growing residential and industrial development. The northeast location of the DeKalb Airport in relation to the other Atlanta Area civil airfields serves to fill a significant segment of the general aviation and business flying needs of the metropolitan area. The two privately owned fields are relatively small and inactive, being limited mainly to pleasure flying.

RAIL

Rail transportation is provided by three railroads whose main function in DeKalb County is freight. These radiate out from the core of Atlanta and pass through DeKalb County in a northeasterly, easterly, and southeasterly direction. The Southern Railroad follows Old Peachtree Road, passing through Brookhaven, Chamblee, Doraville, and on into Gwinnett County. This line serves Peachtree Industrial District and Atlanta-DeKalb Industrial District as well as the DeKalb Airport. A second line of the Southern Railroad passes through the southwest corner of DeKalb County, from the Fulton County line into Clayton County. This line traverses the large undeveloped Constitution District.

The Seaboard Airline Railroad runs easterly from Fulton County through the middle of DeKalb County to Gwinnett County, providing service to Zonolite Industrial District, Camp Steel Mill, Montreal Industrial District, and the northern portion of the newly developed Tucker-Stone Mountain Industrial District.

The Georgia Railroad extends easterly out of the heart of Atlanta into the cities of Decatur, Clarkston, Stone Mountain, and Lithonia, prior to moving into Rockdale County. This line serves the DeKalb Industrial District, the southern half of the Tucker-Stone Mountain Industrial District, and the Lithonia Industrial District.

RAPID TRANSIT

The main function of a rapid transit system is to connect centers of population with centers of employment. DeKalb County has been primarily a residential center supplying the Atlanta business district with a large percentage of its work force. The continuous rapid growth of the Atlanta Metropolitan Area of which DeKalb County is a major element signifies an ultimate need for a supplement, beyond the comprehensive thoroughfare network for cars, buses and trucks, in order to accommodate peak rush-hour commuters to and from the central business district and other areas of heavy concentration. The proposed long-range rapid transit plan for the Greater Metropolitan Atlanta Area would extend three branches of its system eastward into DeKalb County connecting with cores of large parking facilities which would be fed in turn by auto and bus from the outlying suburbs. The final development of such a system will play a major role in the overall circulation system of DeKalb County.

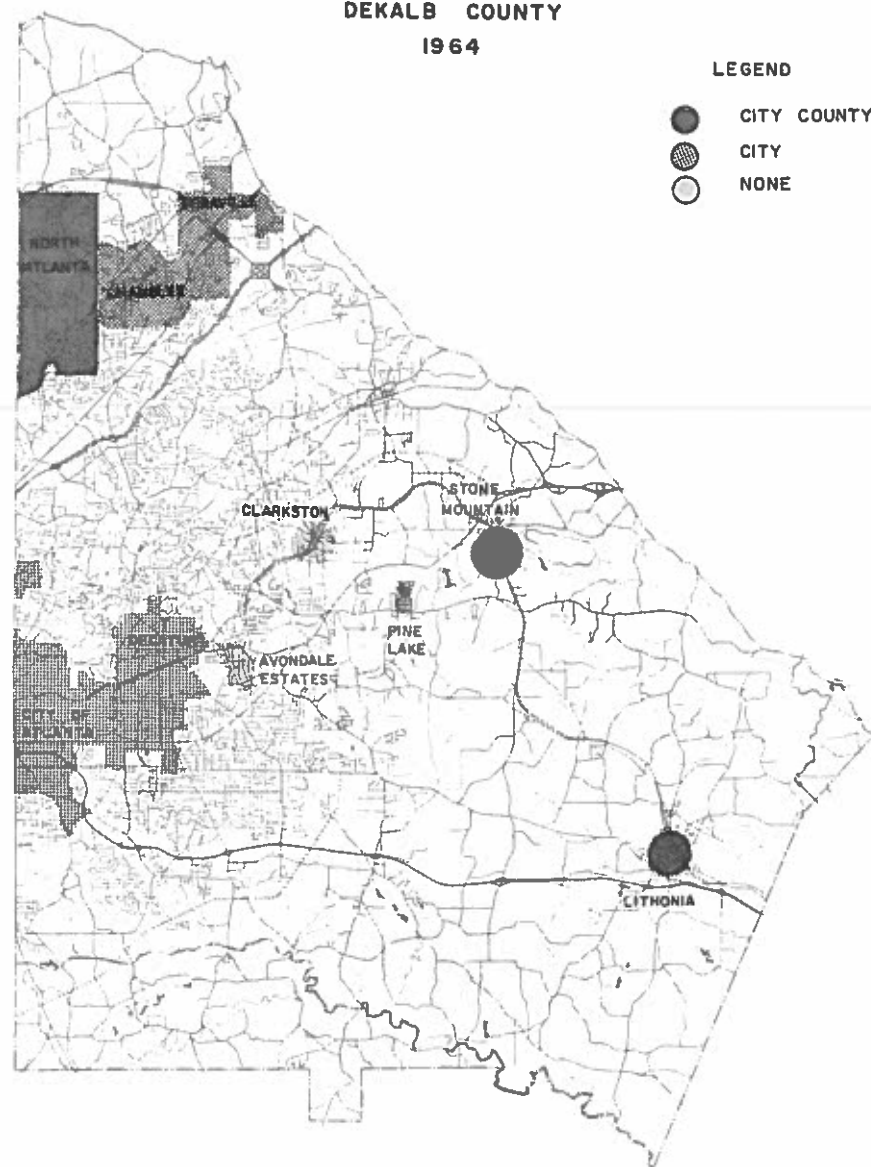
INTER-GOVERNMENT COOPERATION

An additional problem relating to planning in DeKalb County is the existence of ten incorporated areas. Three of these incorporated areas have a harmonious city-county planning program relationship while most others, excepting Atlanta, are quasi-related in that the majority of public services and facilities are provided by the county.

Land use problems do not stop at city limit lines; therefore, an overall study of the entire county must be undertaken in preparing a land use plan and every attempt should be made to encourage more city-county planning relationships for coordinated development which is vital to the growth of all.

DeKalb County is presently a part of a five-county planning program encompassing the Metropolitan Atlanta Area. This program is directed by the Atlanta Region Metropolitan Planning Commission. In updating our land use plan, it is essential to look at the metropolitan picture and relate our major land use and street patterns to the entire metropolitan area. Major problems relating to control of drainage areas, traffic volumes, open space, industrial growth, population trends, and rapid transit cannot be considered in true perspective if confined to one county. Since 1956, DeKalb County's Land Use Plan has been a part of the metropolitan plan and will continue to be so.

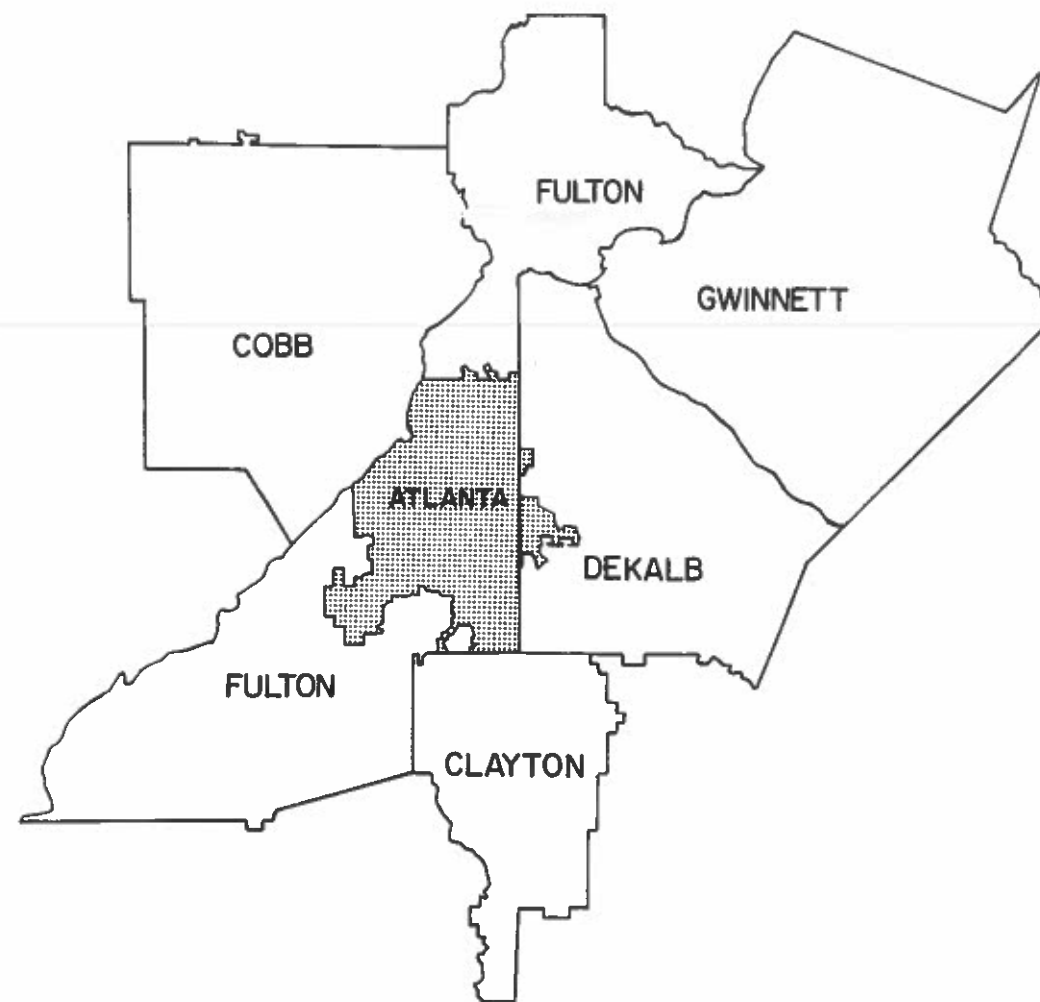
FIGURE 13
PLANNING PROGRAMS
INCORPORATED COMMUNITIES
DEKALB COUNTY
1964



DEKALB COUNTY PLANNING DEPARTMENT

APRIL , 1964

FIGURE 14
FIVE - COUNTY ATLANTA REGION
METROPOLITAN PLANNING DISTRICT



DEKALB COUNTY PLANNING DEPARTMENT
APRIL , 1964

EXISTING LAND USE

The pattern of land use as it exists is illustrated in the "DeKalb County Land Use, 1963" map and is summarized in Table 7 on the following page. Of the 165,000 acres in DeKalb County, exclusive of Decatur and that part of the City of Atlanta in DeKalb, 50,988 acres or 30.8 per cent of the total are developed. Of the balance, approximately 8,356 acres are agricultural land and the remainder is vacant land.

Developed land is divided into six major categories:

1. Residential
 - (a) Single-Family
 - (b) Multi-Family
2. Public
3. Semi-Public
4. Commercial
5. Industrial
6. Right-of-Way and Waste

Note from Table 7, which gives a breakdown of residential land into single and multi-family, that the largest proportion of land is devoted to single-family residential use; over one-half of the developed land in the county is used for single-family residential purposes. As might be expected, the second largest category of land use is public. Almost 16 per cent of the developed land is put to public use to provide the governmental services and public facilities demanded by such a large residential population.

TABLE 7. EXISTING LAND USE, DEKALB COUNTY, DECEMBER 31, 1962

Type of Land Use	Number of Acres	Per Cent of Developed Area	Per Cent of Total Area
Single-Family	27,265	53.5	16.5
Multi-Family	938	1.8	.6
Public	7,998	15.7	4.8
Semi-Public	4,702	9.2	2.8
Commercial	1,610	3.2	1.0
Industrial	1,845	3.6	1.1
Right-of-Way and Waste	6,630	13.0	4.0
Total Developed	50,988	100.0	30.8
Total Vacant	114,612	-	69.2

RESIDENTIAL

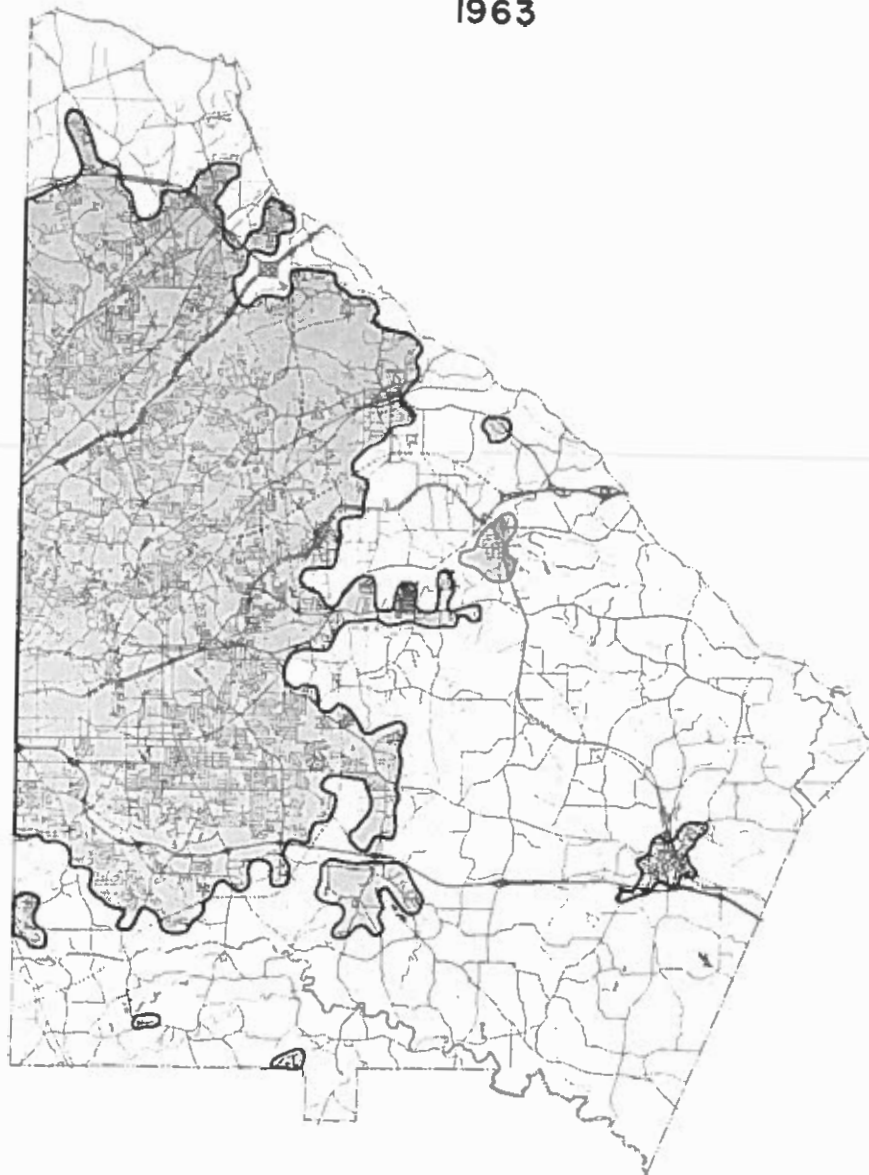
The old pattern of land development has improved considerably since the first Land Use Plan was adopted in 1956. No longer does residential growth occur on a small scale with a landowner selling off one lot at a time to a prospective homeowner, resulting in slow disjointed neighborhood development. Due to construction of substandard buildings, streets, and utilities, some neighborhoods were in a period of decline prior to complete development, thereby creating undesirable living areas of blight.

The 1956 Land Use Plan, Thoroughfare Plan, Subdivision Regulations, and Zoning Ordinance put an end to this trend and paved the way for controlled subdivision development by specialized land developers. From that time on, all subdivisions were guided from design stage to completion through a number of county departments to insure proper control over street circulation, drainage, yard and site requirements, and building construction.

As a rule, housing types in a given area are similar which helps stabilize housing values and provides patterns of low density neighborhoods in various price ranges. This gives a prospective homeowner, who must be guided by his pocketbook, a reasonable and safe home choice.

A picture of DeKalb's existing residential development is presented graphically on page 59 in the map titled "Residential Growth Pattern, 1963." Following the 1963 residential growth map is a map portraying DeKalb's 1956 residential development. A comparison can be made in regards to the extent and direction of residential development in the county from 1956 to 1963. A tremendous amount of residential development was exhibited in the western half of the county during the past seven years. From 1956 to 1963, residential development in DeKalb County continued to flow outward from Atlanta following the Freeways and Major Thoroughfares. This type of growth has extended in long finger-like strips which gradually widen and blend together in clusters creating the typical urban sprawl which is familiar to the fringe areas of all large cities presently being subjected to sudden intensive growth.

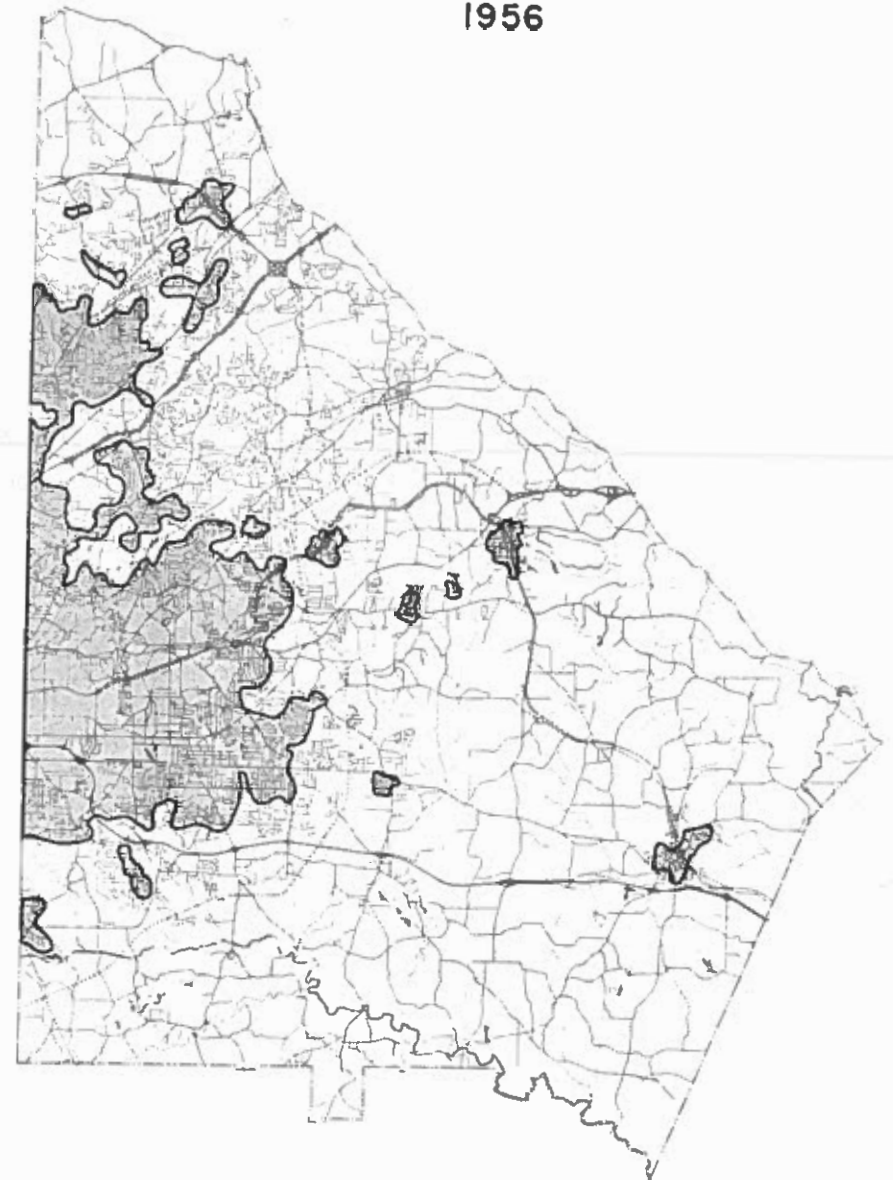
FIGURE 15
RESIDENTIAL GROWTH PATTERN
1963



DEKALB COUNTY PLANNING DEPARTMENT

APRIL , 1964

FIGURE 16
RESIDENTIAL GROWTH PATTERN
1956



DEKALB COUNTY PLANNING DEPARTMENT

APRIL , 1964

COMMERCIAL

In DeKalb County, the major commercial areas can be classified into three categories: Old Town Centers, Highway Strip Commercial and Shopping Centers.

In the beginning, commercial establishments were confined to the main streets of small towns, usually at the intersections of heavily traveled roads. Commercial structures were grouped at random in haphazard fashion, providing very little or no off-street parking. Shopping was usually limited to a weekly trip into town for essentials rather than pleasure. Today there are eight of these town centers, most of which are struggling to survive. Modern shopping centers and strips of roadside commercial facilities are slowly draining the trade from these older areas causing, in some instances, deterioration and ultimate blight.

The coming of the automobile and its rapid adoption as a way of life has brought about highway commercial strips which have occurred in DeKalb County along major highways, usually at main intersections. A prime example of this type of commercial development is that spreading from the Candler-Glenwood Roads intersection. This commercial development includes a variety of service facilities, such as service stations, auto sales, drive-in restaurants, drycleaning establishments, auto repair garages, drive-in food stores, and other isolated stores and shops which cater specifically to drive-in trade. There are twelve major areas of this type of commercial development in DeKalb County. Although off-street parking is an essential feature in this kind of commercial area, all too few businesses have furnished an adequate amount. In many instances, this kind of roadside development encroaches on existing and proposed street rights-of-way; entrances and exits to parking lots are narrow, uncurbed, poorly drained and poorly designed, causing traffic congestion. Finally, the appearance is usually unattractive. Commercial signs of all sizes, shapes, and colors, some with flashing lights, are located in every conceivable way both in and out of public rights-of-way.

This type of roadside development has served the needs of a rapidly growing urban area and will continue to be in demand, especially along the major streets carrying capacity loads. Slow expansion will continue in areas presently developed in this fashion; however, new establishments are being required to comply with strict standards of construction and design, providing for proper traffic circulation controls, adequately paved parking areas, limited advertising, and greater emphasis on appropriate landscaping.

Shopping Centers are relatively new in DeKalb County, the first development starting shortly after 1950. This type of commercial area consists of a group of retail establishments which are planned for a specific location, developed and managed as one unit, have ample off-street parking, and attractive buildings and landscaped features. Ideally, a planned shopping center is well located within a strong market area of adequate size to support it. It does not conflict with the surrounding residential area and is easily accessible from all parts of nearby communities. Also, it should be in a good competitive position when compared to other retail facilities in or near the market area.

In 1956 there was the uncertainty that some of the nine existing shopping centers in DeKalb County were located too close to older commercial areas as well as each other. This apparently caused some economic discomfort and forced slow development of certain centers. However, since that time, fourteen additional shopping centers have been built; and eleven new sites have been approved, some of which are starting construction at this time.

The three types of planned shopping centers in DeKalb County are as follows:

Neighborhood Center - This is strictly a small convenience development to serve the immediately surrounding residential areas daily and weekly needs. Outlets of this nature include a small food store, drugstore, barber shop, beauty shop, launderette, hardware store, and various small sales and service units.

Community Center - This type composes the majority of DeKalb County's commercial centers and is designed to serve several surrounding communities. The average size ranges from 10 to 20 acres and contains 20 to 40 shops, consisting of department stores, food stores, and a wide variety of shoppers goods stores, including apparel, children's wear, appliances, tags, hardware, gifts, and shoes. In order to emphasize the community aspect, there is generally a number of professional offices, a post office, and branch bank facilities.

Regional Center - We do not have at the present a commercial area that would fit the criteria essential for such a planned center. The nearest thing to a regional center is the commercial complex now under construction at the intersection of Columbia and Memorial Drives. Several "major name" department stores are open or nearing completion and over one hundred other shops, providing complete shopping needs to serve an extensive area, are concentrated in three large community centers around this intersection. When completed, this development will be one of the largest shopping center complexes in the Metropolitan Atlanta Area.

There is a considerable number of minor commercial establishments, ranging from the country store to the neighborhood supermarket, which exist in isolated situations. These are mostly non-conforming structures having poor relations with surrounding properties.

INDUSTRIAL

At the present time, industrially zoned land in DeKalb County includes about 18,000 acres of which approximately 1,845 acres, or 10.3 per cent of the zoned industrial land, have been developed. The majority of the land is located in eleven planned industrial districts enumerated in Table 8 and depicted graphically in Figure 16. These eleven districts comprise 17,899 acres of land. In addition to acreage in the industrial districts, there are approximately one hundred acres of more scattered industrial areas in the county.

Years ago, industry was limited to a few mills processing mostly bulk raw materials into fabrics. A small number of these mills are still in operation. Shortly after World War II, the population in DeKalb County began to increase at a tremendous rate resulting in a boom of residential housing. As this trend of increasing population and housing continued, it soon became obvious to county authorities that as DeKalb absorbed more and more people there would be a demand for more and more government services. These services could not be provided for solely from residential taxes without creating an undesirable burden on the individual homeowner. Therefore, the economic answer must be found in taxes derived from greater amounts of industry. A concentrated effort was made to encourage industries to settle in DeKalb County by promoting Planned Industrial Districts which would have the following inducements: access to adequate rail facilities, heavy industrial roads, easy access to major highways, utilities of proper size, excellent labor supply, sufficient lots of ample size for easy expansion, nearby housing with pleasant living conditions, a ready market, zoning exclusively for industrial protection, and a choice of location previously typed for certain classes of industry.

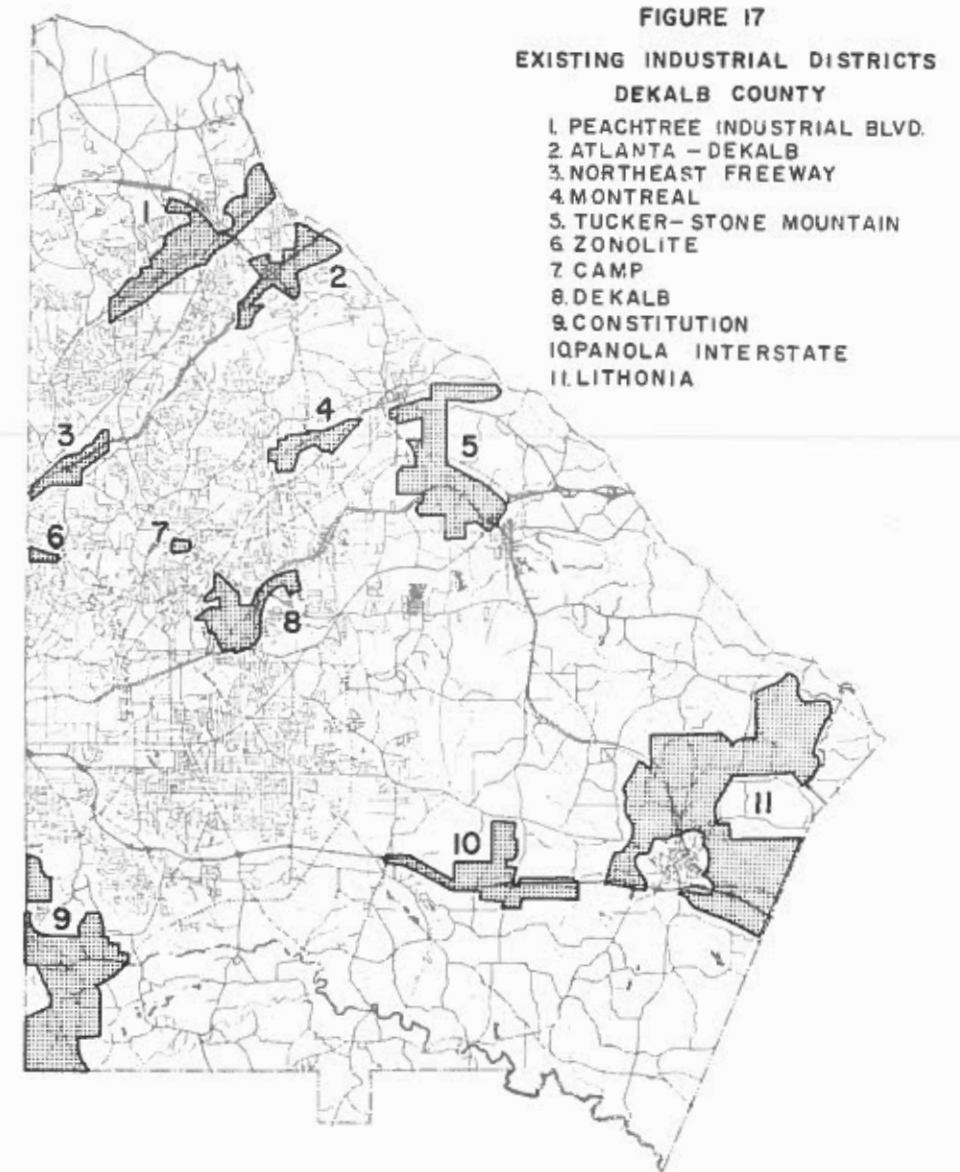
By 1956 DeKalb County had eight major industrial districts comprising some 11,000 acres of land with an additional 400 acres scattered about in small parcels. By the end of 1957, there were 221 industrial establishments in these districts, not including 14 plants in Decatur and numerous others within that part of Atlanta located in the county.

In 1959 DeKalb County promoted an Industrial District Development Program and published plans and reports on six of the new planned industrial districts. In 1960 the citizens of DeKalb County endorsed industrial development by approving an amendment to the Georgia Constitution permitting the use of tax funds to promote industry. This successful, professional promotion program by the county government, the DeKalb Chamber of Commerce, and private developers has considerably increased the influx of industrial plants and warehouses into DeKalb County.

By 1964 DeKalb County had eleven planned industrial districts, containing 17,899 acres of zoned industrial land. Detailed plans and reports on some of the larger of these industrial districts have just been published. These reports examine present conditions and future needs of the industrial districts.

TABLE 8. EXISTING PLANNED INDUSTRIAL DISTRICTS, DEKALB COUNTY, 1964

INDUSTRIAL DISTRICT	ACRES	RAILROAD SERVICE	HIGHWAY TRANSPORTATION
PEACHTREE IND. BLVD.	2,222	SOUTHERN RAILROAD	US 285
CONSTITUTION	3,000	SOUTHERN RAILROAD	US 285
TUCKER- STONE MT.	2,050	SEABOARD AIRLINE AND GEORGIA R. R.	RELOCATION OF US 78
LITHONIA	6,000	GEORGIA RAILROAD	US 20
N. E. FREEWAY	900	---	US 85
MONTREAL	477	SEABOARD AIRLINE	US 285
ATLANTA-DEKALB	1,072	SOUTHERN R. R.	US 85
ZONOLITE	80	SEABOARD AIRLINE	---
CAMP	88	SEABOARD AIRLINE	---
DEKALB INDUSTRIAL	1,005	GEORGIA	---
PANOLA INTERSTATE	1,005	---	US 20



DEKALB COUNTY PLANNING DEPARTMENT

APRIL, 1964

SEMI-PUBLIC USE

A little less than ten per cent of the total built-up area in the county is semi-public. There are 4,702 acres of developed land in DeKalb used for various semi-public purposes. Semi-public uses include cemeteries, churches, church-affiliated clubs and care homes, private and parochial schools, universities, colleges, golf clubs, and civic and social clubs.

A great portion of the semi-public land is occupied by clubs. There are four major country or golf clubs in DeKalb: the Standard Club, Druid Hills Golf Club, Peachtree Country Club, and East Lake Country Club. In addition, about one-half of the Brookhaven Country Club lies in DeKalb County. There are a number of smaller golf clubs in the county, such as the American Legion Country Club and the Forrest Hill's Golf Club. Civic and social clubs, e.g., Veterans of Foreign Wars, Elks Lodge, Women's Club, are located in all parts of the county.

DeKalb has many institutions of higher learning which are included in the semi-public category. Located within the county are Emory University, Agnes Scott College, Oglethorpe University, and Columbia Theological Seminary. The college-university acreage will be greatly increased with the construction of the proposed Atlanta Baptist College. Officials representing the college have already acquired a 652-acre site south of the Northeast Freeway off Chamblee-Tucker Road. Plans are underway to begin construction in the near future. When completed, the Atlanta Baptist College will be the largest college, property-wise, not only in the county but in the whole state.

Church facilities are scattered throughout the county. Baptist, Methodist, Presbyterian, Lutheran, Episcopal, Roman Catholic, Jewish, Christian Science, Mormon and Seventh-Day Adventist are some of the religious sects represented in DeKalb. Many of the churches own land in addition to their church sites and have established schools, clubs, care homes, etc. To exemplify, the Methodist Children's Home on Columbia Drive, Marist College, Columbia Theological Seminary, Emory University, and Emory University Hospital are all church-affiliated institutions.

RIGHT-OF-WAY

The following table summarizes the amount of land used by various rights-of-way in the county:

TABLE 9. LINEAR MILES OF RIGHTS-OF-WAY, DEKALB COUNTY, DECEMBER 31, 1963					
RIGHT-OF-WAY	INTERSTATE ROUTES	STATE HWYS.	COUNTY ROADS		RAILROAD RIGHT-OF-WAY
			PAVED	UNPAVED	
Existing	31.9	155.0	1,000	275	98 ¹
Under Construction	-	-	2	-	-
Acquired	10.2	-	3	-	-
Proposed	8.2	17.5	25	-	-

¹This figure includes approximately 48 miles of main line and 50 miles of spur track. The main lines are made up of both double and triple tracks.

The total of 1,543.1 miles of rights-of-way covers approximately 6,000 acres of land. Of the total mileage, only 17.8 per cent is unpaved. "Proposed Right-of-Way" refers to projects which are expected to begin soon and not long-range needs for new right-of-way.

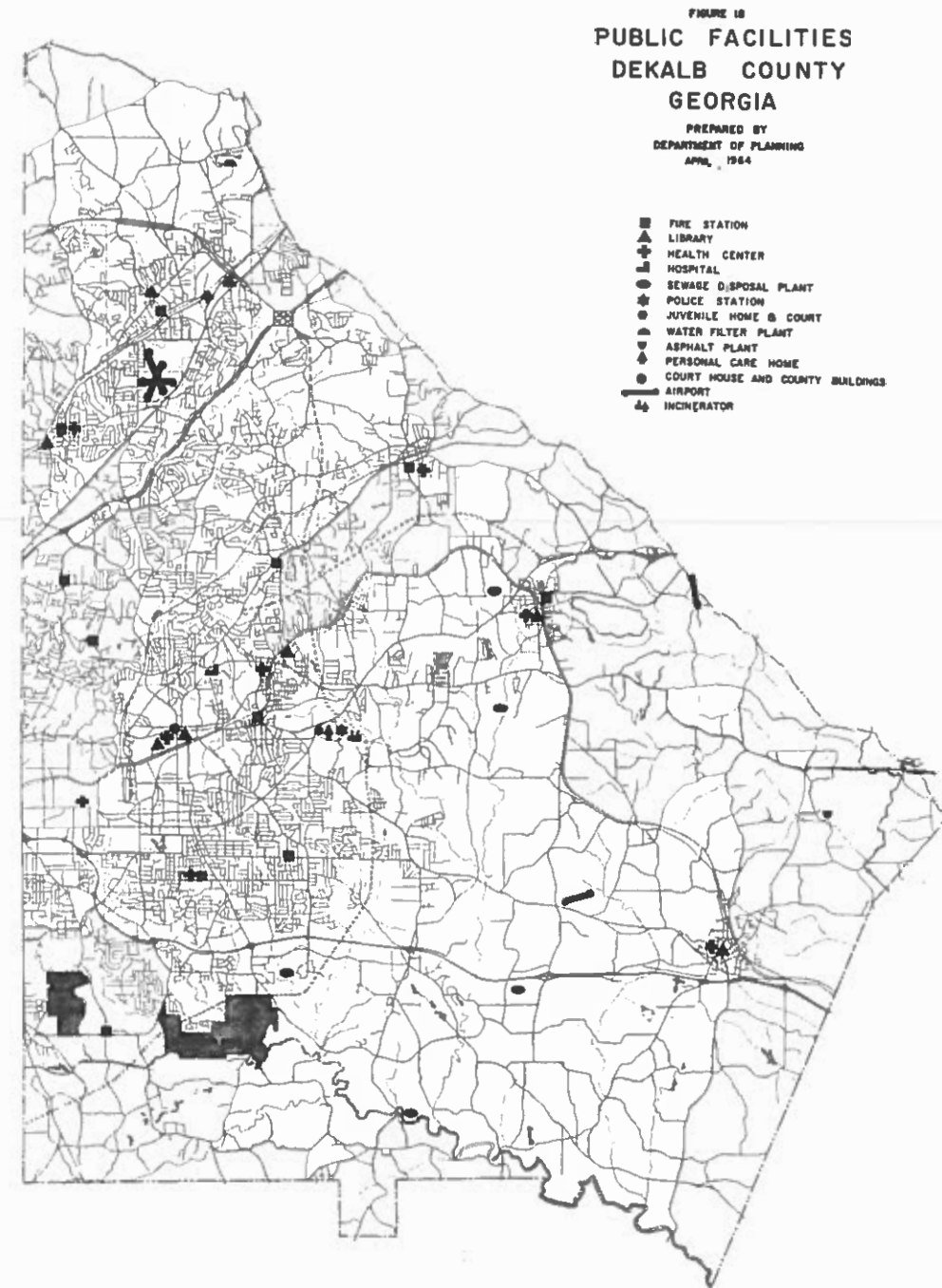
PUBLIC USE

Approximately 7,998 acres or 15.7 per cent of the developed land in DeKalb County is devoted to public use. Included in the public land use category are schools, colleges, parks, playgrounds, recreational facilities, governmental facilities, fire and police stations, hospitals and health centers, libraries, penal and correction institutions, airports, and water supply and sewage disposal facilities. The single largest tract of public land in the county is Stone Mountain Memorial State Park which consists of about 3,000 acres. The following are a few of the large public facilities located in DeKalb: The U. S. Honor Farm, Atlanta Prison Farm, U. S. Communicable Disease Center, DeKalb County Water Works, and the Veterans Administration Hospital.

As may be noted from Figure 18, public facilities are dispersed throughout the county; however, the heaviest concentration of public facilities is in the west central portion of the county. This area contains the oldest and most densely settled developments and thus the greatest number of public facilities. Most of the governmental facilities located in the Decatur area are crowded on inadequate lots which lack space for parking or future expansion; this is also true of some of the health, education, and recreational facilities located in the western section of the county.

Parks, playgrounds, and recreational facilities are the largest contributors to the public use category. DeKalb's existing park system, exclusive of Stone Mountain Memorial State Park, consists of 96 parks containing 1763.7 acres. There are 5 major parks, 36 community parks, 36 neighborhood parks, 15 green areas, and 4 special parks. If Stone Mountain Park's acreage is included in the total for the county, parks and recreational facilities constitute 4763.7 acres, or 59.6 per cent of DeKalb's developed public land.

Educational facilities also consume a considerable portion of the public land. As of November 13, 1963, there were 1,172 acres of public school property in the county. In other words, approximately 15 per cent of the existing public land is devoted to educational facilities. The DeKalb County School System has grown from 48 schools in 1956 to 76 schools today. Presently, there are 59 elementary schools, 15 high schools, the DeKalb Technical School, and a temporary vocational school. By the fall of 1964, there will be 5 additional elementary schools, 3 high schools, an Adult Education Center, and the DeKalb County Junior College, yielding a total of 86 public educational facilities in DeKalb, exclusive of Atlanta in DeKalb and Decatur. There are 9 elementary schools and 2 high schools in Decatur, and 7 elementary schools and 2 high schools in Atlanta in DeKalb. Including the public schools in Decatur and in Atlanta in DeKalb, DeKalb County will have a total of 106 public educational facilities by the beginning of the 1964-'65 school term.



CHANGING LAND USE PATTERN

Land uses in the nation indicate that, in terms of acreage devoted to various uses, the United States is still predominately agricultural. The following list shows the percentage of land devoted to general land uses in the fifty states:

- 60 per cent - Farm Land, Livestock and Crops.
- 20 per cent - Forest Land.
- 12 per cent - Desert, Rock Land, or Swamp Land of limited economic use.
- 5 per cent - Park and Recreation Areas, Wildlife Areas, and Public Installations and Facilities.
- 3 per cent - Urban Area with its related intensive uses.

These proportions result from the extensive nature of agricultural uses and the intrusive nature of cities. However, current estimates indicate that 70 per cent of the nation's population live in urban areas which represent 3 per cent of the total land area of the fifty states. Of the 30 per cent living in rural areas, only about 25 per cent actively engage in farming. This is, of course, the result of a long-range trend within the cities to expand outward into once rural area.

Land uses in DeKalb reflect both of these trends, i.e., new growth in the Atlanta Metropolitan Area has been in the suburban area. The following list summarizes general land uses in DeKalb County:

- 5.0 per cent - Farm Land, Livestock and Crops.
- 62.2 per cent - Forest Land and non-productive farm land.
- 2.0 per cent - Rock Quarry Areas of limited economic use.
- 7.6 per cent - Recreation and Park Areas, including all public and semi-public lands except rights-of-way.
- 23.2 per cent - Urban Areas with its related intensive uses.

In 1962 approximately 85 per cent of the county's population lived within the urban area. Within DeKalb County as in other parts of the nation where land areas are closely related to thriving cities, farm land is being absorbed into the urbanized areas. As DeKalb County becomes completely urbanized, the extensive land uses, such as agriculture which results in relatively undeveloped land, and forests, will all be transformed to more intensive urban uses. The only remaining open areas will be wasteland, parks, and other open space salvaged at a premium by the local governments for future public use, and private or semi-public use such as country clubs and cemeteries.

OBJECTIVES OF THE LAND USE PLAN

This plan serves as a means of clarifying the goals sought for the development of DeKalb County. The Land Use Plan Report summarizes, inventories, and organizes data on the existing use of land throughout the county, outlines the trends of development that have taken place, and presents proposals and a plan to be used in the future development of the county by governmental bodies, corporations, organizations, and thousands of individuals. The primary goals and objectives for the development of DeKalb County are listed below:

(1) A decent home in a suitable living environment for every DeKalb County family. Because of the scarcity of old, dilapidated, obsolete neighborhoods within the county, the relatively high educational attainments of the population, and the relative lack of unemployed or low income families, this objective can be approximated more closely in DeKalb County than in all but a few other urban areas in this country. Many of the other objectives will indirectly foster this goal.

(2) A high level of employment and the availability of good jobs for the people of DeKalb. This objective has two related goals that will increase the employability of our labor force. They are listed as (3) and (4) below.

(3) The provision of good schools, including technical or vocational schools and college facilities, and the provision of libraries, health services, and other facilities and services.

(4) The encouragement of industrial, commercial, institutional, and governmental developments throughout the Atlanta Area, but particularly in DeKalb, so as to provide as wide a range of desirable job opportunities as possible. An increase in the proportion of metropolitan job opportunities within DeKalb County is also a subsidiary objective.

(5) An adequate and expanding tax base to provide needed revenues for governmental services. This means the rapid development within our planned industrial districts of all types of desirable industrial and related plants together with the building of commercial and office buildings in the areas established for them. It also means the development of first rate apartment developments within the appropriate areas set up for them.

(6) The conservation and enhancement of the value of existing homes, apartments, commercial or industrial structures, and other facilities.

(7) The protection of existing neighborhoods and other developments from incompatible uses and depreciating influences.

(8) Improvement in the quality and increase in the quantity of cultural, educational, religious, and recreational facilities including those which are public, semi-public, or private.

(9) Minimization of travel and transportation time through the development of better roads and through better spatial relationships between various land uses.

(10) Improvement of community appearance and the elimination of ugliness throughout the county in residential, commercial, and industrial areas. Improving the attractiveness of roadsides and conserving open spaces and natural beauty are of growing importance as the county becomes more solidly developed.

LAND USE PLAN

Land is the basic resource of our economy. With urbanization and industrialization taking place on more of the land and with the fast rise in population, it becomes imperative that land be used for its highest potential. It is essential that a general pattern for the use of land be followed to prevent the misuse of land causing untold damage to communities for years to come. However, the plan must be flexible in order to meet unforeseen changes in requirements.

The DeKalb County Land Use Plan designates the location and approximate amount of land for residential, commercial, industrial, semi-public, and public uses to meet the needs of the county during the next four decades. A summary of the space requirements by land use category is presented in Table 10. It is assumed that the current trends in public, semi-public, commercial, and right-of-way lands will remain virtually the same in the future. However, it is anticipated that industrial land will constitute an increasing proportion of the total developed land. The future land use plan indicates a major share of the land to continue as residential; but the proportion of the total land devoted to single-family residential will decrease and the proportion assumed by multi-family residential will increase as DeKalb approaches complete development and urbanization. It is hoped that a more favorable balance between residential and industrial development will ultimately be achieved in the county.

TABLE 10. EXISTING AND PROPOSED LAND USE, DEKALB COUNTY
(EXCLUSIVE OF ATLANTA AND DECATUR)

Type of Land Use	Existing Acres	Per Cent of Developed Land	Proposed Acres	Per Cent of Developed Land (Total)
Single-Family	27,265	53.5	74,686	45.1
Multi-Family	938	1.8	4,100	2.5
Public	7,998	15.7	26,330	15.9
Semi-Public	4,702	9.2	15,732	9.5
Commercial	1,610	3.2	5,630	3.4
Industrial	1,845	3.6	18,000	10.9
Right-of-Way and Waste	6,630	13.0	21,000	12.7
TOTAL	50,988	100.0	165,600	100.0

SOURCE: DeKalb County Planning Department

RESIDENTIAL

Residential areas are primarily designed to serve existing and future dwelling units, both single-family and multiple-family. Public and semi-public uses are permitted in these areas under compatible conditions. Areas designated for single family dwellings are permitted to have population densities ranging from 4 persons per acre to 14 persons per acre, or a building density of 1 single-family dwelling per acre to approximately 4 single-family dwellings per acre. Multiple family areas are permitted to have a unit density ranging from 11 units per acre to 15 units per acre.

Residential areas should be based on a pattern of orderly development to create safe and attractive neighborhoods with conveniently located schools, parks, and shopping facilities. Future residential growth should be maintained in neighborhoods with highway construction co-ordinated to promote efficient and adequate circulation on the periphery of these neighborhoods so that surrounding residential values will not suffer.

Available residential land will be no problem in DeKalb County for many years. Residential growth will continue to move outwardly from Atlanta - gener-

ally moving along belts of land created between the freeways and major highways. Continued availability of water and sewer trunk lines will assure a continuation of this general outward movement.

If residential development proceeds as proposed in the Land Use Plan, then DeKalb will have 74,686 acres of residential land at the time of complete development. Assuming that residential development takes place at present densities, DeKalb should have about 872,000 persons, exclusive of the populations of Decatur and that part of Atlanta in DeKalb. Including the projected populations of Atlanta and Decatur, there should ultimately be about one million persons in the county. But, the variables of number of housing units per acre and number of persons per housing unit could alter the estimated population level. For example, the demand for apartment units is expected to sharply increase as DeKalb and the whole metropolitan area becomes more urbanized; if however, the future demand for high rise apartment units is greater than anticipated, the population of the county would, in turn, be substantially greater than projected.

COMMERCIAL

The long-range planning policy for commercial areas in DeKalb County is to salvage the older town centers, confine the highway strips, and encourage development of carefully placed shopping centers to best serve future trade areas. The existing program of neighborhood studies will dwell in detail on existing conditions of town centers and how they can be revitalized economically through redesign. This can be done by eliminating undesirable structures, refacing older buildings, providing adequate off-street parking and giving the overall downtown area an attractive appearance through good landscape practice. Also, this will require providing an additional variety of service facilities to insure competitive shopping with nearby shopping centers. This program is difficult to carry out and success will depend on a substantial effort and on cooperation among the county government, city governments, local civic groups and commercial property owners involved.

Highway strip commercial areas in DeKalb County will continue to provide important, essential services which cannot be obtained in shopping centers. These areas are primarily designated to accommodate light retail uses and

highway oriented uses. There is a tendency toward specialization in areas located adjacent to interstate highway and major street intersection. These sites contain a complex of restaurants, service stations, motels and office facilities designed to serve traffic directly from the Freeway System.

With the use of zoning controls, efforts will be continued to contain the existing development in the older highway strip commercial areas in such a manner as to give protection to adjacent residential areas and to eliminate further unsightly encroachment causing land deterioration and traffic congestion.

More emphasis will be put on well designed shopping centers in locations convenient to existing and potential service areas. Planned neighborhood studies will insure their proper location in respect to surrounding communities and prevent overlapping of trade areas.

INDUSTRIAL

In DeKalb County, areas best suited for industrial development have been set aside for this use. Currently, eleven areas have been designated as planned industrial districts. The eleven industrial districts in the county include 17,899 acres of zoned industrial land. They range in size from 80 to 6,000 acres. Besides the 17,899 acres in planned industrial districts, there are about 100 acres of scattered industrial use, yielding a total of 18,000 zoned industrial acres. These 18,000 industrial acres represent 10.9 per cent of DeKalb's total land area. As indicated in Table 10, it is proposed that DeKalb's existing industrial land increase from 3.6 per cent of the developed land acreage to 10.9 per cent at the time of complete development.

Comprehensive studies of some of the larger industrial districts are presently being conducted. The published reports which will follow the detailed studies of the industrial districts will summarize present conditions and examine future needs of the industrial districts. These reports are actually revisions of reports published

in 1958. The studies are chiefly concerned with the physical aspects of the industrial districts, that is, topography, design, utilities, facilities, and the transportation needs of the districts. Revised reports on the Northeast Freeway, the Montreal, the Tucker-Stone Mountain, and the Constitution Industrial Districts have been published. Soon to be published is a revised report on the Lithonia Industrial District, the largest industrial district in the county.

It is hoped that all new industry in the county will settle in one of the planned industrial districts. No new industrial districts have been proposed or anticipated. Plans are to improve and develop the existing industrial districts so as to provide desirable locations for new industry moving into DeKalb. As previously stated, DeKalb has made a concentrated effort to promote and encourage industrial development in the county. With the complete development of the eleven planned industrial districts, these efforts will be realized.

SEMI-PUBLIC USE

It is proposed in the Land Use Plan that about 11,000 acres of land be allocated for semi-public use. Hence, there will ultimately be about 15,700 acres of semi-public land in DeKalb. These 15,700 acres represent 9.5 per cent of DeKalb's total land acreage.

Plans for proposed semi-public land are very general. It is anticipated that churches, kindergartens, civic, social and recreation clubs will continue to move into the county's developing neighborhoods. Much of the county's semi-public growth will be closely linked with future residential growth.

No new schools, colleges, or universities have been proposed, except for the Atlanta Baptist College. However, it is expected that the existing universities and colleges will acquire limited amounts of additional land in the future. Additional private or parochial schools will probably develop, so will additional cemeteries, and possibly golf or country clubs.

PUBLIC USE

Public facilities are located in relation to the area they serve. The following standards serve as a general guide in determining the need and location of some of the public facilities in the county.

<u>Schools</u>	<u>Size</u>	<u>Service Area Radius</u>
Elementary	5 acres plus 1 acre per 100 students	$\frac{1}{2}$ mile
High School	10 acres plus 1 acre per 100 students	$1\frac{1}{2}$ miles

Colleges

No set standard as to size. Should be located near public transit facilities, commercial shopping area, and off-campus housing.

<u>Parks</u>	<u>Size</u>	<u>Service Area Radius</u>
Regional Nature Preserves	Min. 900 acres	1 hr. traveling time
Major	200 acres	3 miles
Community	20 acres	1 mile
Neighborhood	--	$\frac{1}{2}$ mile
Special	--	--

A general standard of 1 acre of park land per 100 persons is used.

<u>Health Facilities</u>	<u>Minimum Size</u>
Hospital	5 acres per 100 beds
Clinics	$\frac{1}{4}$ acre per doctor
Custodial Care Homes	1 acre per 20 patients

Maximum distance to nearest emergency treatment facility should be 20 minutes travel time.

Governmental Facilities

No set standard as regards size. Governmental administrative office should be located in urban area, convenient to public transit system and major thoroughfares. Ample parking space should be provided. Fire stations should be spaced so as to provide adequate protection to all citizens. Water and sewer plants require large amounts of land; they should be located away from the most intensely developed areas.

In the Proposed Land Use Plan, 26,330 acres of land are allocated for public use; thus it is proposed that 18,332 additional acres of public land be acquired and public land constitute about 15.9 per cent of the total land in the county at the time of complete development. Since DeKalb is growing so rapidly, it is imperative that open spaces and public sites be acquired as soon as possible before other development precludes acquisition for public purposes.

As stated above, the ratio of 1 acre of park land per 100 persons is used by the county as a general guide in delineating park acreage needs. Based upon this standard and the projected population figures for the county, DeKalb will need approximately 4,000 acres of park land by 1970, 5,300 by 1980, 6,000 by 1985, and about 8,000 by the year 2000. In the DeKalb County Park Plan, 56 new parks are proposed for acquisition by 1985. Included in this total are two regional nature preserves which are large tracts of wooded and chiefly undeveloped land that contain natural and scenic features. The two proposed nature preserves, Panola and Elijah Woods, contain a total area of 1,965 acres.

Closely tied in with the proposed park system and residential development is the proposed school system. Estimating the future growth and distribution of the school population requires a detailed investigation of present and proposed residential development with particular emphasis on the direction of residential expansion, extension of public services, freeway system, and the paving of roads. Taking these factors and the pro-

jected population for the county into consideration it was proposed in the 1963 School Study that 26 new elementary schools and 10 new high schools be acquired by 1970. Since this report, a number of the proposed schools have been obtained and a few have become unfeasible or unobtainable. In delineating future school sites, the factor of availability will gain considerably more prominence. Future school sites should contain enough land to permit sufficient expansion if needed.

As for health facilities, a new Main Health Facility is proposed. It will be constructed in the vicinity of the present health building in Decatur. An Auxiliary Health Building is proposed for the Scottdale Area. A State Residential Care Center for Retarded Children is to be built on a 100-acre site in the vicinity of Peeler and North Peachtree Roads. This hospital will provide care, treatment, and training for about 1,000 children. A 200-bed expansion is proposed for the DeKalb County General Hospital and construction of a Nursing Home in the hospital area has been suggested. In addition to the proposed new health facilities, substantial increases in existing facilities are expected.

A New Justice-Education-Administration Building is planned for the near future. This multi-story building will be located on McDonough and Trinity Streets across from the existing county offices and will provide space for the administrative offices, education department, court rooms and court officials, etc.

